

## Motorisierte Krafträder - Führerscheinklassen<sup>1)</sup>

(gemäß 14. FSG-Novelle - gültig seit 19. Jänner 2013; in der Fassung 17. FSG-Novelle)

| Führer-<br>schein-<br>klasse                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Kraftfahrzeug                                                             | KFG<br>1967<br>§ 2 (1) | Fahrzeug-<br>klasse | Hubraum                                | Leistung                                                                                        | Gesch-<br>windig-<br>keit | Mindest-<br>alter                    | Helm-<br>pflicht <sup>2)</sup> |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------|------------------------|---------------------|----------------------------------------|-------------------------------------------------------------------------------------------------|---------------------------|--------------------------------------|--------------------------------|
| AM                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Zweirädriges Kleinkraftrad<br>(S-Pedelecs)                                | —                      | L1e-B               | —                                      | ≤4 kW<br>Nenndauerleistung                                                                      | ≤ 45<br>km/h              | 15 Jahre                             | ja                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MOTORFAHRRAD<br>(MOPED, Kleinkraftrad)<br>= Kraftrad KFG §2 (1) Z 4       | Z 14                   | L1e                 | ≤ 50 cm3<br>Fremd-<br>zündungsmotor    | —                                                                                               |                           |                                      |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | dreirädriges Kfz (KFG §2(1)Z4)                                            | Z 14                   | L2e                 |                                        |                                                                                                 |                           |                                      |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | vierrädriges<br>Leicht - Kfz<br>(Leermasse ≤ 350kg)                       | Z 4b                   | L6e                 | a) ≤ 50 cm3<br>Fremd-<br>zündungsmotor | —                                                                                               |                           |                                      |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | a) mit Fremdzündungsmotor<br>b) ohne Fremdzündungsmotor                   |                        |                     | —                                      | b) ≤ 4kW<br>für alle Motortypen,<br>außer Fremd-<br>zündungsmotor                               |                           |                                      |                                |
| 6 UE theoretische Schulung; 6 UE praktische Schulung am Übungsplatz; 2 UE praktische Schulung im öffentlichen Verkehr;<br>< 16 Jahre Einwilligungserklärung eines Erziehungsberechtigten notwendig, Anmerkung: 1 UE (Unterrichtseinheit) = 50 Minuten                                                                                                                                                                                                                                                                                            |                                                                           |                        |                     |                                        |                                                                                                 |                           |                                      |                                |
| A1<br>B*)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | KLEINMOTORRAD                                                             | Z 15a                  | L3e                 | ≤ 50 cm3                               | ≤ 11 kW                                                                                         | —                         | 16 Jahre                             | ja                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | A1-125cm3 KRAFTRAD                                                        |                        | L3e                 | ≤ 125cm3                               |                                                                                                 |                           |                                      |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MOTORRAD<br>= Kraftrad KFG §2 (1) Z 4                                     | Z 15                   | L3e                 |                                        | ≤ 11 kW<br>≤ 0,1 kW/Kg                                                                          |                           |                                      |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MOTORRAD mit Beiwagen                                                     | Z 16                   | L4e                 |                                        |                                                                                                 |                           |                                      |                                |
| B**)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | dreirädriges Kfz                                                          | Z 4                    | L5e                 | —                                      | ≤ 15kW                                                                                          |                           |                                      |                                |
| *) seit mind. 5 J. ununterbrochen FS Kl. B + nicht mehr in Probezeit gem. §4 + praktische Ausbildung im Lenken von derartigen Krafträdern +<br>Code 111 im FS eingetragen (FSG §2 (1) Z 5 lit. c)                                                                                                                                                                                                                                                                                                                                                |                                                                           |                        |                     |                                        |                                                                                                 |                           |                                      |                                |
| A2                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | LEICHTMOTORRAD                                                            | Z 15b                  | L3e                 | —                                      | ≤ 35 kW<br>≤ 0,2 kW/Kg<br>das nicht von<br>einem Fzg. mit<br>> 2x P (≤ 70kW)<br>abgeleitet wird | —                         | 18 Jahre                             | ja                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MOTORRAD                                                                  | Z 15                   | L3e                 | —                                      |                                                                                                 |                           |                                      |                                |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MOTORRAD mit Beiwagen                                                     | Z 16                   | L4e                 | —                                      |                                                                                                 |                           |                                      |                                |
| Ausbildung § 18a (1) (FSG) oder mind. 2 Jahre A1 + zweite Ausbildungsphase § 4b (3) (FSG)                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                           |                        |                     |                                        |                                                                                                 |                           |                                      |                                |
| A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | MOTORRAD („schweres“)                                                     | Z 15                   | L3e                 | —                                      | —                                                                                               | —                         | 20<br>Jahre<br>wenn 2<br>Jahre<br>A2 | ja                             |
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | MOTORRAD mit Beiwagen                                                     | Z 16                   | L4e                 |                                        |                                                                                                 |                           |                                      |                                |
| A<br>B**)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | dreirädriges Kfz                                                          | Z 4a                   | L5e                 | —                                      | —                                                                                               | —                         |                                      |                                |
| **) dreirädrige Kfz mit FS Kl. B, sofern der Lenker das 21. Jahr vollendet hat                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                           |                        |                     |                                        |                                                                                                 |                           |                                      |                                |
| B<br>***)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | vierrädriges Kfz<br>(Leermasse ≤ 400kg; bzw.<br>≤ 550kg Güterbeförderung) | Z 4c                   | L7e                 | —                                      | ≤ 15kW                                                                                          | —                         |                                      |                                |
| ****)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Fahrrad mit Antriebssystem                                                | —                      | L1e-A               | —                                      | 250 Watt<br>Nenndauerleistung                                                                   | ≤ 25<br>km/h              |                                      | nein                           |
| *** mit 14. Novelle (FSG) sind vierrädrige Kfz nicht den FS Kl. A1, A2 und A zugeordnet (lt. FS RL 2006/126/EG Artikel 4 (4) lit. a) ist die FS<br>Kl. B1 (ab 16 Jahre) oder B erforderlich<br>****) ab 24.8.1994 durch die 17. KFG-Novelle (BGBl. Nr. 654/1994) eingeführt (max. 400 Watt; ≤ 20 km/h); ab 19.8.2009 durch die<br>30. KFG-Novelle (BGBl. Nr. 94/2009) geändert (max. 600 Watt; ≤ 25 km/h), 41. KFG-Novelle (BGBl. 35/2023) Umstellung auf Nenndauerleistung<br>(entspricht max. 600 Watt; ≤ 25 km/h) > kein Kfz (KFG §1 (2a) ) < |                                                                           |                        |                     |                                        |                                                                                                 |                           |                                      |                                |

1) FS Klasse, die für das Führen des jeweiligen Kraftrades zumindest erforderlich ist; weitere technische Spezifikationen siehe KDV § 54a

2) Sturzhelmpflicht KFG §106 (7) (ausgenommen bei Fahrzeugen mit kabinenartigem Aufbau)

Anmerkung: FSG §2 (4) Folgende (Lenk-)Berechtigungen gelten nur in Österreich und in jenen Staaten, die diese (Lenk-)Berechtigungen anerkannt haben. Abs.1 dreirädrige Kfz mit FS B; Abs.2 vorgezogene Lenkberechtigung FS B < 18 Jahre; Abs.3 MR d. FS Kl. A1 mit FS B

P ... Leistung; kW/Kg ... Leistung/Eigengewicht; Kfz ... Krafthfahrzeug; FSG ... Führerscheingesetz; KFG ... Krafthfahrzeuggesetz

Kraftrad §2 (1) Z4 (KFG) = Kfz mit 2R oder 3R, mit oder ohne Doppelrad

## Motorräder in Stück

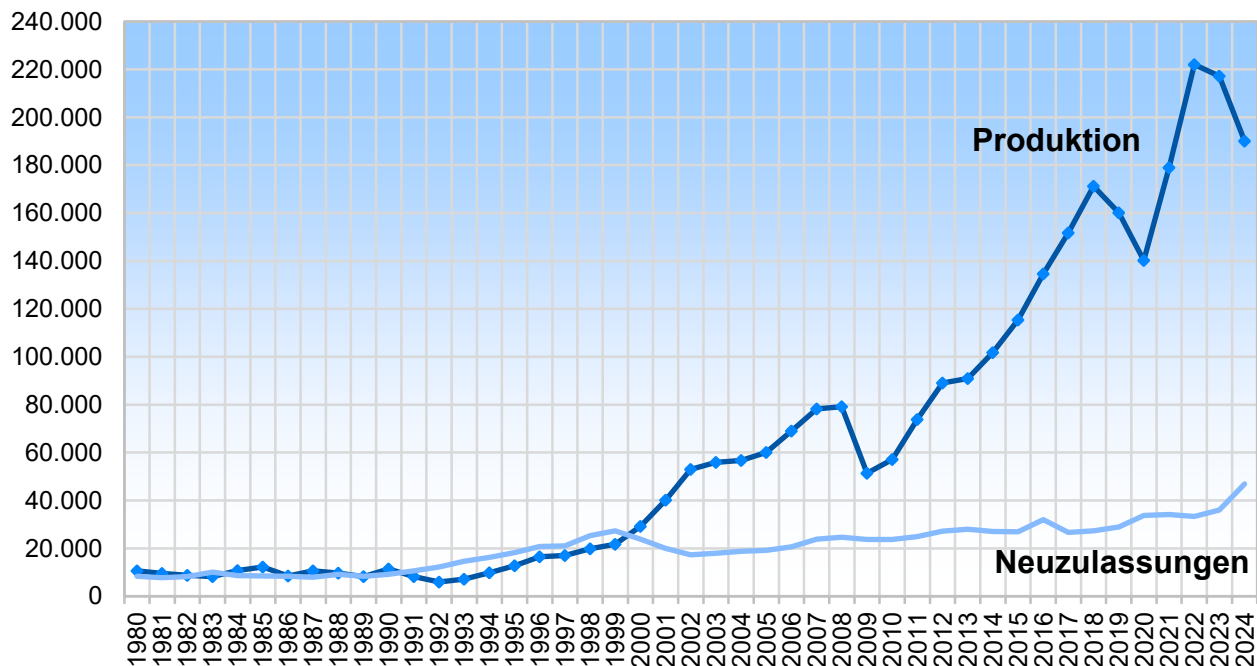
(inkl. Leichtmotorräder, Motorroller und Motordreiräder) \*)

| Jahr | Bestand <sup>1)</sup><br>per 31.12. | Produktion            |                    | Direktexporte <sup>2)</sup> |                 | Importe <sup>3)</sup>                |                 |                             |                 | Neuzulassungen <sup>4)</sup> |                   | Neuzul.<br>österreich.<br>Produkte | Inland<br>Markt-<br>anteil<br>in % |
|------|-------------------------------------|-----------------------|--------------------|-----------------------------|-----------------|--------------------------------------|-----------------|-----------------------------|-----------------|------------------------------|-------------------|------------------------------------|------------------------------------|
|      |                                     |                       | Veränd.<br>in %    |                             | Veränd.<br>in % | sonstige <sup>7)</sup><br>Motorräder | Veränd.<br>in % | <sup>6)</sup><br>Motorräder | Veränd.<br>in % |                              | Veränd.<br>in %   |                                    |                                    |
| 1990 | 105.177                             | 11.470                | 39,8               | 10.903                      | 24,1            | 9.396                                | -5,9            |                             |                 | 9.155                        | 9,4               | 186                                | 2,0                                |
| 1991 | 112.219                             | 8.137                 | -29,1              | 8.107                       | -25,6           | 11.658                               | 24,1            |                             |                 | 10.633                       | 16,1              | 284                                | 2,7                                |
| 1992 | 124.904                             | 5.960                 | -26,8              | 6.234                       | -23,1           | 15.067                               | 29,2            |                             |                 | 12.236                       | 15,1              | 256                                | 2,1                                |
| 1993 | 138.034                             | 7.109                 | 19,3               | 7.201                       | 15,5            | 17.407                               | 15,5            |                             |                 | 14.661                       | 19,8              | 497                                | 3,4                                |
| 1994 | 154.297                             | 9.754                 | 37,2               | 9.687                       | 34,5            | 23.735                               | 36,4            |                             |                 | 16.243                       | 10,8              | 661                                | 4,1                                |
| 1995 | 174.907                             | 12.677                | 30,0               | 12.340                      | 27,4            | <sup>5)</sup> 86                     | -99,6           | 11.973                      |                 | 18.185                       | 12,0              | 736                                | 4,0                                |
| 1996 | 193.685                             | 16.504                | 30,2               | 15.184                      | 23,0            | 280                                  | 225,6           | 21.955                      | 83,4            | 20.823                       | 14,5              | 998                                | 4,8                                |
| 1997 | 212.791                             | 17.007                | 3,0                | 15.193                      | 0,1             | 281                                  | 0,4             | 22.192                      | 1,1             | 20.969                       | 0,7               | 1.163                              | 5,5                                |
| 1998 | 237.767                             | 19.832                | 16,6               | 18.024                      | 18,6            | 132                                  | -53,0           | 31.175                      | 40,5            | 25.316                       | 20,7              | 1.272                              | 5,0                                |
| 1999 | 263.297                             | 21.647                | 9,2                | 20.468                      | 13,6            | 326                                  | 147,0           | 24.836                      | -20,3           | 27.276                       | 7,7               | 1.340                              | 4,9                                |
| 2000 | 279.728                             | 29.208                | 34,9               | 27.121                      | 32,5            | 634                                  | 94,5            | 25.759                      | 3,7             | 23.775                       | -12,8             | 1.412                              | 5,9                                |
| 2001 | 294.843                             | 40.088                | 37,3               | 37.836                      | 39,5            | 1.796                                | 183,3           | 20.114                      | -21,9           | 19.952                       | -16,1             | 1.621                              | 8,1                                |
| 2002 | 294.648                             | 52.911                | 32,0               | 49.816                      | 31,7            | <sup>8)</sup> 6.109                  | 240,1           | 15.576                      | -22,6           | 17.251                       | -13,5             | 1.843                              | 10,7                               |
| 2003 | 305.481                             | 55.957                | 5,8                | 53.441                      | 7,3             | 12.352                               | 102,2           | 18.246                      | 17,1            | 17.930                       | 3,9               | 2.136                              | 11,9                               |
| 2004 | 315.638                             | 56.651                | 1,2                | 54.099                      | 1,2             | 21.142                               | 71,2            | 18.266                      | 0,1             | 18.754                       | 4,6               | 1.934                              | 10,3                               |
| 2005 | 326.286                             | 59.986                | 5,9                | 57.586                      | 6,4             | 6.896                                | -67,4           | 20.493                      | 12,2            | 19.095                       | 1,8               | 2.380                              | 12,5                               |
| 2006 | 338.721                             | 69.045                | 15,1               | 66.573                      | 15,6            | 4.209                                | -39,0           | 23.961                      | 16,9            | 20.611                       | 7,9               | 2.550                              | 12,4                               |
| 2007 | 354.919                             | 78.269                | 13,4               | 75.507                      | 13,4            | 4.724                                | 12,2            | 27.764                      | 15,9            | 23.822                       | 15,6              | 3.243                              | 13,6                               |
| 2008 | 372.112                             | 79.176                | 1,2                | 76.474                      | 1,3             | 4.031                                | -14,7           | 36.979                      | 33,2            | 24.581                       | 3,2               | 2.926                              | 11,9                               |
| 2009 | 389.574                             | 51.366                | -35,1              | 49.184                      | -35,7           | 9.220                                | 128,7           | 29.271                      | -20,8           | 23.709                       | -3,5              | 2.221                              | 9,4                                |
| 2010 | 407.822                             | 57.160                | 11,3               | 54.984                      | 11,8            | 23.545                               | 155,4           | 26.106                      | -10,8           | 23.687                       | -0,1              | 1.918                              | 8,1                                |
| 2011 | 425.079                             | 73.802                | 29,1               | 71.050                      | 29,2            | 24.788                               | 5,3             | 42.816                      | 64,0            | 24.866                       | 5,0               | 2.467                              | 9,9                                |
| 2012 | 446.347                             | 85.882                | 16,4               | 82.673                      | 16,4            | 23.133                               | -6,7            | 44.561                      | 4,1             | 27.174                       | 9,3               | 2.900                              | 10,7                               |
| 2013 | <sup>9)</sup> 466.807               | <sup>10)</sup> 90.900 | <sup>10)</sup> 5,8 | 87.500                      | 5,8             | 21.970                               | -5,0            | 45.632                      | 2,4             | 27.923                       | <sup>9)</sup> 2,8 | 3.826                              | 13,7                               |
| 2014 | 485.532                             | 101.700               | 11,9               | 97.800                      | 11,8            | 24.050                               | 9,5             | 50.617                      | 10,9            | 27.100                       | -2,9              | 4.056                              | 15,0                               |
| 2015 | 503.420                             | 115.400               | 13,5               | 111.000                     | 13,5            | 22.192                               | -7,7            | 43.862                      | -13,3           | 26.947                       | -0,6              | 4.313                              | 16,0                               |
| 2016 | 524.064                             | 134.600               | 16,6               | 129.500                     | 16,7            | 83.311                               | 275,4           | 44.376                      | 1,2             | 32.026                       | 18,8              | 6.428                              | 20,1                               |
| 2017 | 541.033                             | 151.700               | 12,7               | 146.000                     | 12,7            | 76.900                               | -7,7            | 57.481                      | 29,5            | 26.590                       | -17,0             | 4.019                              | 15,1                               |
| 2018 | 557.776                             | 171.300               | 12,9               | 166.400                     | 14,0            | 66.851                               | -13,1           | 53.249                      | -7,4            | 27.322                       | 2,8               | 4.944                              | 18,1                               |
| 2019 | 573.241                             | 160.098               | -6,5               | 155.000                     | -6,9            | 152.761                              | 128,5           | 58.402                      | 9,7             | 28.968                       | 6,0               | 5.120                              | 17,7                               |
| 2020 | 594.876                             | 140.252               | -12,4              | 133.900                     | -13,6           | 114.818                              | -24,8           | 62.707                      | 7,4             | 33.786                       | 16,6              | 6.366                              | 18,8                               |
| 2021 | 617.509                             | 178.992               | 27,6               | 174.000                     | 29,9            | 125.179                              | 9,0             | 67.504                      | 7,6             | 34.076                       | 0,9               | 4.933                              | 14,5                               |
| 2022 | 638.420                             | 222.041               | 24,1               | 217.700                     | 25,1            | <sup>11)</sup> 171.436               | 37,0            | 69.386                      | 2,8             | 33.383                       | -2,0              | 4.327                              | 13,0                               |
| 2023 | 657.359                             | 217.160               | -2,2               | 235.999                     | 8,4             | 171.775                              | 0,2             | 74.069                      | 6,7             | 36.012                       | 7,9               | 5.204                              | 14,5                               |
| 2024 | 681.750                             | 146.934               | -32,3              | 188.587                     | -20,1           | 316.238                              | 84,1            | <sup>11)</sup> 84.100       | 13,5            | 46.884                       | 30,2              | 11.862                             | 25,3                               |

\*) ab 1.11.1997 aufgrund des FSG einschließlich der "A1-125er" und der Motordreiräder (KL. L5); siehe auch Einführung am 20.8.1997 durch die 19. KFG-Novelle; Motordreiräder nach § 2 Z 17 KFG waren schon seit Beginn des Untersuchungszeitraumes inkludiert.

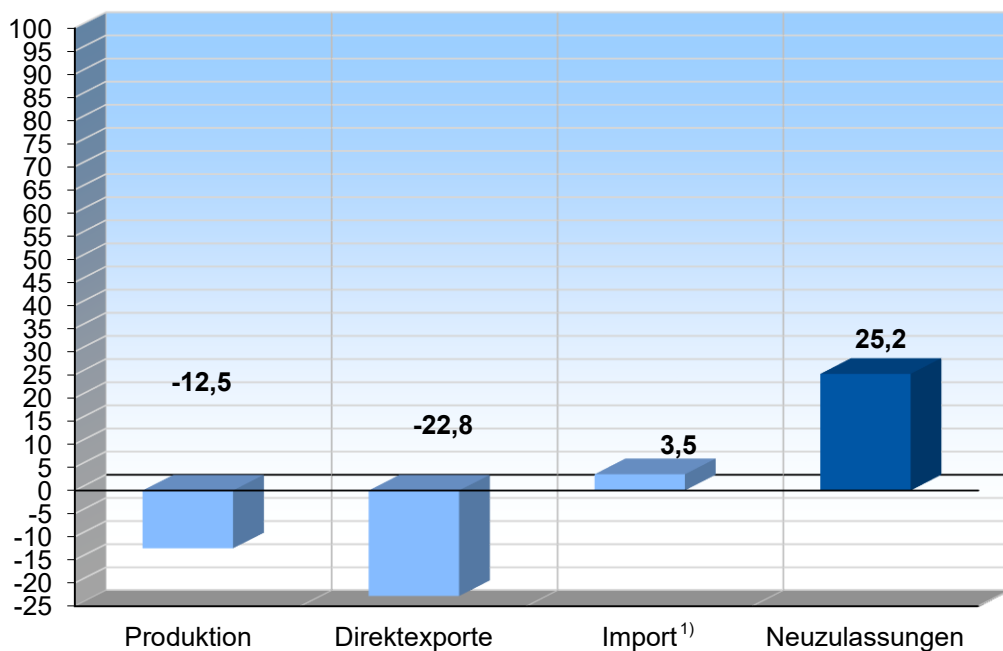
- 1) STATISTIK AUSTRIA, "Bestands-Statistik der Kraftfahrzeuge in Österreich"
- 2) Sonderauswertung des Fachverbandes
- 3) STATISTIK AUSTRIA "Der Außenhandel Österreichs", die STATISTIK AUSTRIA sieht eine Trennung in Neu- und Gebrauchtfahrzeuge nicht vor
- 4) STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"
- 5) 1995 EU-bedingte Anpassung der österreichischen Außenhandelsstatistik an INTRASTAT und EXTRASTAT, Importdaten daher mit den Vorjahren nicht unmittelbar vergleichbar.
- 6) Importe ohne KN 87119000 „Krafträder mit Hilfsmotor und Beiwagen“; ab 2012 Leichtmotorräder KN Code 8711 2091 und 2093 ersetzt durch 2092
- 7) 8711 9000 = sonstige Motorräder (MR mit Beiwagen); ab 2012 Leichtmotorräder 9000 ersetzt durch 9010 und 9090; ab 2017 9010 und 9090 ersetzt durch 6010 (Zweiräder u. a., Treithilfe, Elektrohlfsmotor ≤ 250 W) und 6090 (andere Kraft- und Fahrräder m. Hilfsmotor)
- 8) ab 2002 sind in der Pos. 8711 9000 „Krafträder mit Hilfsmotor und Beiwagen“ Scooter mit Hilfsmotor inkludiert
- 9) ab 19.1.2013 im Rahmen der 31. KFG-Novelle und der 15. FSG-Novelle: Änderung der Zuordnung von Motorrädern/ Leichtmotorrädern
- 10) Produktion und Direktexport Schätzung des Fachverbandes – mit Sportminicycles
- 11) endgültige Werte

## Motorräder (inkl. Leichtmotorräder) (in Stück)



Quelle: Tabelle „Motorräder in Stück“

## Motorräder (inkl. Leichtmotorräder) (Veränderung 2024/2023 in %)



1) Motorräder

Quelle: Tabelle „Motorräder in Stück“

## Motorfahräder (Mopeds) und Kleinmotorräder in Stück <sup>\*)</sup>

| Jahr | Bestand <sup>1)</sup><br>per 31.12. | Österr.<br>Produktion<br><sup>2)</sup> | Veränd.<br>in % | Direkt-<br>exporte<br>österr.<br>Prod. <sup>2)</sup> | Veränd.<br>in % | Importe <sup>3)</sup> | Veränd.<br>in % | Neuzul.<br><sup>4)</sup> | Veränd.<br>in %     | Neuzul.<br>österr.<br>Prod. | Inland<br>Markt-<br>anteil in<br>% |
|------|-------------------------------------|----------------------------------------|-----------------|------------------------------------------------------|-----------------|-----------------------|-----------------|--------------------------|---------------------|-----------------------------|------------------------------------|
| 1980 | 483.137                             | 241.903                                | 24,4            | 105.480                                              | -46,4           | 19.233                | 52,4            | 60.789                   | 8,4                 | 44.434                      | 73,10                              |
| 1985 | 563.756                             | 148.658                                | 9,9             | 142.209                                              | 36,1            | 13.591                | -16,8           | 40.779                   | -5,1                | 26.474                      | 64,92                              |
| 1990 | 442.858                             | 9.434                                  | 15,8            | 5.314                                                | 2,5             | 10.102                | 36,1            | 10.904                   | <sup>6)</sup> -32,6 | 6.211                       | 56,96                              |
| 1995 | 371.505                             | 1.480                                  | 2,6             | 1.457                                                | -3,4            | <sup>8)</sup> 14.555  | 46,5            | 11.286                   | 25,5                | 82                          | 0,73                               |
| 1996 | 366.506                             | 2.114                                  | 42,8            | 2.114                                                | 45,1            | 16.378                | 12,5            | 14.342                   | 27,1                | 28                          | 0,20                               |
| 1997 | 362.953                             | 1.645                                  | -22,2           | 1.434                                                | -32,2           | 16.578                | 1,2             | 15.978                   | 11,4                | 5                           | 0,03                               |
| 1998 | 358.559                             | 705                                    | -57,1           | 779                                                  | -45,7           | 15.986                | -3,6            | 16.357                   | 2,4                 | 1                           | 0,01                               |
| 1999 | 351.235                             | <sup>9)</sup> 0                        | 0,0             | 0                                                    | 0,0             | 19.433                | 21,6            | 17.818                   | 8,9                 | 2                           | 0,01                               |
| 2000 | 342.557                             | 0                                      | 0,0             | 0                                                    | 0,0             | 18.696                | -3,8            | 19.132                   | 7,4                 | 5                           | 0,03                               |
| 2001 | 334.446                             | 0                                      | 0,0             | 0                                                    | 0,0             | 16.688                | -10,7           | 18.329                   | -4,2                | 2                           | 0,01                               |
| 2002 | 304.255                             | 0                                      | 0,0             | 0                                                    | 0,0             | 13.764                | -17,5           | 16.278                   | -11,2               | 6                           | 0,04                               |
| 2003 | 286.919                             | 0                                      | 0,0             | 0                                                    | 0,0             | <sup>10)</sup> 25.392 | 84,5            | 19.914                   | 22,3                | 4                           | 0,02                               |
| 2004 | 280.993                             | 0                                      | 0,0             | 0                                                    | 0,0             | 28.570                | 12,5            | 21.711                   | 9,0                 | 0                           | 0,00                               |
| 2005 | 285.194                             | 0                                      | 0,0             | 0                                                    | 0,0             | 43.396                | 51,9            | 27.728                   | 27,7                | 4                           | 0,01                               |
| 2006 | 290.157                             | 0                                      | 0,0             | 0                                                    | 0,0             | 45.162                | 4,1             | 28.292                   | 2,0                 | 46                          | 0,16                               |
| 2007 | 295.871                             | 0                                      | 0,0             | 0                                                    | 0,0             | 51.548                | 14,1            | 30.933                   | 9,3                 | 31                          | 0,10                               |
| 2008 | 302.592                             | 0                                      | 0,0             | 0                                                    | 0,0             | 35.881                | -30,4           | 30.970                   | 0,1                 | 207                         | 0,67                               |
| 2009 | 306.276                             | 0                                      | 0,0             | 0                                                    | 0,0             | 37.544                | 4,6             | 28.451                   | -8,1                | 372                         | 1,31                               |
| 2010 | 305.155                             | 0                                      | 0,0             | 0                                                    | 0,0             | 29.238                | -22,1           | 25.875                   | -9,1                | 443                         | 1,71                               |
| 2011 | 302.960                             | 0                                      | 0,0             | 0                                                    | 0,0             | 26.605                | -9,0            | 24.107                   | -6,8                | 216                         | 0,90                               |
| 2012 | 301.044                             | 0                                      | 0,0             | 0                                                    | 0,0             | 22.354                | -16,0           | 21.201                   | -12,1               | 82                          | 0,39                               |
| 2013 | 294.995                             | 0                                      | 0,0             | 0                                                    | 0,0             | 18.887                | -15,5           | 17.055                   | -19,6               | 79                          | 0,46                               |
| 2014 | 288.582                             | 0                                      | 0,0             | 0                                                    | 0,0             | 15.582                | -17,5           | 15.281                   | -10,4               | 116                         | 0,76                               |
| 2015 | 282.811                             | 0                                      | 0,0             | 0                                                    | 0,0             | 13.174                | -15,5           | 13.854                   | -9,3                | 102                         | 0,74                               |
| 2016 | 279.129                             | 0                                      | 0,0             | 0                                                    | 0,0             | 13.581                | 3,1             | 13.813                   | -0,3                | 130                         | 0,94                               |
| 2017 | 278.084                             | 0                                      | 0,0             | 0                                                    | 0,0             | 14.686                | 8,1             | 15.862                   | 14,8                | 348                         | 2,19                               |
| 2018 | 276.715                             | 0                                      | 0,0             | 0                                                    | 0,0             | 12.435                | -15,3           | 12.101                   | -23,7               | 257                         | 2,12                               |
| 2019 | 274.964                             | 0                                      | 0,0             | 0                                                    | 0,0             | 14.022                | 12,8            | 12.964                   | 7,1                 | 315                         | 2,43                               |
| 2020 | 277.202                             | 0                                      | 0,0             | 0                                                    | 0,0             | 10.927                | -22,1           | 13.895                   | 7,2                 | 305                         | 2,20                               |
| 2021 | 279.429                             | 0                                      | 0,0             | 0                                                    | 0,0             | 8.146                 | -25,5           | 12.396                   | -10,8               | 213                         | 1,72                               |
| 2022 | 278.688                             | 0                                      | 0,0             | 0                                                    | 0,0             | 10.979                | 34,8            | 10.722                   | -13,5               | 43                          | 0,40                               |
| 2023 | 277.575                             | 0                                      | 0,0             | 0                                                    | 0,0             | 6.597                 | -39,9           | 10.659                   | -0,6                | 10                          | 0,09                               |
| 2024 | 273.510                             | 0                                      | 0,0             | 0                                                    | 0,0             | 7.885                 | 19,5            | 11.498                   | 7,9                 | 3                           | 0,03                               |

\*) mehrspurige Motorfahräder (KL. L2) sind in dieser Tabelle nicht enthalten; ab 1.11.1997 sind aufgrund des FSG Kleinmotorräder keine eigene Führerscheinkategorie mehr

1) STATISTIK AUSTRIA "Bestands-Statistik der Kraftfahrzeuge in Österreich"

2) Sonderauswertung des Fachverbandes - keine industrielle Produktion

3) STATISTIK AUSTRIA "Der Außenhandel Österreichs", die STATISTIK AUSTRIA sieht eine Trennung in Neu- und Gebrauchtfahrzeuge nicht vor

4) STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

5) 1.1.1986: Einführung der gesetzlichen Sturzhelmpflicht

6) einschließlich aus Italien importierter "PUCH"-Mopeds

7) da die "PUCH"-Mopeds in der offiziellen Zulassungsstatistik nach wie vor als österr. Produktion geführt werden, wurde von uns eine entsprechende Bereinigung vorgenommen

8) 1995 EU-bedingte Anpassung der österreichischen Außenhandelsstatistik an INTRASTAT UND EXTRASTAT, Importdaten daher mit den Vorjahren nicht unmittelbar vergleichbar

9) Produktion von Kleinmotorrädern wurde 1997 eingestellt, die Produktion von Motorfahrrädern 1999

10) ab 2003 inkl. Scooter mit Verbrennungsmotor ≤ 50cm<sup>3</sup>

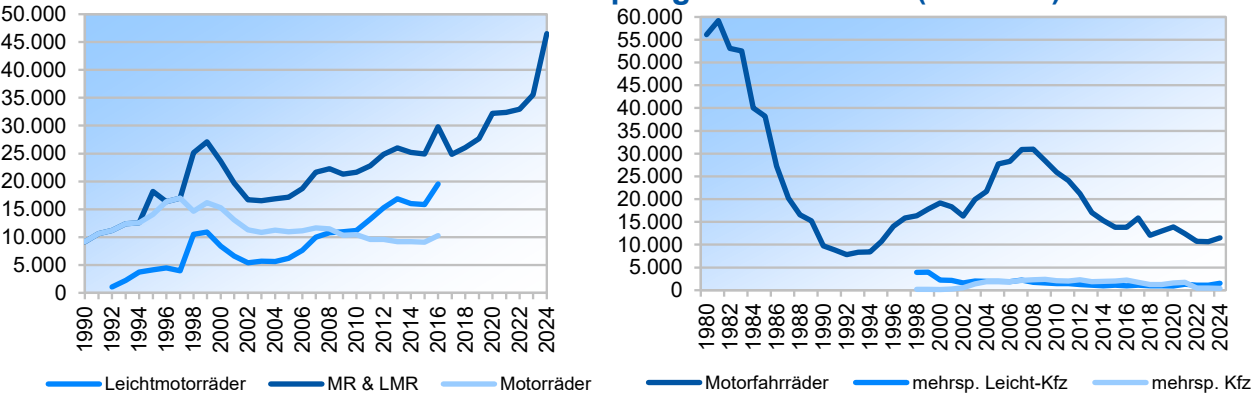
**Neuzulassungen**  
**Motorisierte zwei- und mehrspurige Kfz Klasse L (in Stück)**

| Jahr | Motor-<br>fahräder<br>Kl. L1e | mehrspurige<br>Leicht-<br>Kraftfahrzeuge<br>Kl. L6e/L2e <sup>2)</sup> | mehrspurige<br>Kraftfahrzeuge<br>Kl. L5e/L7e <sup>5)</sup> | Klein-<br>motorräder <sup>3)</sup> | Leicht-<br>motorräder Kl.<br>L3e/L4e <sup>1) 7)</sup> | Motorräder<br>Kl. L3e/L4e <sup>7)</sup> | Motorräder und<br>Leichtmotorräder <sup>7)</sup> |
|------|-------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------|------------------------------------|-------------------------------------------------------|-----------------------------------------|--------------------------------------------------|
| 1985 | 38.191                        |                                                                       |                                                            | 2.588                              |                                                       | 8.431                                   | 8.431                                            |
| 1990 | 9.729                         |                                                                       |                                                            | 1.175                              |                                                       | 9.155                                   | 9.155                                            |
| 1995 | 10.742                        |                                                                       |                                                            | 544                                |                                                       | 14.061                                  | 18.185                                           |
| 1998 | 16.357                        | 3.893                                                                 | 169                                                        |                                    | <sup>4)</sup> 10.506                                  | 14.641                                  | 25.147                                           |
| 2000 | 19.132                        | 2.223                                                                 | 154                                                        |                                    | 8.370                                                 | 15.251                                  | 23.621                                           |
| 2005 | 27.728                        | 1.951                                                                 | 1.907                                                      |                                    | 6.224                                                 | 10.964                                  | 17.188                                           |
| 2006 | 28.292                        | 1.895                                                                 | 1.885                                                      |                                    | 7.617                                                 | 11.109                                  | 18.726                                           |
| 2007 | 30.933                        | 2.229                                                                 | 2.158                                                      |                                    | 10.013                                                | 11.651                                  | 21.664                                           |
| 2008 | 30.970                        | 1.747                                                                 | 2.296                                                      |                                    | 10.781                                                | 11.504                                  | 22.285                                           |
| 2009 | 28.451                        | 1.613                                                                 | 2.397                                                      |                                    | 10.970                                                | 10.342                                  | 21.312                                           |
| 2010 | 25.875                        | 1.450                                                                 | 2.064                                                      |                                    | 11.172                                                | 10.451                                  | 21.623                                           |
| 2011 | 24.107                        | 1.425                                                                 | 2.051                                                      |                                    | 13.220                                                | 9.595                                   | 22.815                                           |
| 2012 | 21.201                        | 1.245                                                                 | 2.328                                                      |                                    | 15.256                                                | 9.590                                   | 24.846                                           |
| 2013 | 17.055                        | 1.107                                                                 | 1.896                                                      |                                    | 16.863 <sup>6)</sup>                                  | 9.164 <sup>6)</sup>                     | 26.027                                           |
| 2014 | 15.281                        | 984                                                                   | 1.918                                                      |                                    | 15.987                                                | 9.195                                   | 25.182                                           |
| 2015 | 13.854                        | 1.079                                                                 | 2.035                                                      |                                    | 15.823                                                | 9.089                                   | 24.912                                           |
| 2016 | 13.813                        | 1.001                                                                 | 2.218                                                      |                                    | 19.530                                                | 10.278                                  | 29.808                                           |
| 2017 | 15.862                        | 1.104                                                                 | 1.708                                                      |                                    |                                                       |                                         | 24.882                                           |
| 2018 | 12.101                        | 994                                                                   | 1.281                                                      |                                    |                                                       |                                         | 26.041                                           |
| 2019 | 12.964                        | 971                                                                   | 1.272                                                      |                                    |                                                       |                                         | 27.696                                           |
| 2020 | 13.895                        | 934                                                                   | 1.582                                                      |                                    |                                                       |                                         | 32.204                                           |
| 2021 | 12.396                        | 1.293                                                                 | 1.725                                                      |                                    |                                                       |                                         | 32.351                                           |
| 2022 | 10.722                        | 1.108                                                                 | 454                                                        |                                    |                                                       |                                         | 32.929                                           |
| 2023 | 10.659                        | 1.093                                                                 | 451                                                        |                                    |                                                       |                                         | 35.561                                           |
| 2024 | 11.498                        | 1.543                                                                 | 376                                                        |                                    |                                                       |                                         | 46.508                                           |

- 1) ab 1.7.1991 durch die 13. KFG-Novelle eingeführt; siehe Klasseneinteilung - Seite 5.16  
2) ab 20.8.1997 durch die 19. KFG-Novelle eingeführt; Bezeichnung bis 2005 „Mehrspurige Motorfahräder“, ab 2006 (26. KFG-Novelle) „Mehrspurige Leicht-Kraftfahrzeuge“; diese umfassen ab 2006: Mehrspurige Kraftfahrzeuge Klasse L2e und vierrädrige Leicht-Kraftfahrzeuge Klasse L6e  
3) ab 1.11.1997 aufgrund des FSG keine eigene Führerscheinkategorie mehr  
4) ab 1.11.1997 einschließlich der "A1-125er", die aufgrund des FSG eingeführt wurden  
5) ab 20.8.1997 durch die 19. KFG-Novelle eingeführt; Bezeichnung bis 2005 „Motordreiräder“, ab 2006 (26. KFG-Novelle) „Mehrspurige Kraftfahrzeuge“; diese umfassen ab 2006: vierrädrige Kraftfahrzeuge Klasse L7e und Dreiräder Klasse L5e  
6) ab 19.01.2013 im Rahmen der 31. KFG-Novelle und der 15. FSG-Novelle Änderung der Zuordnung von Leichtmotorrädern von 25 kW auf 35 kW; Werte für 2012 nach Berechnung der neuen Zuordnung: Leichtmotorräder 15.926 Stück und Motorräder 8.920 Stück  
7) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; s. 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

**Neuzulassungen**  
**Motorisierte zwei- und mehrspurige Kfz Klasse L (in Stück)**



Quelle: Tabelle „Neuzulassungen Motorisierte Zweiräder (in Stück)“

## Leichtmotorräder<sup>1) 5)</sup> - Neuzulassungen nach Hubraum (ccm) 1992-2016

| Jahr               | 51-125 | 126-250 | 251-500 | 501-750 | über 750 | Sonstige | gesamt <sup>2)</sup> |
|--------------------|--------|---------|---------|---------|----------|----------|----------------------|
| 1992               | 96     | 309     | 647     | 0       | 0        | 0        | 1.052                |
| 1995               | 691    | 688     | 2.745   | 0       | 0        | 0        | 4.124                |
| 2000               | 5.423  | 681     | 973     | 1.219   | 65       | 9        | 8.370                |
| 2005               | 3.375  | 1.137   | 1.010   | 693     | 9        | 0        | 6.224                |
| 2006 <sup>3)</sup> | 4.609  | 1.368   | 1.009   | 626     | 5        | 0        | 7.617                |
| 2007               | 5.786  | 1.989   | 1.341   | 884     | 12       | 1        | 10.013               |
| 2008               | 6.753  | 1.892   | 1.540   | 545     | 8        | 43       | 10.781               |
| 2009               | 6.826  | 1.672   | 1.921   | 459     | 5        | 87       | 10.970               |
| 2010               | 6.913  | 1.401   | 2.330   | 396     | 11       | 121      | 11.172               |
| 2011               | 8.181  | 1.267   | 3.282   | 372     | 15       | 103      | 13.220               |
| 2012               | 9.149  | 1.436   | 4.230   | 340     | 20       | 81       | 15.256               |
| 2013 <sup>4)</sup> | 9.232  | 1.290   | 5.376   | 825     | 80       | 60       | 16.863               |
| 2014               | 8.500  | 1.085   | 5.444   | 711     | 87       | 160      | 15.987               |
| 2015               | 8.378  | 1.269   | 5.234   | 653     | 85       | 204      | 15.823               |
| 2016               | 9.724  | 1.736   | 6.561   | 727     | 62       | 720      | 19.530               |

1) ab 1.7.1991 durch die 13. KFG-Novelle eingeführt

2) ab 1.11.1997 einschließlich der "A1-125er", die aufgrund des FSG eingeführt wurden

3) ab 2006 (26. KFG-Novelle) Klasse L3e

4) ab 2013 (31. KFG) Definition Statistik Austria Leichtmotorräder: ein Motorrad oder ein Motorrad mit Beiwagen mit einer Motorleistung von nicht mehr als 35 kW

5) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

## Motorräder<sup>1)</sup> - Neuzulassungen nach Hubraum (ccm)

| Jahr | 51-125 | 126-250 | 251-500 | 501-750 | über 750 | Sonstige | gesamt |
|------|--------|---------|---------|---------|----------|----------|--------|
| 1985 | 338    | 708     | 4.537   | 1.759   | 1.053    | 36       | 8.431  |
| 1990 | 140    | 608     | 3.429   | 2.929   | 2.047    | 2        | 9.155  |
| 1995 | 30     | 515     | 1.034   | 7.417   | 5.065    | 0        | 14.061 |
| 2000 | 0      | 33      | 475     | 7.030   | 7.713    | 0        | 15.251 |
| 2005 | 0      | 0       | 554     | 4.576   | 5.834    | 0        | 10.964 |
| 2006 | 0      | 0       | 458     | 4.746   | 5.905    | 0        | 11.109 |
| 2007 | 0      | 0       | 422     | 4.711   | 6.516    | 2        | 11.651 |
| 2008 | 0      | 0       | 274     | 5.150   | 6.079    | 1        | 11.504 |
| 2009 | 0      | 0       | 249     | 4.653   | 5.439    | 1        | 10.342 |
| 2010 | 0      | 0       | 255     | 4.140   | 6.054    | 2        | 10.451 |
| 2011 | 0      | 0       | 226     | 3.416   | 5.953    | 0        | 9.595  |
| 2012 | 0      | 0       | 131     | 3.673   | 5.785    | 1        | 9.590  |
| 2013 | 0      | 0       | 0       | 2.717   | 6.447    | 0        | 9.164  |
| 2014 | 0      | 0       | 0       | 2.672   | 6.523    | 0        | 9.195  |
| 2015 | 0      | 0       | 0       | 2.515   | 6.574    | 0        | 9.089  |
| 2016 | 0      | 0       | 0       | 2.788   | 7.490    | 0        | 10.278 |
| 2017 | 8.205  | 708     | 5.079   | 3.373   | 7.305    | 212      | 24.882 |
| 2018 | 7.924  | 717     | 6.336   | 3.123   | 7.627    | 314      | 26.041 |
| 2019 | 8.537  | 783     | 6.784   | 3.289   | 7.753    | 550      | 27.696 |
| 2020 | 9.644  | 1.345   | 8.820   | 3.723   | 7.903    | 769      | 32.204 |
| 2021 | 10.675 | 638     | 7.710   | 3.961   | 8.435    | 932      | 32.351 |
| 2022 | 11.532 | 717     | 7.795   | 3.845   | 7.480    | 1.560    | 32.929 |
| 2023 | 11.170 | 677     | 8.480   | 4.259   | 9.845    | 1.130    | 35.561 |
| 2024 | 11.810 | 2.881   | 13.183  | 4.959   | 12.372   | 1.303    | 46.508 |

1) ab 14. Jänner 2017 durch die 34 KFG-Novelle eingeführt, diese umfassen ab 2017 „Motorräder Klasse L3e“ und „Leichtmotorräder Klasse L3e“

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

## Neuzulassungen – Motorräder

(Teil 1/9)

| Marke/Kubik/Herkunftsland         | 1990 | 1995 | 2000  | 2005 <sup>1)</sup> | 2010  | 2015  | 2016  | 2017 <sup>2)</sup> | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  |
|-----------------------------------|------|------|-------|--------------------|-------|-------|-------|--------------------|-------|-------|-------|-------|-------|-------|-------|
| Aeon -125 (TW)                    | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 2                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Aeon -250 (TW)                    | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 4                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Agrati-Garelli -250 (I)           | 1    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| AJS -125 (RC)                     | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 2     | 1     | 0     | 0     | 0     |
| AJP -500 (P)                      | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 1     | 1     | 0     |
| AJP -750 (P)                      | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 2     |
| Aprilia -125 (I)                  | 6    | 9    | 0     | 0                  | 0     | 0     | 0     | 55                 | 78    | 114   | 132   | 187   | 159   | 156   | 213   |
| Aprilia -250 (I)                  | 0    | 91   | 11    | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Aprilia -500 (I)                  | 71   | 3    | 0     | 36                 | 21    | 0     | 0     | 14                 | 2     | 0     | 0     | 0     | 0     | 0     | 70    |
| Aprilia -750 (I)                  | 11   | 197  | 138   | 33                 | 114   | 22    | 35    | 23                 | 26    | 0     | 1     | 156   | 218   | 245   | 243   |
| Aprilia über 750 (I)              | 0    | 0    | 171   | 98                 | 102   | 183   | 209   | 214                | 209   | 183   | 173   | 192   | 102   | 52    | 88    |
| Aprilia -125 (IND)                | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 3     |
| Aprilia -125 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 9                  | 2     | 0     | 0     | 0     | 0     | 0     | 0     |
| Aprillia -125 (VN)                | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 105   | 116   | 108   |
| Aprillia -250 (VN)                | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 32    | 52    | 43    |
| Asiawing -250 (RC)                | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 15    | 0     | 0     | 0     | 0     | 0     | 0     |
| Asiawing -500 (RC)                | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 27    | 0     | 0     | 0     | 0     | 0     | 0     |
| Askoll kein Hubraum (I)           | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 3                  | 13    | 5     | 6     | 3     | 3     | 1     | 1     |
| Barton Motors -125 (RC)           | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     |
| Bajaj -250 (IND)                  | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 2                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Beeline -125 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 1                  | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| Benda -125 (RC)                   | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 14    | 77    | 65    |
| Benda -500 (RC)                   | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 11    | 20    | 33    |
| Benda -750 (RC)                   | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 42    |
| Benelli -125 (I)                  | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 12                 | 49    | 92    | 80    | 19    | 30    | 42    | 48    |
| Benelli -250 (I)                  | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 1     | 0     | 0     | 0     |
| Benelli -500 (I)                  | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 6                  | 86    | 68    | 98    | 81    | 21    | 28    | 23    |
| Benelli -750 (I)                  | 0    | 0    | 0     | 0                  | 0     | 2     | 4     | 1                  | 6     | 3     | 2     | 1     | 1     | 4     | 35    |
| Benelli über 750 (I)              | 0    | 0    | 0     | 37                 | 17    | 2     | 2     | 3                  | 0     | 3     | 11    | 15    | 6     | 6     | 13    |
| Beta -125 (I)                     | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 64                 | 94    | 143   | 175   | 259   | 359   | 416   | 527   |
| Beta -250 (I)                     | 0    | 0    | 21    | 0                  | 0     | 0     | 0     | 22                 | 14    | 33    | 54    | 38    | 71    | 56    | 62    |
| Beta -500 (I)                     | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 98                 | 102   | 82    | 147   | 99    | 144   | 203   | 285   |
| Bimota über 750 (I)               | 0    | 0    | 6     | 1                  | 1     | 1     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Black Steel Choppers über 750 (A) | 0    | 0    | 0     | 0                  | 0     | 1     | 0     | 3                  | 0     | 1     | 3     | 0     | 0     | 0     | 0     |
| Black Tea (D) kein Hubraum        | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 12    | 2     |
| Bluroc (RC) - 250                 | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 1     | 0     |
| BMA-Amica -250 (I)                | 4    | 2    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| BMW -500 (D)                      | 0    | 0    | 0     | 0                  | 18    | 0     | 0     | 103                | 162   | 246   | 153   | 247   | 276   | 266   | 227   |
| BMW -750 (D)                      | 28   | 391  | 397   | 146                | 22    | 22    | 108   | 80                 | 55    | 39    | 33    | 3     | 0     | 0     | 2.035 |
| BMW über 750 (D)                  | 377  | 962  | 1.300 | 1.312              | 1.580 | 1.619 | 1.696 | 1.722              | 1.457 | 1.641 | 1.674 | 2.081 | 1.582 | 1.853 | 94    |
| BMW kein Hubraum (D)              | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 21                 | 15    | 10    | 6     | 0     | 77    | 82    | 0     |
| Boss Hoss über 750 (USA)          | 0    | 0    | 0     | 0                  | 0     | 1     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Brixton -125 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 164                | 254   | 355   | 590   | 911   | 817   | 565   | 598   |
| Brixton -250 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 27    | 86    | 68    | 120   | 55    | 38    |
| Brixton -500 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 22    | 110   | 82    | 49    | 73    |
| Brixton über 750 (RC)             | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 20    | 46    | 28    |
| Brook Motorcycles -250 (CH)       | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 1                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Brough Superior -750 (F)          | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 3     | 0     | 0     | 0     | 0     |
| BSA -750 (GB)                     | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 6     |
| Buell über 750 (USA)              | 0    | 0    | 42    | 96                 | 54    | 0     | 1     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Bullit -125 (RC)                  | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 3     | 0     | 0     | 0     | 0     |
| Bultaco -500 (E)                  | 0    | 1    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cake kein Hubraum (S)             | 0    | 0    | 0     | 0                  | 0     | 0     | 0     | 0                  | 0     | 2     | 5     | 2     | 3     | 5     | 1     |
| Cagiva - 500 (I)                  | 0    | 0    | 0     | 28                 | 11    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cagiva -750 (I)                   | 0    | 96   | 50    | 56                 | 14    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

### (Teil 2/9)

| Marke/Kubik/Herkunftsland        | 1990 | 1995 | 2000 | 2005 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 <sup>2)</sup> | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|----------------------------------|------|------|------|--------------------|------|------|------|--------------------|------|------|------|------|------|------|------|
| Cagiva über 750 (I)              | 0    | 26   | 116  | 17                 | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Casalini -125 (I)                | 12   | 7    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| CCM -750 (GB)                    | 0    | 0    | 0    | 3                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cfmoto -250 (RC)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 5                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cfmoto -500 (RC)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 7    | 29   | 362  |
| Cfmoto -750 (RC)                 | 0    | 0    | 0    | 0                  | 0    | 8    | 14   | 24                 | 1    | 1    | 8    | 8    | 81   | 77   | 69   |
| Cfmoto über 750 (RC)             | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 32   | 26   | 74   | 160  |
| Cfmoto ohne Hubraum (RC)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 2    | 0    |
| Chang Jiang -750 (RC)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 3    | 0    | 0    |
| Chaoya kein Hubraum (RC)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 4    | 0    | 2    |
| Cultbike über 750 (A)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cyr -125 (RC)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 6                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Daelim -125 (ROK)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 200                | 142  | 87   | 46   | 11   | 11   | 0    | 0    |
| Daelim -250 (ROK)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 29                 | 16   | 26   | 19   | 11   | 3    | 0    | 0    |
| Dafier -125 (RC)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Derbi -125 (E)                   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 6                  | 2    | 0    | 0    | 0    | 0    | 0    | 0    |
| Derbi -750 (E)                   | 0    | 0    | 0    | 0                  | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Derbi -125 (I)                   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 10                 | 3    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dnepr -750 (UDSSR/GUS)           | 8    | 0    | 0    | 0                  | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dnepr über 750 (UDSSR/GUS)       | 2    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dnepr -750 (UKR)                 | 0    | 19   | 11   | 9                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Doohan kein Hubraum (RC)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 6    | 1    | 1    | 0    | 1    | 0    |
| Ducati -125 (I)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ducati -500 (I)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 23                 | 6    | 7    | 5    | 0    | 0    | 0    | 0    |
| Ducati -750 (I)                  | 9    | 202  | 157  | 77                 | 65   | 7    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 0    | 71   |
| Ducati über 750 (I)              | 76   | 198  | 408  | 346                | 555  | 763  | 741  | 698                | 606  | 733  | 596  | 665  | 656  | 701  | 592  |
| E-Broh kein Hubraum €            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Econelo kein Hubraum (RC)        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 2    |
| Ecooter kein Hubraum (RC)        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 3    | 7    | 25   | 14   | 18   |
| E.F.O. kein Hubraum (SG)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 19   | 42   | 59   | 138  | 77   | 116  |
| Efun kein Hubraum (RC)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 100  | 129  | 123  | 210  | 135  | 139  |
| Electric Motion kein Hubraum (F) | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 13   | 6    | 10   | 27   | 25   | 22   | 33   |
| Energica kein Hubraum (I)        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 5    | 3    | 0    | 4    | 5    |
| Emco kein Hubraum (RC)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 7    | 0    | 0    | 0    | 0    | 0    | 0    |
| Explorer -125 (RC)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 4                  | 0    | 33   | 11   | 22   | 2    | 0    | 0    |
| Evoke kein Hubraum (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 1    | 4    | 10   | 0    | 2    | 0    | 0    |
| Fantic-Motor -125 (I)            | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 12                 | 15   | 30   | 95   | 116  | 162  | 169  | 200  |
| Fantic-Motor -250 (I)            | 52   | 9    | 0    | 0                  | 0    | 0    | 0    | 2                  | 1    | 0    | 1    | 4    | 6    | 4    | 9    |
| Fantic-Motor -500 (I)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 1    | 24   | 39   | 37   | 56   | 33   | 45   |
| Fantic-Motor -750 (I)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 11   | 25   |
| Fosti kein Hubraum (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Fuego -125 (RC)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 12   | 1    | 0    | 0    | 0    |
| Gas Gas -250 (A)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 7    | 40   | 35   | 29   | 592  |
| Gas Gas -500 (A)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 9    | 81   | 125  | 120  | 576  |
| Gas Gas -750 (A)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 116  | 121  | 295  |
| Gas Gas -125 (E)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0    | 0    | 47   | 2    | 0    | 5    | 177  |
| Gas Gas -250 (E)                 | 0    | 0    | 1    | 0                  | 0    | 0    | 0    | 14                 | 9    | 7    | 252  | 6    | 6    | 12   | 384  |
| Gas Gas -500 (E)                 | 0    | 0    | 0    | 14                 | 0    | 0    | 0    | 16                 | 30   | 33   | 520  | 48   | 23   | 46   | 933  |
| Generic -125 (RC)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 180                | 325  | 448  | 318  | 281  | 15   | 0    | 1    |
| Gilera -125 (I)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Gilera -500 (I)                  | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Gilera über 750 (I)              | 0    | 4    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Govecs kein Hubraum (PL)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0    | 0    | 3    | 0    | 1    | 0    | 0    |
| GT-Union -125 (RC)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 1    | 3    | 1    | 2    | 0    | 1    |
| Harley Davidson -750 (IND)       | 0    | 0    | 0    | 0                  | 0    | 18   | 23   | 61                 | 28   | 12   | 13   | 1    | 0    | 0    | 0    |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

### (Teil 3/9)

| Marke/Kubik/Herkunftsland          | 1990  | 1995  | 2000  | 2005 <sup>1)</sup> | 2010 | 2015 | 2016  | 2017 <sup>2)</sup> | 2018  | 2019 | 2020 | 2021 | 2022 | 2023  | 2024  |
|------------------------------------|-------|-------|-------|--------------------|------|------|-------|--------------------|-------|------|------|------|------|-------|-------|
| Harley Davidson über 750 (USA)     | 165   | 543   | 509   | 399                | 870  | 963  | 1.116 | 884                | 1.051 | 822  | 774  | 634  | 667  | 534   | 618   |
| Harley Davidson kein Hubraum (USA) | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 7    | 1    | 4    | 1     | 1     |
| Honda -500 (E)                     | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 39                 | 42    | 19   | 28   | 15   | 27   | 19    | 33    |
| Honda -750 (E)                     | 0     | 0     | 189   | 445                | 187  | 0    | 1     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda über 750 (E)                 | 0     | 0     | 0     | 232                | 58   | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda -125 (I)                     | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 1.022              | 812   | 810  | 913  | 696  | 727  | 732   | 720   |
| Honda -250 (I)                     | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 99                 | 50    | 52   | 52   | 112  | 80   | 137   | 141   |
| Honda -500 (I)                     | 0     | 0     | 112   | 81                 | 0    | 0    | 0     | 288                | 325   | 409  | 362  | 511  | 575  | 920   | 932   |
| Honda -750 (I)                     | 0     | 36    | 588   | 831                | 289  | 16   | 5     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda über 750 (I)                 | 0     | 0     | 0     | 0                  | 398  | 86   | 16    | 3                  | 2     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda -125 (J)                     | 7     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda -250 (J)                     | 108   | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda -500 (J)                     | 1.388 | 146   | 2     | 0                  | 61   | 0    | 0     | 0                  | 1     | 13   | 6    | 2    | 1    | 1     | 0     |
| Honda -750 (J)                     | 1.533 | 3.200 | 1.400 | 301                | 195  | 337  | 295   | 368                | 335   | 267  | 356  | 546  | 317  | 450   | 591   |
| Honda über 750 (J)                 | 396   | 680   | 1.691 | 459                | 230  | 246  | 640   | 493                | 571   | 536  | 406  | 478  | 686  | 1.529 | 1.672 |
| Honda -125 (RC)                    | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 81                 | 28    | 3    | 1    | 1    | 1    | 0     | 57    |
| Honda über 750 (USA)               | 0     | 200   | 121   | 106                | 27   | 0    | 1     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Honda -125 (TH)                    | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 58                 | 270   | 383  | 386  | 261  | 480  | 444   | 438   |
| Honda -250 (TH)                    | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 47                 | 39    | 24   | 19   | 4    | 0    | 0     | 0     |
| Honda -500 (TH)                    | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 369                | 452   | 487  | 536  | 621  | 630  | 891   | 894   |
| Honda -750 (TH)                    | 0     | 0     | 0     | 0                  | 0    | 192  | 158   | 158                | 224   | 297  | 167  | 299  | 237  | 416   | 359   |
| Honda -125 (VN)                    | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 1     | 1    | 0    | 367  | 592  | 690   | 495   |
| Horex über 750 (D)                 | 0     | 0     | 0     | 0                  | 0    | 2    | 0     | 0                  | 0     | 0    | 0    | 0    | 32   | 0     | 0     |
| Horwin kein Hubraum (RC)           | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 22   | 60   | 62   | 71    | 69    |
| Husaberg - 125 (A)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 2                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husaberg -500 (A)                  | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 1    | 0    | 1    | 1    | 0     | 0     |
| Husaberg - 750 (A)                 | 0     | 0     | 0     | 0                  | 1    | 0    | 0     | 0                  | 1     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna -125 (A)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 1     | 0    | 0    | 108  | 103  | 57    | 50    |
| Husqvarna - 250 (A)                | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 101                | 107   | 123  | 253  | 61   | 59   | 61    | 782   |
| Husqvarna - 500 (A)                | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 188                | 452   | 423  | 521  | 309  | 301  | 287   | 722   |
| Husqvarna - 750 (A)                | 0     | 0     | 0     | 0                  | 0    | 57   | 157   | 237                | 361   | 326  | 450  | 354  | 261  | 329   | 411   |
| Husqvarna über 750 (A)             | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 45   | 144  | 189   | 261   |
| Husqvarna -125 (I)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 1                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna -250 (I)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 1    | 0    | 0     | 0     |
| Husqvarna -750 (I)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 2     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna über 750 (I)             | 0     | 0     | 0     | 0                  | 0    | 15   | 2     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna -125 (S)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna -250 (S)                 | 4     | 5     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna -500 (S)                 | 42    | 29    | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Husqvarna -750 (S)                 | 2     | 45    | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Hyosung -125 (ROK)                 | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 1                  | 0     | 3    | 16   | 9    | 1    | 0     | 0     |
| Hyosung -750 (ROK)                 | 0     | 0     | 0     | 0                  | 22   | 12   | 8     | 2                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Hyosung -125 (RC)                  | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 19   | 44   | 22    | 14    |
| Hyosung -500 (RC)                  | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 1    | 6    | 4    | 5     | 3     |
| Indian über 750 (USA)              | 0     | 0     | 0     | 0                  | 1    | 43   | 80    | 81                 | 118   | 91   | 155  | 154  | 128  | 147   | 136   |
| IO Fahrzeuge kein Hubraum (A)      | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 9                  | 26    | 1    | 1    | 0    | 0    | 0     | 0     |
| Ital.Jet -125 (I)                  | 1     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 18   | 7     | 10    |
| Ital.Jet -250 (I)                  | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 40   | 21    | 21    |
| Ital.Jet -500 (I)                  | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 19    |
| Jawa -125 (CZ)                     | 1     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 0     |
| Jawa -500 (CZ)                     | 0     | 15    | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 2    | 5    | 0     | 3     |
| Jawa -750 (CZ)                     | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0     | 1     |
| Jawa -500 (IND)                    | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 0     | 0    | 3    | 1    | 8    | 3     | 4     |
| Jiajue -125 (RC)                   | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 1                  | 1     | 0    | 0    | 0    | 0    | 0     | 1     |
| Johammer kein Hubraum (A)          | 0     | 0     | 0     | 0                  | 0    | 0    | 0     | 0                  | 3     | 1    | 0    | 0    | 0    | 0     | 0     |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

(Teil 4/9)

| Marke/Kubik/Herkunftsland        | 1990 | 1995 | 2000 | 2005 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 <sup>2)</sup> | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  |
|----------------------------------|------|------|------|--------------------|------|------|------|--------------------|-------|-------|-------|-------|-------|-------|-------|
| Kawasaki -125 (IDN)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 74    | 85    | 118   | 64    | 109   | 130   |
| Kawasaki -125 (J)                | 11   | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Kawasaki -250 (J)                | 18   | 48   | 0    | 0                  | 0    | 0    | 0    | 2                  | 0     | 0     | 0     | 0     | 0     | 1     | 0     |
| Kawasaki -500 (J)                | 815  | 652  | 246  | 114                | 0    | 0    | 0    | 78                 | 119   | 159   | 162   | 23    | 2     | 0     | 0     |
| Kawasaki -750 (J)                | 397  | 595  | 500  | 442                | 649  | 294  | 268  | 459                | 422   | 393   | 229   | 241   | 108   | 92    | 178   |
| Kawasaki über 750 (J)            | 188  | 728  | 465  | 209                | 343  | 340  | 305  | 479                | 437   | 398   | 665   | 795   | 714   | 786   | 767   |
| Kawasaki -125 (TH)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 372   | 0     | 0     | 0     | 0     |
| Kawasaki -500 (TH)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 79    | 245   | 443   |
| Kawasaki -750 (TH)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 438   | 420   | 638   | 684   |
| Kawasaki kein Kubraum (TH)       | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 6     |
| Kawasaki -125 (TW)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 17                 | 16    | 9     | 0     | 0     | 0     | 0     | 0     |
| Kawasaki -500 (TW)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 42                 | 29    | 22    | 9     | 1     | 0     | 0     | 0     |
| Kee Way Motor -125 (H)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 1     | 0     |
| Kee Way Motor -125 (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 32                 | 6     | 11    | 2     | 0     | 2     | 2     | 0     |
| Kee Way Motor -250 (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| KL -250 (I)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 1     | 4     | 1     |
| KL -500 (I)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 1     | 4     | 1     |
| KL -500 (RC)                     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     |
| KSR Moto -125 (A)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 81                 | 76    | 24    | 23    | 63    | 38    | 0     | 0     |
| KSR Moto -125 (RC)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 5     | 6     | 3     | 1     | 0     | 0     | 0     |
| KTM -125 (A)                     | 15   | 3    | 0    | 0                  | 0    | 0    | 0    | 608                | 541   | 583   | 646   | 471   | 423   | 422   | 358   |
| KTM -250 (A)                     | 41   | 2    | 0    | 0                  | 0    | 0    | 0    | 198                | 266   | 247   | 396   | 94    | 86    | 116   | 696   |
| KTM -500 (A)                     | 92   | 69   | 11   | 0                  | 0    | 0    | 0    | 849                | 1.106 | 990   | 1.422 | 944   | 856   | 971   | 2.751 |
| KTM -750 (A)                     | 32   | 426  | 477  | 459                | 394  | 470  | 663  | 477                | 217   | 497   | 493   | 349   | 369   | 386   | 535   |
| KTM über 750 (A)                 | 0    | 0    | 0    | 651                | 569  | 814  | 962  | 1.153              | 1.690 | 1.770 | 1.945 | 1.856 | 1.342 | 2.031 | 3.649 |
| KTM kein Hubraum (A)             | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 99                 | 94    | 80    | 119   | 89    | 63    | 38    | 57    |
| KTM -500 (IND)                   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 5     | 0     | 0     | 0     | 0     |
| Kumpan Electric kein Hubraum (D) | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 4     | 4     | 2     | 0     |
| Kymco -125 (RC)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 6     | 27    | 4     | 8     |
| Kymco -250 (RC)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     |
| Kymco -500 (RC)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 24                 | 28    | 18    | 21    | 2     | 2     | 0     | 0     |
| Kymco -125 (TW)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 444                | 393   | 332   | 287   | 218   | 226   | 106   | 133   |
| Kymco -500 (TW)                  | 0    | 0    | 0    | 92                 | 25   | 0    | 0    | 117                | 90    | 77    | 71    | 43    | 111   | 48    | 38    |
| Kymco -750 (TW)                  | 0    | 0    | 0    | 0                  | 0    | 4    | 1    | 18                 | 26    | 20    | 25    | 10    | 5     | 4     | 1     |
| Lambretta -125 (E)               | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Lambretta -250 (E)               | 6    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Lambretta -125 (I)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 4                  | 8     | 2     | 0     | 0     | 0     | 0     | 0     |
| Lambretta -125 (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 25    | 101   | 134   | 194   | 209   | 129   | 66    |
| Lambretta -250 (RC)              | 0    | 0    | 0    | 0                  | 20   | 0    | 0    | 0                  | 4     | 30    | 45    | 58    | 28    | 6     | 10    |
| Lambretta -500 (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 2     |
| Laverda -125 (I)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Laverda -750 (I)                 | 1    | 5    | 18   | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Laverda über 750 (I)             | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Lifan kein Hubraum (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 1     | 20    | 16    | 8     |
| Light Bee -500 (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 2     |
| LML -125 (ND)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 111                | 13    | 2     | 0     | 0     | 2     | 0     | 0     |
| LML -250 (IND)                   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 2                  | 0     | 0     | 1     | 0     | 0     | 0     | 0     |
| Lohner kein Hubraum (A)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 2     | 0     | 0     | 0     | 0     | 0     |
| Longjia -125 (RC)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 3     | 20    | 5     | 0     | 0     | 0     |
| Luqi kein Hubraum (GB)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 5     |
| Luxxon -125 (RC)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 5                  | 7     | 3     | 9     | 15    | 4     | 1     | 1     |
| Luxxon -500 (RC)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 1     | 1     | 1     |
| Lvneng kein Hubraum (RC)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 1     | 0     | 6     | 5     | 6     |
| Maeving kein Hubraum (GB)        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 3     |
| Maico -250 (D)                   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

(Teil 5/9)

| Marke/Kubik/Herkunftsland             | 1990 | 1995 | 2000 | 2005 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 <sup>2)</sup> | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------------------------|------|------|------|--------------------|------|------|------|--------------------|------|------|------|------|------|------|------|
| Maico -500 (D)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Malaguti - 125 (A)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 43   | 72   | 57   | 23   | 42   | 64   |
| Malaguti - 250 (A)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 4    | 2    |
| Malaguti - 500 (A)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 8    | 6    | 11   | 9    | 1    | 0    |
| Malaguti - 500 (I)                    | 0    | 0    | 0    | 0                  | 2    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mangosteen kein Hubraum (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 7    | 11   |
| Mash -125 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 31                 | 46   | 37   | 44   | 17   | 11   | 7    | 8    |
| Mash -250 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 10                 | 12   | 14   | 8    | 12   | 4    | 3    | 1    |
| Mash -500 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 16                 | 25   | 24   | 16   | 9    | 4    | 5    | 3    |
| Mash -750 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 5    | 7    | 5    |
| Mayer -125 (D)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mitt -125 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 22   | 10   | 4    | 3    | 1    |
| Mitt -250 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 1    | 0    |
| Mondial -125 (I)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 14                 | 32   | 24   | 37   | 29   | 26   | 19   | 16   |
| Mondial -250 (I)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 1    | 9    | 4    | 6    | 6    | 3    | 2    |
| Montesa -125 (E)                      | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Montesa -250 (E)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Montesa -500 (E)                      | 5    | 4    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto -250 (I)                         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 9                  | 5    | 1    | 1    | 0    | 0    | 0    | 0    |
| Moto -500 (I)                         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 10                 | 6    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto B/Motobi -125 (RC)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 44                 | 0    | 0    | 3    | 13   | 61   | 42   | 76   |
| Moto B/Motobi -500 (RC)               | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 11   | 18   |
| Moto-Guzzi -250 (I)                   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto-Guzzi -500 (I)                   | 2    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto-Guzzi -750 (I)                   | 6    | 27   | 18   | 27                 | 15   | 4    | 4    | 105                | 96   | 90   | 81   | 20   | 4    | 3    | 1    |
| Moto-Guzzi über 750 (I)               | 48   | 111  | 115  | 48                 | 42   | 44   | 108  | 49                 | 80   | 162  | 148  | 278  | 264  | 323  | 381  |
| Moto Morini - 750 (I)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 14   |
| Motorbike -125 (I)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 2    |
| Motorhispania -125 (E)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 9                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Motrac -125 (RC)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 6                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Motrac kein Hubraum (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Motron -125 (RC)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 46   | 207  | 129  | 167  |
| Motowell -125 (RC)                    | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 0    | 0    |
| MUTT -125 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1    | 7    | 5    | 5    |
| MUTT -250 (RC)                        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1    | 6    | 4    | 8    |
| MV kein Hubraum (RC)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 5    |
| MV-Agusta -750 (I)                    | 0    | 0    | 0    | 0                  | 0    | 3    | 3    | 0                  | 1    | 2    | 0    | 1    | 0    | 0    | 0    |
| MV-Agusta über 750 (I)                | 0    | 0    | 0    | 4                  | 8    | 48   | 27   | 16                 | 22   | 45   | 49   | 21   | 20   | 62   | 116  |
| Moto Morini -500 (I)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto Morini -750 (I)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 4    | 25   | 0    |
| Moto Morini über 750 (I)              | 0    | 0    | 0    | 0                  | 4    | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| MZ -250 (D)                           | 0    | 3    | 0    | 0                  | 0    | 0    | 2    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| MZ -500 (D)                           | 0    | 7    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| MZ -750 (D)                           | 0    | 8    | 2    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| MZ über 750 (D)                       | 0    | 0    | 0    | 5                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Next Electric Motors kein Hubraum (E) | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Next Electric Motors kein Hubraum (R) | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 5    |
| Niu kein Hubraum (RC)                 | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 211  | 172  | 149  | 171  | 45   | 79   |
| Norton -750 (GB)                      | 1    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Norton über 750 (GB)                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 3    | 1    | 0    | 0    | 4    | 0    | 0    |
| Online -125 (GB)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 47   | 33   | 24   | 41   |
| Online -125 (RC)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 44   | 73   | 67   | 97   | 63   | 33   |
| Orion -125 (RC)                       | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Opai kein Hubraum (RC)                | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 0    | 2    |
| P.G.O. -125 (TW)                      | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 1    | 0    | 0    | 0    | 0    | 0    |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

(Teil 6/9)

| Marke/Kubik/Herkunftsland | 1990 | 1995 | 2000 | 2005 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 <sup>2)</sup> | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------------|------|------|------|--------------------|------|------|------|--------------------|------|------|------|------|------|------|------|
| Penz über 750 (A)         | 0    | 0    | 0    | 1                  | 4    | 0    | 2    | 7                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Peugot -125 (F)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 167                | 154  | 121  | 90   | 95   | 308  | 313  | 211  |
| Peugot -250 (F)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 1    | 14   | 2    | 4    | 4    | 10   | 6    |
| Peugot -500 (F)           | 0    | 0    | 0    | 0                  | 9    | 0    | 0    | 22                 | 2    | 0    | 0    | 0    | 0    | 7    | 13   |
| Piaggio -125 (I)          | 69   | 2    | 0    | 0                  | 0    | 0    | 0    | 4                  | 40   | 6    | 0    | 3    | 3    | 4    | 1    |
| Piaggio -250 (I)          | 208  | 280  | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Piaggio -500 (I)          | 0    | 0    | 0    | 61                 | 66   | 0    | 0    | 184                | 231  | 213  | 609  | 351  | 444  | 306  | 274  |
| Piaggio über 750 (I)      | 0    | 0    | 0    | 0                  | 21   | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Piaggio kein Hubraum (RC) | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 3    | 62   | 91   | 51   |
| Piaggio -125 (VN)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 733                | 540  | 565  | 802  | 774  | 656  | 721  | 730  |
| Piaggio -250 (VN)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 27                 | 22   | 21   | 24   | 43   | 39   | 43   | 16   |
| Puch -125 (A)             | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Puch -250 (A)             | 2    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Puch -500 (A)             | 3    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Qingqi -125 (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 5                  | 5    | 1    | 0    | 0    | 0    | 0    | 0    |
| QJ -125 (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 19   | 63   |
| QJ -500 (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 13   |
| QJ -750 (RC)              | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 4    | 62   | 56   |
| QJ über 750 (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Ray kein Hubraum €        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 22   | 14   | 3    |
| Reliant über 750 (GB)     | 32   | 25   | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| RGNT kein Hubraum (S)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 2    |
| Rhon -125 (RC)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 17                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Rhon -250 (RC)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 2                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ride -125 (RC)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 151                | 49   | 0    | 1    | 1    | 0    | 1    | 0    |
| Rieju -125 (E)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 69                 | 50   | 52   | 22   | 12   | 44   | 47   | 41   |
| Rieju -250 (E)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 3                  | 1    | 0    | 0    | 0    | 1    | 0    | 0    |
| Rieju -500 (E)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 5    | 6    | 3    | 11   |
| Rivero -125 (RC)          | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 5    | 11   | 21   | 21   | 17   | 2    | 2    |
| Rotax Wke -125 (A)        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Rotax Wke -500 (A)        | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Royal Alloy -125 (GB)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 3    |
| Royal Alloy -500 (GB)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 4    | 7    |
| Royal Enfield -500 (GB)   | 0    | 4    | 0    | 0                  | 0    | 0    | 0    | 98                 | 80   | 41   | 70   | 68   | 1    | 1    | 0    |
| Royal Enfield -750 (GB)   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 11                 | 17   | 47   | 102  | 74   | 80   | 69   | 66   |
| Royal Enfield -500 (IND)  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 65   | 0    | 52   | 128  | 276  | 224  | 130  |
| Royal Enfield -500 (IND)  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 112  |
| Royal Enfield -750 (IND)  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 27   |
| Sachs -125 (D)            | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 48   | 0    | 0    | 0    | 0    | 0    |
| Sakura kein Hubraum (SG)  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 4    | 8    | 0    | 2    | 1    |
| Sanyang-Sym -125 (RC)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 119                | 111  | 123  | 130  | 282  | 431  | 326  | 338  |
| Sanyang-Sym -250 (RC)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 15                 | 21   | 25   | 15   | 15   | 19   | 0    | 0    |
| Sanyang-Sym -500 (RC)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 2    | 28   | 18   |
| Sanyang-Sym -125 (TW)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 168                | 180  | 182  | 164  | 117  | 36   | 0    | 0    |
| Sanyang-Sym -500 (TW)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 77                 | 96   | 93   | 117  | 118  | 66   | 5    | 10   |
| Sanyang-Sym -750 (TW)     | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 18                 | 23   | 35   | 29   | 6    | 12   | 8    | 8    |
| Scarabeo -125 (I)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 7                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Scarabeo -500 (I)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 2                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Scarabeo -750 (I)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Scutum Kein Hubraum (E)   | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 85   | 90   | 101  |
| Scomadi -125 (GB)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 30                 | 8    | 4    | 1    | 0    | 0    | 0    | 0    |
| Scomadi -250 (GB)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 2    | 1    | 0    | 0    | 0    | 0    | 0    |
| Scomadi -125 (TH)         | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 6    | 12   | 1    | 7    | 2    | 0    |
| Scorpa -125 (F)           | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 2                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Segway kein Hubraum (RC)  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 9    |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

### (Teil 7/9)

| Marke/Kubik/Herkunftsland          | 1990 | 1995 | 2000  | 2005 <sup>1)</sup> | 2010  | 2015 | 2016 | 2017 <sup>2)</sup> | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|------------------------------------|------|------|-------|--------------------|-------|------|------|--------------------|------|------|------|------|------|------|------|
| Sherco -125 (E)                    | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 3    | 2    | 6    | 12   | 22   | 75   | 128  |
| Sherco -250 (E)                    | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 4                  | 2    | 5    | 3    | 7    | 4    | 5    | 14   |
| Sherco -500 (E)                    | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 27                 | 25   | 31   | 42   | 44   | 43   | 60   | 78   |
| Sherco -750 (E)                    | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Shineray -500 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 2                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Silence kein Hubraum (E)           | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 46   | 207  | 182  | 70   | 78   |
| Sky Team -125 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 196                | 131  | 94   | 134  | 24   | 16   | 60   | 45   |
| SNE Emobility kein Hubraum (RC)    | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 8    | 3    | 2    | 0    | 0    | 0    | 0    |
| Sunra kein Hubraum (RC)            | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 2    | 19   | 43   | 23   | 12   |
| Super Soco kein Hubraum (RC)       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 1    | 60   | 58   | 82   | 41   | 26   |
| Surron / Sur-Ron kein Hubraum (RC) | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 154  |
| Suzuki -125 (IND)                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 99   | 98   |
| Suzuki -125 (J)                    | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 64                 | 4    | 0    | 0    | 1    | 0    | 0    | 0    |
| Suzuki -250 (J)                    | 123  | 52   | 0     | 0                  | 0     | 0    | 0    | 22                 | 9    | 0    | 0    | 0    | 0    | 0    | 0    |
| Suzuki -500 (J)                    | 85   | 32   | 41    | 57                 | 2     | 0    | 0    | 62                 | 41   | 55   | 39   | 38   | 52   | 29   | 17   |
| Suzuki -750 (J)                    | 429  | 360  | 1.212 | 968                | 1.157 | 407  | 416  | 562                | 501  | 528  | 589  | 462  | 417  | 228  | 212  |
| Suzuki über 750 (J)                | 251  | 357  | 728   | 648                | 344   | 259  | 324  | 311                | 225  | 201  | 255  | 241  | 251  | 473  | 606  |
| Suzuki -250 (RC)                   | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 31   | 53   | 30   | 0    | 0    | 0    | 0    |
| Suzuki -125 (TH)                   | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 78                 | 123  | 162  | 137  | 101  | 6    | 100  | 110  |
| Suzuki -250 (TH)                   | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 9                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Surron/Sur-Ron kein Hubraum (RC)   | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 4    | 100  | 0    |
| SWM -125 (I)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 19                 | 7    | 9    | 16   | 12   | 21   | 12   | 22   |
| SWM -500 (I)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 6    | 2    | 3    | 6    | 4    | 3    |
| SWM -750 (I)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 2    | 0                  | 8    | 9    | 7    | 2    | 6    | 3    | 2    |
| SWM -125 (RC)                      | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 0    | 0    |
| SWM -500 (RC)                      | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| SXT kein Hubraum (RC)              | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 1    | 1    | 0    | 0    | 0    | 0    | 0    |
| Taiwan Golden Bee -125 (TW)        | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 15                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Taiwan Golden Bee -500 (TW)        | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 7                  | 0    | 1    | 1    | 0    | 0    | 0    | 0    |
| Taizhou Zhong Neng -125 (RC)       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 58                 | 66   | 65   | 58   | 4    | 0    | 0    | 0    |
| Talaria kein Hubraum (RC)          | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 2    |
| Tauris -125 (RC)                   | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 96                 | 2    | 0    | 5    | 0    | 0    | 0    | 0    |
| Terra Motorrad -125 (RC)           | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 23   | 87   | 28   |
| Tianma -125 (RC)                   | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Tianying -125 (RC)                 | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 3    | 20   | 31   |
| Tinbot kein Hubraum (D)            | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 1    | 2    | 7    | 4    | 6    |
| Tinbot kein Hubraum (RC)           | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Tisto kein Hubraum (RC)            | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 2    | 13   | 9    | 2    |
| Torrot kein Hubraum (E)            | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 1                  | 1    | 0    | 1    | 0    | 0    | 3    | 0    |
| Trinity kein Hubraum (I)           | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 13                 | 8    | 7    | 1    | 0    | 0    | 0    | 0    |
| Trinity kein Hubraum (RC)          | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 7    | 3    | 7    | 3    | 6    | 8    | 7    |
| Triumph -500 (GB)                  | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 167  |
| Triumph -750 (GB)                  | 0    | 4    | 24    | 23                 | 153   | 97   | 69   | 24                 | 3    | 3    | 5    | 122  | 184  | 172  | 188  |
| Triumph über 750 (GB)              | 0    | 121  | 297   | 275                | 233   | 452  | 530  | 585                | 538  | 469  | 524  | 533  | 493  | 518  | 598  |
| TRS -125 (E)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 1    | 1    | 0    | 0    | 0    | 1    |
| TRS -250 (E)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 2    | 2    | 2    | 1    | 0    |
| TRS -500 (E)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 7    | 9    | 7    | 5    | 5    | 11   |
| Ugbest kein Hubraum (I)            | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 1    | 1    |
| UM -125 (GB)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 3    | 73   | 116  | 362  |
| UM -500 (GB)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 8    | 6    |
| UM -125 (IND)                      | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 33                 | 122  | 184  | 269  | 234  | 20   | 0    | 0    |
| UM -125 (RC)                       | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 13   | 7    |
| Ural - 750 (RUS)                   | 0    | 0    | 0     | 0                  | 10    | 0    | 0    | 9                  | 15   | 14   | 13   | 28   | 6    | 2    | 1    |
| Vectrix kein Hubraum (PL)          | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| V.E.B. MZ -125 (D)                 | 0    | 0    | 0     | 0                  | 0     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Motorräder

(Teil 8/9)

| Marke/Kubik/Herkunftsland          | 1990 | 1995  | 2000  | 2005 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 <sup>2)</sup> | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  |
|------------------------------------|------|-------|-------|--------------------|------|------|------|--------------------|-------|-------|-------|-------|-------|-------|-------|
| V.E.B. MZ -250 (D)                 | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Velocifero kein Hubraum (I)        | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     |
| Velocifero kein Hubraum (RC)       | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     |
| Vent -125 (I)                      | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 6     | 6     | 4     | 3     | 4     |
| Vent -500 (I)                      | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 1     | 0     | 0     | 0     | 0     |
| Vertigo -125 (E)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 2     |
| Vertigo -250 (E)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 2                  | 1     | 0     | 7     | 1     | 4     | 0     | 1     |
| Vertigo -500 (E)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 3                  | 2     | 2     | 6     | 4     | 1     | 1     | 2     |
| Vespa -125 (I)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 2.093              | 2.299 | 2.473 | 2.864 | 3.445 | 3.879 | 3.650 | 3.666 |
| Vespa -250 (I)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 28                 | 28    | 20    | 12    | 2     | 10    | 11    | 8     |
| Vespa -500 (I)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 2.066              | 2.232 | 2.831 | 3.422 | 3.421 | 3.252 | 3.278 | 3.366 |
| Vespa kein Hubraum (I)             | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 23    | 38    | 32    | 56    | 35    | 26    |
| Victory über 750 (USA)             | 0    | 0     | 0     | 0                  | 0    | 27   | 49   | 22                 | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| Vmoto kein Hubraum (RC)            | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 10    |
| Voge -125 (RC)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 105   |
| Voge -500 (RC)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 88    |
| Voge über 750 (RC)                 | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 77    |
| Voxan über 750 (F)                 | 0    | 0     | 0     | 1                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Vyrus -750 (I)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 1     | 0     | 0     | 0     | 0     | 0     |
| Wangye -125 (RC)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 1                  | 0     | 35    | 67    | 54    | 29    | 1     | 0     |
| Wayscral kein Hubraum (A)          | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 10    | 0     | 0     |
| Wlie -125 (RC)                     | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 2     | 0     | 0     |
| Yadea kein Hubraum (RC)            | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 5     | 2     | 3     |
| Yamaha -125 (E)                    | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 134                | 160   | 183   | 183   | 238   | 255   | 382   | 376   |
| Yamaha -750 (E)                    | 0    | 0     | 0     | 0                  | 750  | 0    | 97   | 218                | 176   | 157   | 110   | 177   | 193   | 114   | 87    |
| Yamaha -125 (F)                    | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 95                 | 136   | 127   | 110   | 119   | 166   | 158   | 161   |
| Yamaha -250 (F)                    | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 13                 | 3     | 1     | 0     | 0     | 0     | 0     | 0     |
| Yamaha -500 (F)                    | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 41                 | 321   | 270   | 208   | 219   | 186   | 171   | 190   |
| Yamaha -750 (F)                    | 0    | 0     | 0     | 136                | 30   | 0    | 0    | 0                  | 0     | 42    | 231   | 238   | 267   | 210   | 213   |
| Yamaha -750 (I)                    | 0    | 0     | 21    | 6                  | 31   | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Yamaha über 750 (I)                | 0    | 0     | 0     | 64                 | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Yamaha -125 (IDN)                  | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 269                | 230   | 205   | 169   | 243   | 51    | 127   | 168   |
| Yamaha -250 (IDN)                  | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 30                 | 47    | 44    | 50    | 44    | 43    | 24    | 34    |
| Yamaha -500 (IDN)                  | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 195                | 139   | 71    | 68    | 68    | 44    | 69    | 43    |
| Yamaha -750 (IDN)                  | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 76    |
| Yamaha -7125 (IND)                 | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 64    |
| Yamaha -125 (J)                    | 11   | 9     | 0     | 0                  | 0    | 0    | 0    | 44                 | 36    | 20    | 9     | 8     | 0     | 1     | 0     |
| Yamaha -250 (J)                    | 40   | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Yamaha -500 (J)                    | 891  | 63    | 63    | 70                 | 40   | 0    | 0    | 1                  | 5     | 0     | 0     | 0     | 0     | 0     | 0     |
| Yamaha -750 (J)                    | 470  | 1.796 | 1.828 | 613                | 790  | 543  | 455  | 517                | 582   | 506   | 406   | 399   | 516   | 586   | 455   |
| Yamaha über 750 (J)                | 478  | 1.110 | 1.736 | 818                | 578  | 664  | 675  | 580                | 616   | 697   | 522   | 447   | 342   | 521   | 570   |
| Yamaha -125 (TH)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 34                 | 50    | 10    | 7     | 1     | 6     | 18    | 9     |
| Yamaha -250 (TH)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 4     | 6     | 1     | 2     | 5     | 11    | 7     |
| Yamaha -125 (TW)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 1                  | 0     | 12    | 13    | 12    | 2     | 0     | 0     |
| Yamaha -250 (TW)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 1                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Yamaha -125 (VN)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 28                 | 35    | 24    | 11    | 22    | 16    | 11    | 17    |
| Yiben -125 (RC)                    | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 7                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Yiyang -125 (RC)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 1                  | 1     | 0     | 0     | 0     | 0     | 1     | 0     |
| ZAP kein Hubraum (RC)              | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 6     | 2     | 6     | 5     | 2     |
| Zeeho kein Hubraum (RC)            | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 47    |
| Zero Motorcycles kein Hubraum (RC) | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 50                 | 40    | 30    | 41    | 31    | 30    | 46    | 23    |
| Zhongshan -125 (RC)                | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 1                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Zontes -125 (RC)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 5     | 138   | 223   | 159   | 116   |
| Zontes -500 (RC)                   | 0    | 0     | 0     | 0                  | 0    | 0    | 0    | 0                  | 0     | 0     | 3     | 13    | 22    | 37    | 81    |

1) bis 2005 Klasse L3; ab 2006 (26. KFG-Novelle) Klasse L3e

2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“; siehe 34. KFG-Novelle vom 14. Jänner 2017

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

**Neuzulassungen – Motorräder**  
(Teil 9/9)

| Marke/Kubik/<br>Herkunftsland | 1990         | 1995          | 2000          | 2005 <sup>1)</sup> | 2010          | 2015         | 2016          | 2017 <sup>2)</sup> | 2018          | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          |
|-------------------------------|--------------|---------------|---------------|--------------------|---------------|--------------|---------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Zuendapp -125 (D)             | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 1             |
| Zuendapp -125 (GB)            | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 1             | 2             | 1             | 1             | 2             | 1             |
| Zuendapp -125 (IND)           | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 0             | 1             | 0             | 0             | 0             | 0             |
| Zuendapp -125 (RC)            | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 17                 | 51            | 35            | 27            | 31            | 65            | 27            | 31            |
| Zuendapp -500 (RC)            | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 1             | 2             | 0             | 0             | 0             | 0             |
| Sonst. Brasilien              | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 1             |
| Sonst. China                  | 0            | 1             | 0             | 0                  | 0             | 0            | 0             | 71                 | 93            | 38            | 31            | 22            | 91            | 23            | 119           |
| Sonst. Deutschland            | 0            | 0             | 7             | 8                  | 2             | 0            | 1             | 0                  | 0             | 0             | 0             | 0             | 1             | 0             | 0             |
| Sonst. Frankreich             | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 1             | 1             | 0             | 0             | 0             | 1             | 0             |
| Sonst. Großbritannien         | 0            | 1             | 0             | 0                  | 2             | 0            | 0             | 7                  | 0             | 1             | 0             | 9             | 16            | 29            | 11            |
| Sonst. Italien                | 71           | 34            | 0             | 1                  | 3             | 0            | 0             | 2                  | 4             | 7             | 5             | 12            | 11            | 21            | 10            |
| Sonst. Niederlande            | 0            | 0             | 0             | 0                  | 4             | 0            | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Sonst. Österreich             | 1            | 0             | 0             | 0                  | 0             | 0            | 1             | 6                  | 3             | 0             | 0             | 0             | 0             | 0             | 1             |
| Sonst. Schweden               | 0            | 5             | 0             | 0                  | 1             | 0            | 0             | 0                  | 0             | 2             | 0             | 1             | 0             | 5             | 0             |
| Sonst. Schweiz                | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 0             | 0             | 1             | 1             | 1             | 0             |
| Sonst. Spanien                | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 8                  | 7             | 1             | 0             | 13            | 85            | 3             | 1             |
| Sonst. Taiwan                 | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 1                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Sonst. UDSSR/GUS              | 0            | 0             | 0             | 0                  | 0             | 0            | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 1             | 0             |
| Sonst. USA                    | 0            | 0             | 1             | 0                  | 4             | 0            | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Sonst. Erzeugungs-<br>länder  | 2            | 0             | 0             | 0                  | 0             | 1            | 0             | 80                 | 56            | 11            | 2             | 1             | 1             | 1             | 0             |
| <b>TOTAL</b>                  | <b>9.155</b> | <b>14.061</b> | <b>15.251</b> | <b>10.964</b>      | <b>10.451</b> | <b>9.089</b> | <b>10.278</b> | <b>24.882</b>      | <b>26.041</b> | <b>27.696</b> | <b>32.204</b> | <b>32.351</b> | <b>32.929</b> | <b>35.561</b> | <b>43.686</b> |

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen – Leichtmotorräder 1992-2016<sup>1) 2)</sup> (Teil 1/3)

| Marke/Herkunftsland     | 1992 | 1995 | 2000 | 2005 | 2006 | 2010 | 2011 | 2012 | 2013  | 2014  | 2015  | 2016  |
|-------------------------|------|------|------|------|------|------|------|------|-------|-------|-------|-------|
| Adly Moto (TW)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 7     | 0     | 0     |
| AJP (P)                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 3     | 2     | 0     |
| Aeon (TW)               | 0    | 0    | 0    | 0    | 0    | 0    | 5    | 4    | 5     | 0     | 5     | 6     |
| Aprilia (I)             | 0    | 57   | 414  | 151  | 193  | 171  | 139  | 200  | 204   | 164   | 98    | 77    |
| Aprilia (RC)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 39    | 105   | 84    | 73    |
| Bajaj (IND)             | 0    | 0    | 19   | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| Baotian (RC)            | 0    | 0    | 0    | 0    | 0    | 27   | 19   | 1    | 0     | 0     | 1     | 0     |
| Baoya (RC)              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0     | 0     | 0     | 0     |
| Beeline (RC)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23    | 43    | 22    | 4     |
| Benelli (I)             | 0    | 0    | 26   | 10   | 2    | 0    | 0    | 1    | 0     | 0     | 0     | 0     |
| Beta (I)                | 0    | 0    | 10   | 23   | 36   | 100  | 141  | 135  | 160   | 149   | 215   | 228   |
| BIIIISTA (A)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7     | 2     | 0     | 0     |
| BMW (D)                 | 0    | 0    | 194  | 8    | 3    | 4    | 6    | 10   | 46    | 65    | 28    | 13    |
| Brammo (USA)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 3     | 4     | 3     | 0     |
| Brook Motorcycles (CH)  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2     |
| Buell (USA)             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| C.P.I. (TW)             | 0    | 0    | 0    | 0    | 96   | 1    | 0    | 0    | 0     | 0     | 0     | 0     |
| Cagiva (I)              | 56   | 98   | 221  | 38   | 33   | 82   | 39   | 41   | 1     | 0     | 0     | 0     |
| CCM (GB)                | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 1     | 0     |
| Cfmoto (RC)             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 40   | 6     | 4     | 8     | 10    |
| Chang Jiang (RC)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| Changzhou Lanxiang (RC) | 0    | 0    | 107  | 13   | 0    | 0    | 0    | 0    | 0     | 1     | 0     | 0     |
| Chunfeng (RC)           | 0    | 0    | 0    | 0    | 0    | 59   | 55   | 30   | 0     | 0     | 0     | 0     |
| Chunlan (RC)            | 0    | 0    | 18   | 1    | 1    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| CH Racing (I)           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| Cixi King (RC)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| Dadyw (RC)              | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0     | 0     | 1     | 0     |
| Daelim (ROK)            | 0    | 0    | 599  | 356  | 294  | 163  | 192  | 344  | 320   | 303   | 180   | 213   |
| Dafier (RC)             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6     | 2     | 1     | 1     |
| Derbi (E)               | 0    | 0    | 0    | 17   | 37   | 270  | 167  | 166  | 128   | 70    | 50    | 28    |
| Derbi (I)               | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 21   | 60    | 55    | 47    | 38    |
| Dinli (TW)              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 1     |
| Ducati (I)              | 0    | 0    | 62   | 8    | 5    | 14   | 4    | 4    | 2     | 4     | 5     | 37    |
| Electric Motion (F)     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 3     |
| EMCO (RC)               | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 3     | 4     | 1     | 1     |
| E-Racer (RC)            | 0    | 0    | 0    | 0    | 0    | 10   | 19   | 8    | 3     | 2     | 1     | 1     |
| Erider (RC)             | 0    | 0    | 0    | 0    | 0    | 56   | 40   | 9    | 8     | 12    | 10    | 7     |
| Explorer (RC)           | 0    | 0    | 0    | 0    | 0    | 199  | 43   | 12   | 20    | 46    | 51    | 25    |
| Fantic-Motor (I)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 2     |
| Fosti (RC)              | 0    | 0    | 0    | 0    | 0    | 143  | 163  | 173  | 90    | 41    | 31    | 95    |
| Fym (RC)                | 0    | 0    | 0    | 0    | 10   | 0    | 0    | 0    | 1     | 0     | 0     | 0     |
| Gas Gas (E)             | 0    | 0    | 93   | 78   | 75   | 131  | 126  | 124  | 84    | 82    | 103   | 64    |
| Generic (RC)            | 0    | 0    | 0    | 0    | 31   | 98   | 85   | 77   | 65    | 42    | 26    | 60    |
| Gilera (I)              | 0    | 0    | 0    | 0    | 0    | 0    | 186  | 177  | 94    | 56    | 5     | 2     |
| Govecs (PL)             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0     | 3     | 2     | 1     |
| Haizhimeng (RC)         | 0    | 0    | 0    | 0    | 0    | 5    | 2    | 0    | 0     | 0     | 0     | 0     |
| Harley Davidson (IND)   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 1     | 1     | 0     |
| Harley Davidson (USA)   | 0    | 0    | 4    | 2    | 1    | 2    | 8    | 11   | 7     | 10    | 3     | 3     |
| Herk (RC)               | 0    | 0    | 0    | 0    | 0    | 7    | 1    | 2    | 0     | 0     | 3     | 0     |
| HM (I)                  | 0    | 0    | 0    | 0    | 0    | 2    | 5    | 9    | 31    | 12    | 5     | 10    |
| Honda (BR)              | 0    | 0    | 0    | 90   | 77   | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| Honda (E)               | 0    | 5    | 267  | 144  | 139  | 55   | 11   | 8    | 3     | 15    | 19    | 60    |
| Honda (I)               | 0    | 256  | 442  | 513  | 597  | 745  | 850  | 969  | 1.171 | 1.117 | 1.242 | 1.296 |
| Honda (IND)             | 0    | 0    | 0    | 40   | 519  | 122  | 96   | 94   | 98    | 61    | 16    | 4     |
| Honda (J)               | 98   | 809  | 905  | 68   | 60   | 0    | 1    | 8    | 321   | 112   | 58    | 27    |
| Honda (RC)              | 0    | 0    | 0    | 0    | 0    | 34   | 58   | 254  | 186   | 62    | 135   | 118   |
| Honda (TH)              | 0    | 0    | 0    | 111  | 67   | 239  | 670  | 641  | 739   | 604   | 446   | 463   |
| Honda (USA)             | 0    | 3    | 40   | 0    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |
| Honda (VN)              | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3     | 157   | 122   | 19    |
| Horex (D)               | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0     | 0     | 0     | 0     |

- 1) ab 1.7.1991 durch die 13. KFG-Novelle eingeführt; ab 2006 „Klasse L3e“ (26. KFG-Novelle); ab 31. KFG-Novelle (BGBl. Nr. 43/2013)  
Definition Statistik Austria - Leichtmotorräder: ein Motorrad oder ein Motorrad mit Beiwagen mit einer Motorleistung von nicht mehr als 35 kW
- 2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“ mehr; siehe 34. KFG-Novelle vom 14. Jänner 2017; Auswertung ab 2017 siehe MR L3e

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

## Neuzulassungen – Leichtmotorräder 1992-2016<sup>1) 2)</sup> (Teil 2/3)

| Marke/Herkunftsland  | 1992 | 1995 | 2000 | 2005  | 2006  | 2010  | 2011  | 2012  | 2013  | 2014  | 2015  | 2016  |
|----------------------|------|------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| HRD Industrie (F)    | 0    | 0    | 0    | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Hsun (RC)            | 0    | 0    | 0    | 0     | 0     | 3     | 3     | 2     | 1     | 0     | 0     | 0     |
| Hupper (I)           | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     |
| Husaberg (A)         | 0    | 0    | 0    | 85    | 92    | 190   | 297   | 310   | 292   | 63    | 41    | 4     |
| Husaberg (S)         | 0    | 0    | 22   | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Husqvarna (A)        | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 89    | 300   | 524   | 545   |
| Husqvarna (I)        | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 50    | 26    | 16    | 10    |
| Husqvarna (S)        | 0    | 37   | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Hyosung (ROK)        | 0    | 0    | 160  | 53    | 37    | 40    | 79    | 43    | 32    | 26    | 17    | 8     |
| Indian (USA)         | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 2     |
| IO Fahrzeuge (A)     | 0    | 0    | 0    | 0     | 0     | 4     | 7     | 10    | 8     | 13    | 19    | 12    |
| Ital Jet (I)         | 0    | 0    | 105  | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Jiajue (RC)          | 0    | 0    | 0    | 0     | 0     | 0     | 2     | 2     | 3     | 2     | 0     | 0     |
| Jiang Men Dihao (RC) | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Jincheng (RC)        | 0    | 0    | 4    | 1     | 5     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Jinlun (RC)          | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Jmstar (RC)          | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Jonway (RC)          | 0    | 0    | 0    | 0     | 0     | 6     | 1     | 0     | 1     | 2     | 0     | 0     |
| JTG (E)              | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 4     | 4     | 2     |
| Kawasaki (IDN)       | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 0     |
| Kawasaki (J)         | 216  | 735  | 321  | 72    | 79    | 266   | 197   | 162   | 244   | 245   | 252   | 211   |
| Kawasaki (TW)        | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 107   | 57    | 80    |
| Kee Way Motor (RC)   | 0    | 0    | 0    | 58    | 126   | 53    | 28    | 16    | 9     | 21    | 17    | 19    |
| Kingring (RC)        | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Kinroad (RC)         | 0    | 0    | 0    | 0     | 16    | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| Kreidler (D)         | 0    | 0    | 0    | 0     | 0     | 15    | 5     | 3     | 6     | 2     | 1     | 0     |
| KSR Moto (A)         | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 3     | 53    | 93    | 40    |
| KTM (A)              | 66   | 236  | 924  | 1.185 | 1.167 | 720   | 1.153 | 1.563 | 1.953 | 2.180 | 2.281 | 4.038 |
| Kymco (RC)           | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 8     | 27    | 17    | 16    | 7     |
| Kymco (TW)           | 0    | 0    | 179  | 369   | 465   | 478   | 454   | 699   | 700   | 601   | 605   | 505   |
| Lambretta (I)        | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 6     | 58    | 48    | 22    | 8     |
| Lambretta (RC)       | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 3     | 0     | 0     | 0     | 0     |
| Laverda (I)          | 0    | 0    | 1    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Leike (RC)           | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Lifan (RC)           | 0    | 0    | 0    | 0     | 0     | 11    | 0     | 1     | 0     | 5     | 0     | 0     |
| Lingben (RC)         | 0    | 0    | 0    | 0     | 0     | 0     | 3     | 1     | 0     | 0     | 0     | 0     |
| Linhai (RC)          | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| LML (IND)            | 0    | 0    | 0    | 0     | 0     | 213   | 223   | 211   | 454   | 313   | 373   | 429   |
| Lmn Campur (IND)     | 0    | 0    | 1    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Lohner (A)           | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 2     |
| Loncin (RC)          | 0    | 0    | 0    | 13    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Longjia (RC)         | 0    | 0    | 0    | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 1     |
| Malaguti (I)         | 0    | 0    | 28   | 0     | 0     | 25    | 22    | 5     | 3     | 1     | 0     | 1     |
| Masai (B)            | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Montesa (E)          | 0    | 0    | 1    | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| Moto B (RC)          | 0    | 0    | 0    | 0     | 0     | 0     | 23    | 38    | 30    | 27    | 29    | 42    |
| Moto Guzzi (I)       | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 6     | 72    | 81    | 85    |
| Motorhispania (E)    | 0    | 0    | 0    | 0     | 0     | 7     | 5     | 6     | 43    | 21    | 18    | 30    |
| MV Augusta (I)       | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 1     | 0     |
| MZ (D)               | 0    | 7    | 3    | 4     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Orion (RC)           | 0    | 0    | 0    | 0     | 0     | 0     | 2     | 1     | 0     | 0     | 0     | 3     |
| Ossa (E)             | 0    | 0    | 0    | 0     | 0     | 0     | 13    | 17    | 16    | 16    | 13    | 5     |
| P.G.O. (TW)          | 0    | 0    | 100  | 23    | 19    | 5     | 4     | 1     | 1     | 0     | 0     | 0     |
| Penz (A)             | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     |
| Peugeot (F)          | 0    | 85   | 87   | 77    | 36    | 70    | 97    | 99    | 124   | 143   | 191   | 283   |
| Peugeot (RC)         | 0    | 0    | 0    | 0     | 0     | 10    | 2     | 0     | 1     | 0     | 0     | 0     |
| Piaggio (I)          | 0    | 161  | 917  | 1.411 | 1.651 | 3.378 | 679   | 597   | 526   | 444   | 433   | 356   |
| Piaggio (RC)         | 0    | 0    | 0    | 0     | 0     | 262   | 331   | 297   | 165   | 31    | 5     | 3     |
| Piaggio (VN)         | 0    | 0    | 0    | 0     | 0     | 0     | 0     | 0     | 203   | 278   | 435   | 822   |
| Puch (I)             | 0    | 0    | 134  | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

- 1) ab 1.7.1991 durch die 13. KFG-Novelle eingeführt; ab 2006 „Klasse L3e“ (26. KFG-Novelle); ab 31. KFG-Novelle (BGBl. Nr. 43/2013)  
Definition Statistik Austria - Leichtmotorräder: ein Motorrad oder ein Motorrad mit Beiwagen mit einer Motorleistung von nicht mehr als 35 kW
- 2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“ mehr; siehe 34. KFG-Novelle vom 14. Jänner 2017; Auswertung ab 2017 siehe MR L3e

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

## Neuzulassungen – Leichtmotorräder 1992-2016<sup>1) 2)</sup> (Teil 3/3)

| Marke/Herkunftsland     | 1992         | 1995         | 2000         | 2005         | 2006         | 2010          | 2011          | 2012          | 2013          | 2014          | 2015          | 2016          |
|-------------------------|--------------|--------------|--------------|--------------|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Qingqi (RC)             | 0            | 0            | 0            | 50           | 13           | 5             | 1             | 2             | 3             | 1             | 1             | 2             |
| QJ (RC)                 | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 2             | 3             | 0             | 0             | 1             |
| QVR (CH)                | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 1             | 1             | 0             | 0             | 0             |
| Rex (D)                 | 0            | 0            | 0            | 0            | 0            | 0             | 2             | 0             | 1             | 1             | 0             | 0             |
| Rhon (RC)               | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 19            | 8             | 19            | 11            | 8             |
| Ride (RC)               | 0            | 0            | 0            | 0            | 0            | 147           | 321           | 446           | 373           | 447           | 247           | 222           |
| Rieju (E)               | 0            | 0            | 1            | 3            | 18           | 33            | 32            | 25            | 60            | 54            | 69            | 92            |
| Rivero (RC)             | 0            | 0            | 0            | 0            | 0            | 0             | 1             | 0             | 0             | 0             | 4             | 5             |
| Royal Enfield (GB)      | 0            | 21           | 11           | 37           | 28           | 40            | 19            | 25            | 22            | 40            | 55            | 111           |
| Sachs (D)               | 0            | 0            | 1            | 0            | 1            | 6             | 5             | 3             | 2             | 0             | 0             | 1             |
| Sanyang-Sym (RC)        | 0            | 0            | 0            | 0            | 0            | 64            | 95            | 104           | 133           | 83            | 110           | 153           |
| Sanyang-Sym (TW)        | 0            | 0            | 102          | 37           | 12           | 432           | 444           | 483           | 451           | 425           | 349           | 378           |
| Scarabeo (I)            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 106           | 272           | 215           | 139           | 100           |
| Scorpa (F)              | 0            | 0            | 0            | 11           | 6            | 1             | 2             | 6             | 1             | 4             | 2             | 1             |
| SFM (D)                 | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 2             | 0             | 1             | 2             |
| Shenke (RC)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Sherco (E)              | 0            | 0            | 0            | 3            | 9            | 25            | 17            | 19            | 20            | 41            | 26            | 23            |
| Shineray (RC)           | 0            | 0            | 0            | 0            | 0            | 3             | 4             | 1             | 0             | 1             | 3             | 0             |
| Siamoto (I)             | 0            | 0            | 0            | 1            | 1            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Simson (D)              | 0            | 1            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Sky Team (RC)           | 0            | 0            | 0            | 16           | 37           | 105           | 141           | 189           | 255           | 203           | 148           | 156           |
| Standard Motor (TW)     | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Suzuki (E)              | 0            | 0            | 0            | 224          | 245          | 188           | 144           | 139           | 140           | 47            | 14            | 3             |
| Suzuki (J)              | 17           | 150          | 836          | 120          | 99           | 136           | 124           | 117           | 169           | 102           | 112           | 183           |
| Suzuki (TH)             | 0            | 0            | 0            | 0            | 0            | 13            | 8             | 0             | 1             | 25            | 73            | 113           |
| Suzuki (RC)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 45            | 50            | 16            | 5             |
| SWM (I)                 | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 13            |
| Taiwan Golden Bee (TW)  | 0            | 0            | 2            | 0            | 1            | 39            | 21            | 11            | 157           | 152           | 201           | 140           |
| Taizhou Zhong Neng (RC) | 0            | 0            | 0            | 0            | 105          | 23            | 35            | 41            | 36            | 63            | 62            | 56            |
| Tauris (RC)             | 0            | 0            | 0            | 0            | 0            | 212           | 234           | 152           | 106           | 93            | 61            | 69            |
| Terra-Moto (RC)         | 0            | 0            | 0            | 0            | 0            | 0             | 6             | 0             | 0             | 0             | 0             | 0             |
| Thumpstar (RC)          | 0            | 0            | 0            | 0            | 14           | 0             | 0             | 1             | 0             | 0             | 0             | 0             |
| Tianma (RC)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 1             | 0             | 0             | 0             |
| Tisong (RC)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Triumph (GB)            | 0            | 0            | 1            | 6            | 3            | 4             | 3             | 3             | 2             | 5             | 3             | 3             |
| Ural (RUS)              | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 19            | 22            | 15            | 23            |
| VEB-DDR (D)             | 1            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Vectrix (PL)            | 0            | 0            | 0            | 0            | 0            | 0             | 10            | 6             | 2             | 1             | 1             | 1             |
| Vertemati (I)           | 0            | 0            | 1            | 1            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Vertigo (E)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 7             |
| Vespa (I)               | 0            | 0            | 0            | 0            | 0            | 0             | 3.861         | 4.761         | 4.620         | 4.369         | 4.210         | 5.383         |
| Vespino (CH)            | 0            | 0            | 0            | 0            | 0            | 2             | 4             | 0             | 0             | 0             | 1             | 0             |
| Wangye (RC)             | 0            | 0            | 0            | 0            | 0            | 1             | 1             | 0             | 0             | 0             | 0             | 1             |
| Xingfu (RC)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Xingyue (RC)            | 0            | 0            | 0            | 0            | 0            | 24            | 13            | 3             | 0             | 1             | 2             | 0             |
| Xinling (RC)            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 2             | 0             | 0             | 0             | 0             |
| Xmotos (RC)             | 0            | 0            | 0            | 0            | 0            | 2             | 1             | 4             | 0             | 0             | 0             | 0             |
| Yamaha (BR)             | 0            | 0            | 0            | 0            | 0            | 46            | 15            | 4             | 2             | 1             | 1             | 1             |
| Yamaha (E)              | 0            | 0            | 117          | 34           | 128          | 459           | 402           | 293           | 130           | 116           | 207           | 168           |
| Yamaha (F)              | 0            | 0            | 37           | 44           | 14           | 47            | 50            | 101           | 367           | 401           | 327           | 346           |
| Yamaha (I)              | 0            | 0            | 1            | 0            | 0            | 1             | 0             | 0             | 2             | 0             | 0             | 0             |
| Yamaha (IDN)            | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 122           | 460           |
| Yamaha (J)              | 598          | 1.378        | 728          | 289          | 303          | 244           | 160           | 152           | 258           | 246           | 240           | 261           |
| Yamaha (TH)             | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 15            | 97            | 74            | 64            |
| Yamaha (TW)             | 0            | 60           | 102          | 301          | 281          | 66            | 77            | 188           | 67            | 42            | 102           | 17            |
| Yiben (RC)              | 0            | 0            | 0            | 0            | 18           | 38            | 29            | 19            | 18            | 10            | 7             | 7             |
| Yiying (RC)             | 0            | 0            | 0            | 0            | 14           | 72            | 56            | 54            | 26            | 26            | 13            | 5             |
| Yongkang Mtl (RC)       | 0            | 0            | 0            | 0            | 0            | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Zero (USA)              | 0            | 0            | 0            | 0            | 0            | 2             | 5             | 10            | 5             | 23            | 25            | 31            |
| Zhongsan (RC)           | 0            | 0            | 0            | 0            | 250          | 84            | 37            | 26            | 5             | 4             | 2             | 3             |
| Andere                  | 0            | 25           | 21           | 20           | 43           | 110           | 78            | 58            | 74            | 77            | 183           | 367           |
| <b>TOTAL</b>            | <b>1.052</b> | <b>4.124</b> | <b>8.370</b> | <b>6.224</b> | <b>7.617</b> | <b>11.172</b> | <b>13.220</b> | <b>15.256</b> | <b>16.863</b> | <b>15.987</b> | <b>15.823</b> | <b>19.530</b> |

- 1) ab 1.7.1991 durch die 13. KFG-Novelle eingeführt; ab 2006 „Klasse L3e“ (26. KFG-Novelle); ab 31. KFG-Novelle (BGBl. Nr. 43/2013)  
Definition Statistik Austria - Leichtmotorräder: ein Motorrad oder ein Motorrad mit Beiwagen mit einer Motorleistung von nicht mehr als 35 kW
- 2) ab 2017 keine getrennte Auswertung „Leichtmotorräder Klasse L3e“ und „Motorräder L3e“ mehr; siehe 34. KFG-Novelle vom 14. Jänner 2017; Auswertung ab 2017 siehe MR L3e

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik"

## Neuzulassungen - Mehrspurige Leicht-Kraftfahrzeuge<sup>1)</sup> (Teil 1/2)

| Marke/Herkunftsland | 2000 | 2005 | 2010 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Access Motor (TW)   | 0    | 15   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Adly Moto (TW)      | 31   | 135  | 23   | 10   | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Aeon (TW)           | 81   | 8    | 9    | 8    | 3    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Aixam (F)           | 693  | 553  | 351  | 280  | 255  | 301  | 333  | 338  | 313  | 386  | 348  | 340  | 377  |
| Anaig (GB)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 6    | 0    | 16   | 19   |
| AMS (TW)            | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arrow (D)           | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Bellier (F)         | 70   | 11   | 0    | 0    | 3    | 16   | 3    | 8    | 0    | 0    | 0    | 0    | 0    |
| Bleile Bikes (RC)   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    |
| BMA-Amica (I)       | 19   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| C.P.I. (TW)         | 0    | 203  | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Casalini (I)        | 46   | 2    | 38   | 36   | 45   | 44   | 24   | 32   | 25   | 25   | 17   | 18   | 13   |
| Chatenet (F)        | 87   | 7    | 21   | 3    | 1    | 3    | 1    | 5    | 8    | 4    | 1    | 0    | 0    |
| Citroen (F)         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    |
| City-Com AIS (DK)   | 0    | 1    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Club Car (USA)      | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dafenghe (RC)       | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Derbi (E)           | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dinli (TW)          | 0    | 1    | 4    | 15   | 7    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ducati (I)          | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Econelo             | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14   |
| Econelo (RC)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6    | 4    | 5    | 7    |
| Econelo (TW)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 10   | 9    | 9    | 7    |
| Eli (USA)           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 9    | 2    | 2    |
| Erad (F)            | 18   | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Estrima (I)         | 0    | 0    | 0    | 2    | 1    | 0    | 2    | 2    | 1    | 0    | 0    | 4    | 0    |
| E-Ton (TW)          | 0    | 43   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| E-Volution (A)      | 0    | 0    | 0    | 16   | 18   | 16   | 0    | 0    | 0    | 3    | 7    | 0    | 1    |
| Ewii (DK)           | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 3    | 1    | 0    | 0    | 0    | 0    |
| Fiat (F)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 7    |
| Generic (RC)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    |
| Graf Carello (RC)   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 1    | 1    | 4    |
| Grecav - Eke (I)    | 34   | 20   | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Grundig (GB)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 61   | 0    | 12   | 0    |
| Grundig (RC)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 3    | 2    |
| Hartl E-Carts (A)   | 0    | 0    | 6    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Hecht (CZ)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 15   | 37   | 37   | 47   | 22   | 25   |
| Hecht (RC)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 13   | 5    | 0    | 2    | 3    |
| JDM (F)             | 172  | 93   | 34   | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Jiaji (RC)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Jiayuan (RC)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 1    |
| Jinling (RC)        | 0    | 0    | 0    | 1    | 3    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Jinma (RC)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Kyburz (CH)         | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 1    | 6    | 3    | 0    | 50   | 0    |
| Kymco (TW)          | 0    | 231  | 108  | 70   | 54   | 54   | 52   | 2    | 0    | 0    | 0    | 0    | 0    |
| Lamar (GB)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 18   | 33   | 0    | 1    | 1    |
| Laverda (I)         | 0    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lifan (RC)          | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ligier (F)          | 502  | 71   | 56   | 180  | 182  | 173  | 218  | 174  | 223  | 311  | 180  | 244  | 370  |
| Linhai (RC)         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |
| Longco (CH)         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |
| Loyds (N)           | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Luxxon (GB)         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 0    | 1    | 1    |
| Luxxon (TW)         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |
| Lvtong (RC)         | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    |
| Mademoto (RC)       | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 1    | 0    |
| Marshall (RC)       | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 3    | 1    | 4    | 5    | 4    | 2    |
| Masai (B)           | 0    | 5    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mega (F)            | 0    | 12   | 13   | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 5    |
| Melex (RC)          | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Microcar (F)        | 427  | 366  | 406  | 314  | 269  | 247  | 231  | 293  | 198  | 247  | 104  | 115  | 95   |
| Miniauto (F)        | 0    | 0    | 0    | 44   | 46   | 32   | 6    | 0    | 0    | 0    | 0    | 6    | 0    |
| MZ (D)              | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Niudian (RC)        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 14   | 331  |
| Norsjoe (S)         | 0    | 3    | 0    | 1    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Opel                | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 23   |
| Opel (D)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 1    | 3    |
| Opel (F)            | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 15   | 20   |
| Oudie (TW)          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 31   | 21   | 0    | 1    |
| P.G.O. (TW)         | 0    | 40   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

1) ab 20.08.1997 durch die 19. KFG-Novelle eingeführt; Bezeichnung bis 2005 „Mehrspurige Motorfahräder“; ab 2006 „Mehrspurige Leicht-Kraftfahrzeuge“ (26. KFG-Novelle); diese umfassen: mehrspurige Kraftfahrzeuge Klasse L2e und vierrädrige Kraftfahrzeuge Klasse L6e

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

Neuzulassungen - Mehrspurige Leicht-Kraftfahrzeuge<sup>1)</sup>  
(Teil 2/2)

| Marke/Herkunftsland    | 2000         | 2005         | 2010         | 2015         | 2016       | 2017         | 2018       | 2019       | 2020       | 2021         | 2022       | 2023         | 2024         |
|------------------------|--------------|--------------|--------------|--------------|------------|--------------|------------|------------|------------|--------------|------------|--------------|--------------|
| Pelpi (I)              | 0            | 0            | 1            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 0            |
| Piaggio (I)            | 20           | 16           | 40           | 26           | 35         | 57           | 37         | 36         | 35         | 23           | 0          | 21           | 0            |
| QJ (RC)                | 0            | 0            | 265          | 2            | 3          | 2            | 0          | 0          | 0          | 0            | 0          | 0            | 0            |
| Paxter (N)             | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 11         | 20           | 0            |
| Piaggio (I)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 68           |
| Renault (F)            | 0            | 0            | 0            | 9            | 10         | 9            | 14         | 7          | 7          | 9            | 3          | 3            | 0            |
| Rolektro (RC)          | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 6            | 2          | 20           | 14           |
| Savel (F)              | 1            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 0            |
| Silence €              | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 1            |
| Shansu (RC)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 1          | 15           | 0          | 9            | 20           |
| Slane (RC)             | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 60           | 47           |
| Standard Motor (TW)    | 0            | 92           | 57           | 38           | 48         | 111          | 25         | 3          | 1          | 0            | 0          | 0            | 0            |
| Sunra (RC)             | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 1          | 0            | 0          | 0            | 4            |
| Taiwan Golden Bee (TW) | 0            | 3            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 0            |
| Taizhou Zhong Neng     | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 1            | 0            |
| Tasso (I)              | 16           | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 0            |
| Tauris (RC)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 2            |
| Ugbest (I)             | 0            | 0            | 0            | 0            | 0          | 0            | 14         | 12         | 5          | 3            | 0          | 0            | 0            |
| Unilli (TW)            | 0            | 1            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 0            |
| VRBikes (CH)           | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 5            | 15           |
| Ztech (RC)             | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 1          | 7            | 0          | 1            | 1            |
| Andere                 | 0            | 0            | 7            | 20           | 8          | 25           | 25         | 35         | 29         | 47           | 17         | 58           | 72           |
| Andere (I)             | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 1            |
| Andere (RC)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 54           |
| Andere (RO)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 8            |
| Andere (TR)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 5            |
| Andere (TW)            | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 3            |
| Andere (USA)           | 0            | 0            | 0            | 0            | 0          | 0            | 0          | 0          | 0          | 0            | 0          | 0            | 1            |
| <b>TOTAL</b>           | <b>2.186</b> | <b>1.756</b> | <b>1.427</b> | <b>1.024</b> | <b>950</b> | <b>1.071</b> | <b>988</b> | <b>971</b> | <b>934</b> | <b>1.262</b> | <b>768</b> | <b>1.057</b> | <b>1.652</b> |

1) ab 20.08.1997 durch die 19. KFG-Novelle eingeführt; Bezeichnung bis 2005 „Mehrspurige Motorfahräder“; ab 2006 „Mehrspurige Leicht-Kraftfahrzeuge“ (26. KFG-Novelle); diese umfassen: mehrspurige Kraftfahrzeuge Klasse L2e und vierrädrige Kraftfahrzeuge Klasse L6e

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Mehrspurige Kraftfahrzeuge<sup>1)</sup>

(Teil 1/3)

| Marke/Herkunftsland   | 2000 | 2005 | 2006 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------|------|------|--------------------|------|------|------|------|------|------|------|------|------|------|------|
| Access Motor (TW)     | 0    | 0    | 0                  | 37   | 25   | 56   | 52   | 59   | 50   | 29   | 12   | 0    | 0    | 0    |
| Adly Moto (TW)        | 0    | 99   | 87                 | 48   | 7    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| A & M Ameg (D)        | 1    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Aeon (RC)             | 0    | 0    | 0                  | 0    | 0    | 9    | 12   | 2    | 0    | 0    | 0    | 0    | 0    | 0    |
| Aeon (TW)             | 0    | 10   | 9                  | 11   | 12   | 24   | 11   | 11   | 12   | 8    | 1    | 0    | 0    | 0    |
| Aixam (F)             | 60   | 13   | 18                 | 16   | 5    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Alke (I)              | 0    | 0    | 0                  | 0    | 0    | 0    | 4    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Arctic Cat (USA)      | 0    | 51   | 80                 | 81   | 128  | 143  | 78   | 20   | 15   | 2    | 0    | 0    | 0    | 0    |
| Barossa (TW)          | 0    | 43   | 37                 | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Bashan (RC)           | 0    | 0    | 65                 | 21   | 7    | 0    | 0    | 0    | 0    | 0    | 8    | 6    | 3    | 0    |
| Beeline (TW)          | 0    | 0    | 0                  | 0    | 3    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Beyond (RC)           | 0    | 6    | 13                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Bombardier (CND)      | 0    | 114  | 144                | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Bombardier (TW)       | 0    | 0    | 20                 | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Boom (D)              | 14   | 8    | 6                  | 11   | 5    | 5    | 1    | 9    | 14   | 6    | 6    | 7    | 1    | 0    |
| Bunker Trike (E)      | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Buyang (RC)           | 0    | 0    | 0                  | 33   | 4    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    |
| C.P.I. (TW)           | 0    | 117  | 66                 | 10   | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| CAN-AM (CND)          | 0    | 0    | 0                  | 180  | 228  | 304  | 136  | 42   | 58   | 70   | 85   | 42   | 81   | 62   |
| CAN-AM (TW)           | 0    | 0    | 0                  | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cectek (TW)           | 0    | 0    | 0                  | 6    | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Cenntro (RC)          | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 2    | 1    | 3    | 0    | 0    | 0    |
| Cfmoto (RC)           | 0    | 0    | 0                  | 0    | 472  | 495  | 490  | 574  | 634  | 902  | 954  | 18   | 1    | 0    |
| Chunfeng (RC)         | 0    | 0    | 12                 | 153  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| CCS (D)               | 12   | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Club Car (USA)        | 0    | 0    | 0                  | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Daelim (ROK)          | 0    | 0    | 22                 | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dazon (RC)            | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dazon (USA)           | 0    | 12   | 4                  | 7    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Derbi (E)             | 0    | 15   | 19                 | 3    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Dinli (TW)            | 0    | 0    | 5                  | 251  | 79   | 44   | 24   | 2    | 0    | 0    | 1    | 0    | 0    | 0    |
| Dresel MCT (D)        | 0    | 14   | 60                 | 101  | 8    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| E-ATV (D)             | 0    | 0    | 7                  | 5    | 0    | 4    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| E-Ton (TW)            | 0    | 72   | 65                 | 40   | 2    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Estrima (I)           | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 2    | 3    | 0    | 0    | 1    | 0    |
| Explorer (RC)         | 0    | 0    | 0                  | 97   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Fangpower             | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 6    |
| Gamax (TW)            | 0    | 0    | 0                  | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Garia (DK)            | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 0    | 3    | 3    | 1    | 0    | 1    |
| Gas Gas (E)           | 0    | 9    | 1                  | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Global Electric (USA) | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Global Tuk Tuk (NL)   | 0    | 0    | 0                  | 0    | 0    | 0    | 1    | 13   | 0    | 0    | 0    | 0    | 0    | 0    |
| Goupil (F)            | 0    | 0    | 0                  | 0    | 2    | 3    | 6    | 0    | 7    | 2    | 1    | 0    | 7    | 3    |
| Graf Carello (RC)     | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 6    | 5    | 7    | 18   | 24   | 18   |
| Harley Davidson (USA) | 0    | 0    | 0                  | 5    | 2    | 5    | 8    | 7    | 2    | 6    | 2    | 2    | 5    | 7    |
| Honda (USA)           | 0    | 0    | 0                  | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

1) ab 20.08.1997 durch die 19. KFG-Novelle eingeführt; Bezeichnung bis 2005 „Motordreiräder“, ab 2006 „Mehrspurige Kraftfahrzeuge“ (26. KFG-Novelle); diese umfassen: vierrädrige Kraftfahrzeuge Klasse L7e und Motordreiräder Klasse L5e

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Mehrspurige Kraftfahrzeuge<sup>1)</sup>

(Teil 2/3)

| Marke/Herkunftsland  | 2000 | 2005 | 2006 <sup>1)</sup> | 2010 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|----------------------|------|------|--------------------|------|------|------|------|------|------|------|------|------|------|------|
| HSUN / HISUN (RC)    | 0    | 0    | 59                 | 25   | 22   | 30   | 69   | 4    | 1    | 0    | 10   | 30   | 23   | 19   |
| Jiayuan (RC)         | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11   | 21   |
| Jinling (RC)         | 0    | 0    | 0                  | 0    | 39   | 28   | 25   | 4    | 1    | 0    | 0    | 0    | 0    | 0    |
| JNMA ((RC)           | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 0    | 0    | 0    |
| Kangchao (RC)        | 0    | 0    | 0                  | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Kawasaki (J und USA) | 12   | 72   | 21                 | 3    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Kinroad (RC)         | 0    | 0    | 11                 | 7    | 2    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| KL (I)               | 0    | 5    | 1                  | 3    | 0    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| KTM (A)              | 0    | 0    | 0                  | 36   | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| KVN-Motors (TW)      | 0    | 16   | 7                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Kymco (TW)           | 0    | 377  | 330                | 122  | 62   | 40   | 56   | 11   | 0    | 0    | 0    | 0    | 5    | 4    |
| Laverda (I)          | 0    | 28   | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lifan (RC)           | 0    | 14   | 2                  | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ligier (F)           | 7    | 18   | 1                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 5    |
| Linhai (RC)          | 0    | 87   | 66                 | 3    | 0    | 0    | 1    | 0    | 0    | 0    | 13   | 0    | 1    | 0    |
| Loncin (RC)          | 0    | 15   | 78                 | 4    | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Luxxon (TW)          | 0    | 0    | 0                  | 9    | 0    | 1    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Long-Chang (RC)      | 0    | 12   | 12                 | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Marshall (RC)        | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Mega (F)             | 0    | 4    | 3                  | 9    | 5    | 2    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Melex (PL)           | 0    | 0    | 0                  | 0    | 1    | 3    | 5    | 1    | 5    | 5    | 4    | 5    | 2    | 4    |
| Micro (I)            | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    |
| Mikado (D)           | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| National Motor (TW)  | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Online (RC)          | 0    | 0    | 0                  | 0    | 55   | 38   | 75   | 44   | 16   | 16   | 87   | 1    | 0    | 0    |
| Online (TW)          | 0    | 0    | 0                  | 0    | 49   | 19   | 6    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Peugeot (F)          | 0    | 0    | 0                  | 0    | 20   | 13   | 17   | 8    | 22   | 22   | 31   | 25   | 18   | 15   |
| P.G.O. (TW)          | 0    | 85   | 52                 | 10   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Pelpi (I)            | 0    | 0    | 14                 | 4    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Piaggio (I)          | 0    | 4    | 4                  | 62   | 94   | 116  | 92   | 99   | 189  | 189  | 199  | 214  | 194  | 133  |
| Pickman (RC)         | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 11   | 12   | 5    | 0    |
| Polaris (I)          | 0    | 191  | 135                | 101  | 226  | 236  | 144  | 98   | 23   | 0    | 38   | 15   | 12   | 21   |
| Polaris (USA)        | 0    | 0    | 0                  | 0    | 0    | 3    | 0    | 0    | 0    | 64   | 0    | 0    | 0    | 0    |
| Powerland (IND)      | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Quaddy (I)           | 0    | 0    | 0                  | 11   | 38   | 90   | 12   | 4    | 0    | 0    | 0    | 0    | 3    | 2    |
| Quadro (I)           | 0    | 0    | 0                  | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    |
| Quadro (CH)          | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    | 2    | 0    | 0    |
| Reliant (GB)         | 6    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Renault (F)          | 0    | 0    | 0                  | 0    | 64   | 62   | 50   | 24   | 28   | 28   | 11   | 5    | 1    | 0    |
| Renli (RC)           | 0    | 0    | 0                  | 2    | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 3    | 3    | 6    |
| Seakia (RC)          | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Secma (F)            | 0    | 0    | 0                  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Shenke (RC)          | 0    | 0    | 0                  | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

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Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Mehrspurige Kraftfahrzeuge<sup>1)</sup> (Teil 3/3)

| Marke/Herkunftsland        | 2000       | 2005         | 2006 <sup>1)</sup> | 2010         | 2015         | 2016         | 2017         | 2018         | 2019         | 2020         | 2021         | 2022       | 2023       | 2024       |
|----------------------------|------------|--------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|------------|------------|------------|
| Shineray (RC)              | 0          | 0            | 9                  | 55           | 7            | 3            | 13           | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Silence (E)                | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 2          |
| Songking (RC)              | 0          | 0            | 0                  | 1            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Standard Motor (TW)        | 0          | 253          | 156                | 69           | 95           | 83           | 41           | 18           | 1            | 2            | 0            | 0          | 0          | 0          |
| Sukida (RC)                | 0          | 0            | 0                  | 1            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Suzuki (J)                 | 0          | 34           | 10                 | 3            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Taiwan Golden Bee (TW)     | 0          | 0            | 0                  | 136          | 86           | 202          | 192          | 164          | 138          | 163          | 152          | 0          | 0          | 0          |
| TWA (D)                    | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| WK (D)                     | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| WS-Trike (D)               | 1          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Xingyue (RC)               | 0          | 0            | 17                 | 6            | 1            | 7            | 2            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Xuanma (RC)                | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 0          |
| Yamaha (J)                 | 28         | 47           | 77                 | 51           | 2            | 7            | 0            | 0            | 0            | 23           | 0            | 0          | 0          | 0          |
| Yamaha (TH)                | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 36           | 22         | 33         | 25         |
| Zhejiang Shenmao Appliance | 0          | 0            | 11                 | 1            | 24           | 6            | 3            | 6            | 1            | 0            | 0            | 0          | 0          | 0          |
| Andere                     | 0          | 29           | 32                 | 150          | 127          | 98           | 57           | 34           | 35           | 23           | 10           | 18         | 11         | 14         |
| Andere (F)                 | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 2          |
| Andere (I)                 | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 3          |
| Andere (RC)                | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 4          |
| Andere (TR)                | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 1          |
| Andere (USA)               | 0          | 0            | 0                  | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0            | 0          | 0          | 4          |
| <b>TOTAL</b>               | <b>154</b> | <b>1.907</b> | <b>1.885</b>       | <b>2.064</b> | <b>2.035</b> | <b>2.218</b> | <b>1.708</b> | <b>1.281</b> | <b>1.272</b> | <b>1.582</b> | <b>1.725</b> | <b>454</b> | <b>451</b> | <b>390</b> |

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Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Motorfahräder (Mopeds)

### (Teil 1/5)

| Marke/Herkunftsland | 1990 | 2000  | 2005  | 2006 <sup>1)</sup> | 2010  | 2015  | 2016  | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  |
|---------------------|------|-------|-------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Adly Moto (TW)      | 0    | 0     | 237   | 13                 | 7     | 2     | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     |
| Aeon (TW)           | 0    | 41    | 5     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Agrati-Garelli (I)  | 2    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| All Cars (I)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Aprilia (I)         | 17   | 2.799 | 1.641 | 1.497              | 2.101 | 1.205 | 1.305 | 1.564 | 1.427 | 1.462 | 1.977 | 1.301 | 5     | 0     | 0     |
| Aprillia (IND)      | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 120   | 152   | 142   | 161   | 127   | 127   |
| Aprilia (RC)        | 0    | 0     | 0     | 0                  | 0     | 92    | 31    | 8     | 1     | 1     | 0     | 0     | 0     | 0     | 0     |
| Askoll (I)          | 0    | 0     | 0     | 0                  | 0     | 0     | 6     | 21    | 137   | 46    | 163   | 0     | 7     | 1     | 0     |
| Aspes (I)           | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Baotian (RC)        | 0    | 0     | 147   | 97                 | 49    | 5     | 8     | 7     | 0     | 0     | 0     | 0     | 1     | 0     | 0     |
| Barton Motors (RC)  | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 9     | 2     |
| Batavus (NL)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Beeline (RC)        | 0    | 0     | 0     | 0                  | 111   | 588   | 797   | 788   | 12    | 2     | 0     | 0     | 0     | 0     | 0     |
| Beeline (TW)        | 0    | 0     | 0     | 0                  | 23    | 82    | 13    | 6     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Benelli (I)         | 0    | 374   | 90    | 10                 | 39    | 25    | 22    | 16    | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Beta (I)            | 0    | 54    | 10    | 3                  | 105   | 207   | 289   | 339   | 385   | 500   | 687   | 819   | 1.881 | 2.628 | 3.871 |
| Black Tea (D)       | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 0     |
| BLU:S (GB)          | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 41    | 38    | 10    | 3     | 6     |
| BMW (D)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 8     |
| Bye Bike (E )       | 0    | 0     | 0     | 0                  | 0     | 18    | 17    | 15    | 0     | 0     | 1     | 0     | 0     | 0     | 1     |
| BMA-Amica (I)       | 14   | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Bultaco (E)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 8     | 2     | 1     | 0     | 0     | 0     | 0     | 0     |
| C.P.I. (TW)         | 0    | 414   | 2.928 | 4.807              | 681   | 4     | 2     | 2     | 1     | 0     | 0     | 1     | 0     | 1     | 0     |
| Cagiva (I)          | 0    | 29    | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cake (S)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 4     | 1     | 5     | 4     | 0     |
| Casal (P)           | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Casalini (I)        | 108  | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Chaoya (RC)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 18    | 33    | 20    | 18    | 29    |
| Chunlan (RC)        | 0    | 164   | 2     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| CH Racing (I)       | 0    | 0     | 16    | 5                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cimatti (I)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| City-Com A/S (DK)   | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Cube (D)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 11    | 3     | 0     | 1     |
| Dadyw (RC)          | 0    | 0     | 0     | 1                  | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Daelim (ROK)        | 0    | 887   | 252   | 392                | 241   | 3     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Dafier (RC)         | 0    | 0     | 0     | 0                  | 0     | 0     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Derbi (E)           | 779  | 2.423 | 2.471 | 1.371              | 2.862 | 5     | 2     | 1     | 1     | 0     | 0     | 0     | 0     | 0     | 0     |
| Derbi (I)           | 0    | 0     | 0     | 0                  | 0     | 1.783 | 2.148 | 2.526 | 2.238 | 2.078 | 2.287 | 1.629 | 12    | 1     | 0     |
| Di Blasi (I)        | 1    | 0     | 1     | 2                  | 0     | 3     | 0     | 1     | 1     | 1     | 1     | 1     | 0     | 0     | 0     |
| Diamant (D)         | 0    | 0     | 0     | 0                  | 0     | 0     | 2     | 6     | 16    | 5     | 5     | 1     | 1     | 0     | 3     |
| Doc Green (RC)      | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 138   | 269   | 118   | 8     | 2     |
| Dogebos (RC)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 17    | 12    | 11    | 7     | 7     | 10    |
| Doohan (RC)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 10    | 7     | 2     | 2     | 1     | 2     |
| Ecooter (RC)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 5     | 22    | 6     | 4     | 22    |
| Econelo (RC)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 2     | 1     | 0     | 3     |
| Econelo (TW)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 2     | 4     | 0     |
| E.F.O. (SG)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 5     | 72    | 63    | 27    | 88    | 75    | 74    |
| Efun (RC)           | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 26    | 38    | 52    | 82    | 75    | 76    |
| EGO (USA)           | 0    | 0     | 1     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Eflux (GB)          | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 9     | 3     | 12    | 32    | 30    | 22    |
| E-Max (RC)          | 0    | 0     | 0     | 0                  | 29    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     |
| EMCO (RC)           | 0    | 0     | 0     | 0                  | 0     | 41    | 19    | 19    | 6     | 5     | 3     | 6     | 3     | 1     | 1     |
| Emo-Bike (D)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 2     | 0     | 0     | 1     |
| E-Racer (RC)        | 0    | 0     | 0     | 0                  | 120   | 6     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     |
| E-Ton (TW)          | 0    | 0     | 0     | 0                  | 19    | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Etricks (F)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     |
| Eriider (RC)        | 0    | 0     | 0     | 0                  | 28    | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Evader (RC)         | 0    | 0     | 0     | 6                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| EVT (TW)            | 0    | 0     | 1     | 1                  | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Explorer (GB)       | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 16    | 13    | 4     | 10    | 6     | 5     | 3     |
| Explorer (RC)       | 0    | 0     | 0     | 0                  | 1.620 | 261   | 173   | 163   | 166   | 126   | 134   | 110   | 86    | 2     | 25    |
| Faber E-Drive RC)   | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 2     | 0     | 0     |
| Fantic-Motor (I)    | 4    | 0     | 0     | 13                 | 4     | 0     | 2     | 8     | 3     | 13    | 60    | 64    | 237   | 203   | 193   |

1) Bezeichnung bis 2005 „Klasse L1“; ab 2006 neue Bezeichnung für Motorfahräder: „Klasse L1e“.

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Motorfahräder (Mopeds)

### (Teil 2/5)

| Marke/Herkunftsland  | 1990  | 2000  | 2005  | 2006 <sup>1)</sup> | 2010  | 2015 | 2016 | 2017  | 2018 | 2019  | 2020 | 2021 | 2022 | 2023 | 2024 |
|----------------------|-------|-------|-------|--------------------|-------|------|------|-------|------|-------|------|------|------|------|------|
| Feiyang (RC)         | 0     | 0     | 0     | 1                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Fiam (I)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Flyer (CH)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 13   | 13   | 11   | 6    | 10   |
| Focus (D)            | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 1     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Forca (D)            | 0     | 0     | 0     | 0                  | 0     | 0    | 1    | 1     | 1    | 2     | 10   | 8    | 10   | 7    | 12   |
| Fosti (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 12   | 2    | 1    |
| Fym (RC)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Gas Gas (E)          | 0     | 0     | 16    | 10                 | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Gazelle (NL)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 1     | 1    | 0     | 0    | 0    | 0    | 1    | 1    |
| Generic (A)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 86    | 149  | 162  | 4    | 0    | 0    |
| Generic (RC)         | 0     | 0     | 4.003 | 4.037              | 887   | 369  | 741  | 1.828 | 999  | 1.336 | 697  | 292  | 16   | 1    | 2    |
| GGC (D)              | 0     | 0     | 1     | 1                  | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Gilera (I)           | 0     | 0     | 0     | 0                  | 0     | 462  | 401  | 459   | 187  | 215   | 256  | 49   | 0    | 0    | 0    |
| Going Green (HR)     | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 18    | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Golden Lion (SG)     | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 10    | 51   | 39   | 2    | 0    | 0    |
| Goodyear (RC)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 3     | 0    | 1    | 4    | 1    | 1    |
| Govecs (PL)          | 0     | 0     | 0     | 0                  | 6     | 2    | 9    | 7     | 2    | 3     | 0    | 1    | 0    | 11   | 68   |
| GT-Union (RC)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 1     | 1    | 1    | 0    | 0    | 0    |
| Haibike (D)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 5     | 6    | 2    | 2    | 4    | 0    |
| Hecht (GB)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 1     | 1    | 5    | 1    | 1    | 1    |
| Hecht (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 2    | 2    | 4    |
| Herk (RC)            | 0     | 0     | 0     | 0                  | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Herkules (D)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 1     | 0    | 0    | 0    | 0    | 0    |
| H.M.W. (A)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| HM (I)               | 0     | 0     | 1     | 0                  | 1     | 0    | 1    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Honda (B)            | 11    | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Honda (I)            | 0     | 180   | 2     | 0                  | 1     | 19   | 15   | 7     | 7    | 0     | 0    | 0    | 0    | 0    | 0    |
| Honda (J)            | 42    | 0     | 77    | 30                 | 5     | 3    | 0    | 2     | 0    | 0     | 0    | 0    | 1    | 0    | 0    |
| Honda (RC)           | 0     | 0     | 0     | 0                  | 0     | 11   | 3    | 3     | 0    | 0     | 0    | 0    | 0    | 1    | 58   |
| Hongdu (RC)          | 0     | 0     | 0     | 0                  | 17    | 0    | 0    | 0     | 1    | 0     | 0    | 0    | 0    | 0    | 0    |
| Horwin (D)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 24    | 26   | 7    | 1    | 1    | 0    |
| Horwin (RC)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 34   | 44   | 40   | 47   |
| HRD Industrie (F)    | 0     | 48    | 10    | 5                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Hyosung (ROK)        | 0     | 25    | 28    | 8                  | 2     | 3    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| IO Fahrzeuge (A)     | 0     | 0     | 4     | 46                 | 443   | 77   | 73   | 44    | 135  | 14    | 6    | 1    | 0    | 0    | 0    |
| Ital. Jet (I)        | 0     | 56    | 3     | 3                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Jawa-CZ (CS)         | 20    | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Jiajue (RC)          | 0     | 0     | 0     | 0                  | 74    | 0    | 0    | 1     | 0    | 11    | 32   | 6    | 2    | 0    | 0    |
| Jiang Men Dihao (RC) | 0     | 0     | 0     | 1                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Jincheng (RC)        | 0     | 20    | 6     | 7                  | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Jinlun (RC)          | 0     | 0     | 2     | 7                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Jmstar (RC)          | 0     | 0     | 0     | 0                  | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Jonway (RC)          | 0     | 0     | 0     | 0                  | 5     | 11   | 1    | 1     | 0    | 0     | 0    | 0    | 0    | 1    | 0    |
| Jst (RC)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Kalkhoff (D)         | 0     | 0     | 0     | 0                  | 0     | 0    | 1    | 5     | 4    | 7     | 8    | 2    | 4    | 2    | 3    |
| Karcher (E)          | 0     | 0     | 0     | 0                  | 0     | 15   | 36   | 51    | 5    | 0     | 0    | 0    | 0    | 0    | 0    |
| Kee Way Motor (RC)   | 0     | 0     | 448   | 1.176              | 531   | 87   | 49   | 62    | 27   | 0     | 0    | 2    | 0    | 0    | 0    |
| Kettler (D)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 2    |
| Kinroad (RC)         | 0     | 0     | 1     | 27                 | 3     | 1    | 0    | 0     | 0    | 0     | 0    | 0    | 0    | 0    | 0    |
| Klever (TW)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0    | 1    | 0    |
| Kreidler (D)         | 0     | 0     | 0     | 0                  | 40    | 7    | 5    | 2     | 0    | 3     | 0    | 0    | 0    | 0    | 0    |
| KSR Moto (I)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 60    | 59   | 0    | 1    | 0    | 0    |
| KSR Moto (RC)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 5    | 13    | 3    | 0    | 0    | 0    | 0    |
| KSR Moto (A)         | 0     | 0     | 0     | 0                  | 0     | 13   | 35   | 288   | 116  | 213   | 86   | 44   | 25   | 6    | 1    |
| KTM (A)              | 2.723 | 5     | 0     | 0                  | 0     | 10   | 14   | 15    | 6    | 2     | 0    | 0    | 0    | 0    | 0    |
| Kumpan Electric (D)  | 0     | 0     | 0     | 0                  | 0     | 4    | 2    | 21    | 21   | 28    | 1    | 5    | 2    | 0    | 0    |
| Kuberg (CZ)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0     | 0    | 1     | 0    | 0    | 0    | 0    | 0    |
| Kymco (TW)           | 0     | 2.295 | 3.624 | 2.452              | 1.131 | 597  | 529  | 464   | 443  | 230   | 200  | 120  | 173  | 124  | 132  |

1) Bezeichnung bis 2005 „Klasse L1“; ab 2006 neue Bezeichnung für Motorfahräder: „Klasse L1e“.

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Motorfahrräder (Mopeds)

(Teil 3/5)

| Marke/Herkunftsland   | 1990  | 2000  | 2005  | 2006 <sup>1)</sup> | 2010  | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|-----------------------|-------|-------|-------|--------------------|-------|------|------|------|------|------|------|------|------|------|------|
| Lamar (RC)            | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 27   | 61   | 15   | 3    | 0    | 0    | 0    | 1    |
| Lamar (I)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 16   | 15   | 4    | 4    | 0    | 0    | 0    |
| Lambretta (E)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lambretta (RC)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 6    | 11   | 13   | 17   | 18   | 12   | 3    |
| Laverda (I)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 50   | 47   | 22   | 0    | 0    | 0    |
| Leike (RC)            | 0     | 0     | 0     | 0                  | 1     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lifan (RC)            | 0     | 0     | 6     | 2                  | 5     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 1    | 9    |
| Light Bee (RC)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 47   | 151  | 55   | 2    | 2    |
| Lingben (RC)          | 0     | 0     | 0     | 0                  | 8     | 5    | 3    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Longjia (RC)          | 0     | 0     | 5     | 184                | 58    | 34   | 11   | 5    | 1    | 10   | 7    | 13   | 2    | 0    | 0    |
| Luqi (GB)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 27   | 17   | 21   | 11   | 22   |
| Luxxon (GB)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 1    | 2    | 61   | 53   | 43   | 14   | 9    |
| Luxxon (RC)           | 0     | 0     | 0     | 0                  | 122   | 30   | 29   | 62   | 46   | 18   | 14   | 60   | 86   | 10   | 10   |
| Luxxon (TW)           | 0     | 0     | 0     | 0                  | 60    | 2    | 2    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Lvneng (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 5    | 19   | 12   | 6    | 3    |
| Mademoto (RC)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 11   | 18   | 38   | 25   | 8    | 1    |
| Malaguti (A)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 44   | 4    | 0    | 0    | 0    |
| Malaguti (I)          | 11    | 332   | 207   | 266                | 173   | 4    | 5    | 3    | 0    | 2    | 0    | 0    | 0    | 0    | 0    |
| Malaguti (RC)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 4    | 35   |
| Malanca (I)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Mangosteen (RC)       | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 10   | 34   | 63   | 27   | 24   |
| Masai (GB)            | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 1    | 11   | 0    | 0    | 0    | 0    |
| Mash RC)              | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 25   | 30   | 43   | 28   | 18   | 18   | 26   | 20   |
| Maxmov (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 7    | 4    | 5    | 0    | 4    |
| Mitt (RC)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    | 0    | 0    |
| Moden (GB)            | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 7    | 2    | 0    |
| Moto B / Moto BI (RC) | 0     | 0     | 0     | 0                  | 0     | 105  | 83   | 57   | 11   | 2    | 2    | 0    | 0    | 0    | 0    |
| Motobecane (F)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto Guzzi (I)        | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Moto Morini (I)       | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Motorhispania (E)     | 0     | 515   | 1.037 | 831                | 564   | 153  | 18   | 8    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Motowell (H)          | 0     | 0     | 0     | 0                  | 0     | 4    | 6    | 2    | 1    | 1    | 2    | 0    | 0    | 0    | 0    |
| Motowell (RC)         | 0     | 0     | 0     | 0                  | 0     | 7    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    |
| Moto Zeta (I)         | 0     | 0     | 26    | 55                 | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Motrac (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    |
| Motron (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 29   | 116  | 96   | 161  |
| MS Energy (D)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    |
| MV (GB)               | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 0    | 0    |
| MV (RC)               | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 12   | 0    | 1    | 0    |
| Neco (B)              | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    |
| Niu (RC)              | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 330  | 421  | 384  | 264  | 309  | 226  | 73   | 79   |
| Nurdan (D)            | 0     | 0     | 0     | 7                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Online (GB)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 338  | 7    | 0    | 1    | 0    |
| Online (RC)           | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 278  | 280  | 33   | 83   | 80   | 37   |
| Orion (RC)            | 0     | 0     | 0     | 0                  | 57    | 1    | 1    | 4    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Oscar (I)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Opai (RC)             | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 1    | 7    | 13   | 24   | 20   |
| Oxygen (I)            | 0     | 0     | 0     | 0                  | 2     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| P.G.O. (TW)           | 0     | 575   | 150   | 125                | 61    | 0    | 0    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Peugeot (F)           | 18    | 980   | 2.135 | 1.859              | 1.487 | 474  | 464  | 442  | 272  | 268  | 333  | 366  | 487  | 289  | 276  |
| Peugeot (RC)          | 0     | 0     | 0     | 0                  | 73    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Piaggio (E)           | 0     | 155   | 2     | 1                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Piaggio (I)           | 1.555 | 2.355 | 2.799 | 2.236              | 2.627 | 265  | 491  | 315  | 390  | 233  | 97   | 55   | 22   | 7    | 2    |
| Piaggio (IND)         | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 9    | 163  | 171  | 116  | 1    | 1    | 0    |
| Piaggio (RC)          | 0     | 0     | 2     | 511                | 683   | 536  | 489  | 485  | 203  | 71   | 56   | 53   | 171  | 167  | 130  |
| Piaggio (VN)          | 0     | 0     | 0     | 0                  | 0     | 9    | 10   | 7    | 13   | 3    | 0    | 0    | 1    | 0    | 0    |
| Puch (A) 2)           | 3.241 | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Puch (I) 2)           | 0     | 363   | 4     | 6                  | 3     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Puviter (RC)          | 0     | 0     | 0     | 0                  | 0     | 0    | 0    | 0    | 0    | 1    | 2    | 1    | 2    | 0    | 0    |
| Qianjiang (RC)        | 0     | 0     | 8     | 1                  | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |

1) Bezeichnung bis 2005 „Klasse L1“; ab 2006 neue Bezeichnung für Motorfahräder: „Klasse L1e“

2) Die 1990 aus Italien nach Österreich importierten „PUCH“-Mopeds sind bei den „PUCH“-Mopeds aus österreichischer Produktion inkludiert. Da die öffentliche Zulassungsstatistik auch 1991 und 1992 die importierten „PUCH“-Mopeds der österreichischen Produktion zuzählt, haben wir eine entsprechende Korrektur vorgenommen.

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Motorfahräder (Mopeds)

### (Teil 4/5)

| Marke/Herkunftsland     | 1990 | 2000  | 2005  | 2006 <sup>1)</sup> | 2010  | 2015  | 2016  | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  | 2024  |
|-------------------------|------|-------|-------|--------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Qingqi (RC)             | 0    | 0     | 116   | 652                | 20    | 0     | 0     | 1     | 0     | 1     | 0     | 0     | 0     | 0     | 0     |
| Qjiang (RC)             | 0    | 0     | 0     | 1.173              | 63    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Qj (RC)                 | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| QVR (CH)                | 0    | 0     | 0     | 0                  | 0     | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Raleigh (D)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 1     | 0     | 0     | 1     | 0     | 0     | 0     | 0     |
| Rex (D)                 | 0    | 0     | 0     | 0                  | 22    | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Rhon (RC)               | 0    | 0     | 0     | 14                 | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Ride (RC)               | 0    | 0     | 0     | 0                  | 3.002 | 1.739 | 1.120 | 211   | 43    | 9     | 4     | 0     | 0     | 0     | 1     |
| Rieju (E)               | 0    | 1.289 | 2.496 | 2.277              | 1.267 | 1.175 | 1.360 | 1.744 | 1.537 | 1.560 | 1.397 | 2.102 | 2.793 | 2.900 | 2.469 |
| Riese & Müller (D)      | 0    | 0     | 0     | 0                  | 0     | 0     | 3     | 6     | 15    | 9     | 22    | 12    | 25    | 17    | 20    |
| Rivero (RC)             | 0    | 0     | 0     | 0                  | 0     | 12    | 4     | 9     | 3     | 11    | 4     | 3     | 4     | 0     | 0     |
| Rolektro (RC)           | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 6     | 5     | 2     | 1     |
| Rooder (RC)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 15    | 28    | 25    | 30    | 3     | 4     |
| Rununion (RC)           | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sachs (D)               | 24   | 0     | 18    | 23                 | 3     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sakura (SG)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 57    | 14    | 9     | 9     | 9     | 6     | 5     |
| Sanili (RC)             | 0    | 0     | 8     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sanyang-Sym (TW)        | 0    | 555   | 63    | 19                 | 793   | 745   | 601   | 648   | 455   | 477   | 467   | 81    | 0     | 330   | 0     |
| Sanyang-Sym (RC)        | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 233   | 319   | 0     | 298   |
| Scarabeo (I)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Scomadi (GB)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 6     | 4     | 1     | 0     | 0     | 0     | 0     | 0     |
| Scomadi (RC)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 5     | 1     | 0     | 1     | 0     | 0     | 0     | 0     |
| Scott (CH)              | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 4     | 2     | 2     |
| Scuddy (D)              | 0    | 0     | 0     | 0                  | 0     | 2     | 0     | 1     | 1     | 1     | 0     | 0     | 0     | 0     | 1     |
| Scutum (E)              | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 52    |
| Segway (RC)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 2     | 0     |
| SEV (F)                 | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 0     | 0     | 0     | 0     |
| Shansu (RC)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 6     | 34    | 24    | 13    | 17    |
| Shenke (RC)             | 0    | 0     | 0     | 0                  | 82    | 0     | 0     | 0     | 2     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sherco (E)              | 0    | 0     | 0     | 0                  | 9     | 9     | 10    | 13    | 31    | 42    | 62    | 90    | 274   | 458   | 556   |
| Shineray (RC)           | 0    | 0     | 0     | 0                  | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Siamoto (I)             | 0    | 25    | 1     | 2                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Silence (E)             | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 4     | 4     | 3     | 0     |
| Simson (D)              | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sinski (RC)             | 0    | 0     | 0     | 1                  | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sky Team (RC)           | 0    | 0     | 7     | 26                 | 19    | 24    | 38    | 25    | 16    | 13    | 18    | 9     | 2     | 1     | 1     |
| Slane (RC)              | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 3     | 0     | 0     |
| Sne Emobility (RC)      | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 67    | 131   | 38    | 9     | 1     | 2     | 2     | 0     |
| Solo (D)                | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Solo El. (D)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Specialized (USA)       | 0    | 0     | 0     | 0                  | 0     | 1     | 0     | 5     | 9     | 12    | 6     | 7     | 2     | 1     | 1     |
| Standard Motor (TW)     | 0    | 5     | 25    | 11                 | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Stromer (CH)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 6     | 8     | 11    | 18    | 16    | 0     |
| Stromer (TW)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 1     | 0     | 1     | 0     | 0     |
| Sukida (RC)             | 0    | 0     | 0     | 5                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Sunra (RC)              | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 63    | 60    | 39    | 44    | 8     | 9     |
| Super Soco (RC)         | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 223   | 254   | 612   | 216   | 186   | 101   |
| Surron / Sur-Ron (RC)   | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 25    | 106   | 277   | 178   | 197   |
| Suzuki (E)              | 0    | 236   | 76    | 39                 | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Suzuki (J)              | 1    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Swap (TW)               | 0    | 3     | 0     | 0                  | 1     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Swei (RC)               | 0    | 0     | 0     | 0                  | 63    | 4     | 4     | 7     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| SXT Scooters (RC)       | 0    | 0     | 0     | 0                  | 0     | 0     | 6     | 9     | 7     | 3     | 8     | 3     | 1     | 6     | 4     |
| Taiwan Golden Bee (TW)  | 0    | 302   | 49    | 113                | 1.095 | 210   | 118   | 94    | 2     | 0     | 15    | 1     | 0     | 0     | 0     |
| Taizhou Zhong Neng (RC) | 0    | 0     | 0     | 0                  | 3     | 20    | 24    | 24    | 13    | 1     | 4     | 8     | 2     | 2     | 0     |
| Talaria (RC)            | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 80    | 84    |
| Tauris (RC)             | 0    | 0     | 0     | 0                  | 687   | 224   | 142   | 103   | 81    | 70    | 34    | 37    | 15    | 0     | 0     |
| Terra Motorrad (RC)     | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 94    | 401   | 341   |
| Testi (I)               | 0    | 0     | 0     | 0                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Thumpstar (RC)          | 0    | 0     | 0     | 3                  | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |

1) Bezeichnung bis 2005 „Klasse L1“; ab 2006 neue Bezeichnung für Motorfahräder: „Klasse L1e“.

Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Neuzulassungen - Motorfahrräder (Mopeds)

### (Teil 5/5)

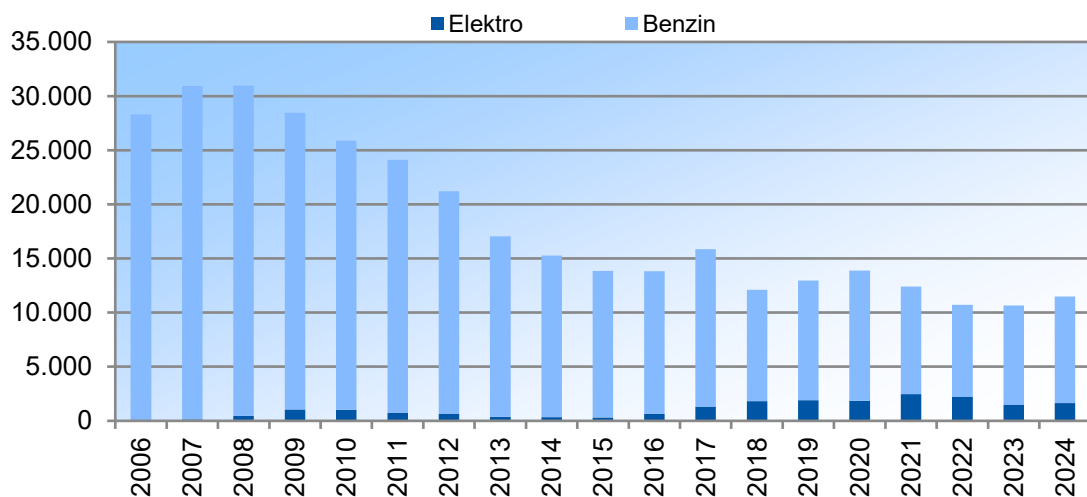
| Marke/Herkunftsland        | 1990         | 2000          | 2005          | 2006 <sup>1)</sup> | 2010          | 2015          | 2016          | 2017          | 2018          | 2019          | 2020          | 2021          | 2022          | 2023          | 2024          |
|----------------------------|--------------|---------------|---------------|--------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Tianma (RC)                | 0            | 0             | 0             | 0                  | 23            | 5             | 0             | 0             | 2             | 0             | 0             | 0             | 0             | 0             | 0             |
| Tianying (RC)              | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 8             | 13            | 13            |
| Tinbot (D)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 21            | 20            | 23            | 32            |
| Tisto (RC)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 4             | 1             | 0             |
| Tisong (RC)                | 0            | 0             | 0             | 0                  | 45            | 1             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Tomos (NL)                 | 0            | 0             | 13            | 11                 | 0             | 1             | 0             | 1             | 0             | 0             | 0             | 0             | 1             | 0             | 0             |
| Tomos (SLO)                | 0            | 0             | 7             | 0                  | 5             | 18            | 15            | 14            | 0             | 0             | 1             | 0             | 1             | 0             | 0             |
| Tomos (YU)                 | 1.116        | 1             | 1             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Torrot (E)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 1             | 166           | 151           | 0             | 0             | 0             | 0             | 0             |
| Trinity (I)                | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 3             | 8             | 3             | 2             | 0             | 0             | 0             | 0             |
| Trinity (RC)               | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 0             | 0             | 0             |
| Turbho (RC)                | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Ubco (NZL)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2             |
| Uberscoot (RC)             | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 0             | 1             | 1             | 0             |
| Ugbest (I)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 10            | 0             | 3             | 3             | 3             | 0             | 2             |
| Unu (D)                    | 0            | 0             | 0             | 0                  | 0             | 0             | 25            | 95            | 78            | 23            | 5             | 26            | 37            | 15            | 3             |
| V.E.B. (D)                 | 36           | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Vectrix (PL)               | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Velocifero (RC)            | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 1             | 3             | 4             | 1             | 0             | 0             |
| Vent (I)                   | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 11            | 57            | 86            | 237           | 233           |
| Vespa (I)                  | 0            | 0             | 0             | 0                  | 0             | 1.665         | 1.629         | 1.792         | 1.170         | 1.290         | 1.563         | 1.691         | 1.344         | 1.082         | 1.007         |
| Vespino (CH)               | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Victoria (D)               | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 2             | 0             | 2             | 0             | 0             | 0             | 0             | 0             |
| Vmoto (RC)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 97            | 180           | 92            | 6             | 3             | 1             | 0             | 1             |
| Wangye (RC)                | 0            | 0             | 0             | 28                 | 9             | 0             | 0             | 0             | 0             | 96            | 104           | 93            | 82            | 55            | 30            |
| Wayscral (A)               | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 13            | 4             | 2             |
| Wlie (GB)                  | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 0             | 1             | 0             | 2             |
| Wlie (RC)                  | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 2             | 0             | 4             | 0             | 0             |
| Xingyue (RC)               | 0            | 0             | 0             | 95                 | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Xinling (RC)               | 0            | 0             | 1             | 6                  | 5             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Xin Tian (RC)              | 0            | 0             | 0             | 1                  | 0             | 0             | 0             | 0             | 0             | 0             | 1             | 0             | 0             | 0             | 0             |
| Xmotos (RC)                | 0            | 0             | 0             | 0                  | 2             | 0             | 0             | 0             | 0             | 0             | 5             | 0             | 0             | 0             | 0             |
| Yadea (RC)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 13            | 33            | 41            | 72            |
| Yamaha (E)                 | 0            | 680           | 570           | 409                | 377           | 9             | 5             | 2             | 1             | 0             | 1             | 0             | 0             | 0             | 0             |
| Yamaha (F)                 | 0            | 797           | 729           | 533                | 358           | 147           | 125           | 95            | 41            | 42            | 33            | 15            | 2             | 0             | 0             |
| Yamaha (I)                 | 0            | 0             | 372           | 390                | 139           | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Yamaha (J)                 | 2            | 54            | 229           | 182                | 0             | 14            | 4             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Yamaha (TW)                | 0            | 0             | 0             | 0                  | 22            | 0             | 2             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Yamaha (VN)                | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 3             | 25            | 33            |
| Yiben (RC)                 | 0            | 0             | 0             | 0                  | 91            | 16            | 22            | 2             | 0             | 0             | 0             | 1             | 4             | 1             | 1             |
| Yiyi (RC)                  | 0            | 0             | 1             | 10                 | 208           | 10            | 10            | 1             | 0             | 0             | 0             | 1             | 0             | 0             | 0             |
| Yongkang Mtl (RC)          | 0            | 0             | 0             | 0                  | 5             | 5             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Zeeho (RC)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 5             |
| Zero Motorcycles (USA)     | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Zhejiang Shenmao Appliance | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 1             | 0             | 0             | 0             | 0             | 0             |
| Zhongshan (RC)             | 0            | 0             | 517           | 143                | 1             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Zhongyu (RC)               | 0            | 0             | 17            | 7                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Ztech (RC)                 | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 4             | 7             | 35            | 17            | 7             |
| Zuendapp (RC)              | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 21            | 26            | 105           | 75            | 69            | 29            | 23            |
| Zuendapp (GB)              | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 62            | 119           | 42            | 12            | 87            | 60            |
| Zuendapp (D)               | 0            | 0             | 0             | 0                  | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             |
| Andere                     | 3            | 0             | 1             | 5                  | 234           | 135           | 173           | 219           | 157           | 252           | 221           | 91            | 181           | 123           | 112           |
| <b>TOTAL</b>               | <b>9.729</b> | <b>19.131</b> | <b>27.728</b> | <b>28.292</b>      | <b>25.851</b> | <b>13.854</b> | <b>13.812</b> | <b>15.862</b> | <b>12.101</b> | <b>12.964</b> | <b>13.895</b> | <b>12.396</b> | <b>10.722</b> | <b>10.659</b> | <b>11.498</b> |

1) Bezeichnung bis 2005 „Klasse L1“; ab 2006 neue Bezeichnung für Motorfahräder: „Klasse L1e“.

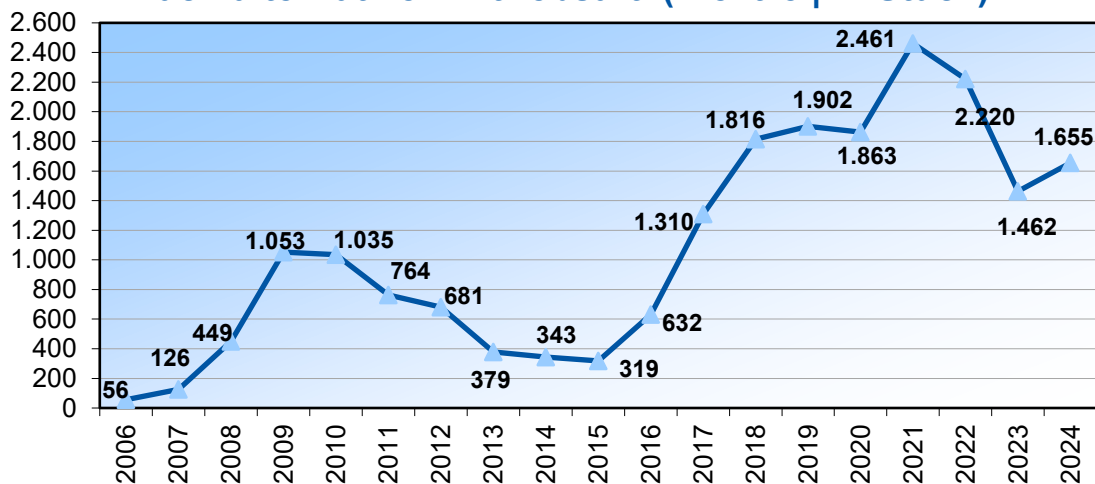
Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“

## Motorfahrräder (Mopeds) - Neuzulassungen nach Antriebsart (in Stück)

| Jahr | insgesamt | Benzin | Elektro |
|------|-----------|--------|---------|
| 2006 | 28.292    | 28.236 | 56      |
| 2010 | 25.875    | 24.840 | 1.035   |
| 2015 | 13.854    | 13.535 | 319     |
| 2016 | 13.813    | 13.181 | 632     |
| 2017 | 15.862    | 14.552 | 1.310   |
| 2018 | 12.101    | 10.285 | 1.816   |
| 2019 | 12.964    | 11.062 | 1.902   |
| 2020 | 13.895    | 12.032 | 1.863   |
| 2021 | 12.396    | 9.935  | 2.461   |
| 2022 | 10.722    | 8.502  | 2.220   |
| 2023 | 10.659    | 9.197  | 1.462   |
| 2024 | 11.498    | 9.843  | 1.655   |



## Motorfahrräder (Mopeds) - Neuzulassungen nach alternativer Antriebsart (Elektro | in Stück)



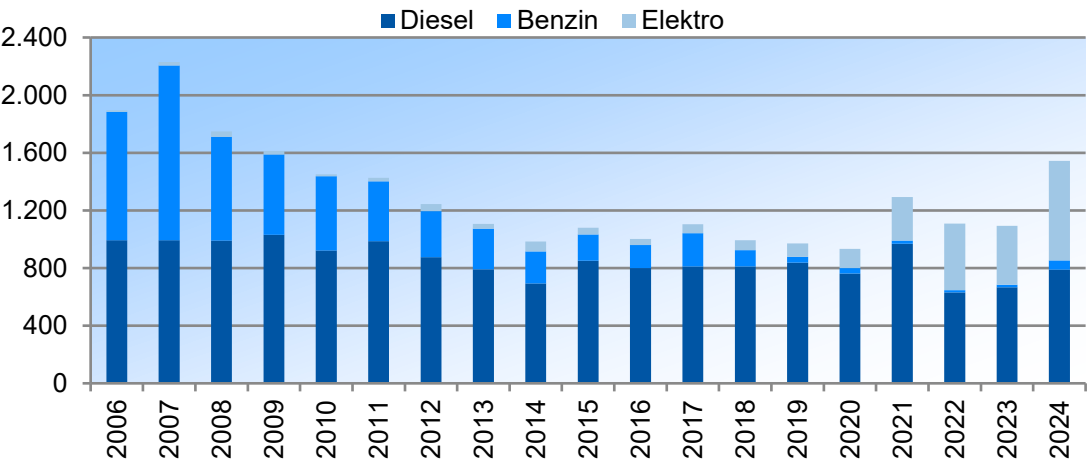
Quelle: STATISTIK AUSTRIA „Kraftfahrzeugzulassungsstatistik“, Sonderauswertung

Mehrspurige Leicht-Kraftfahrzeuge<sup>1)</sup> - Neuzulassungen  
nach Antriebsart (in Stück)

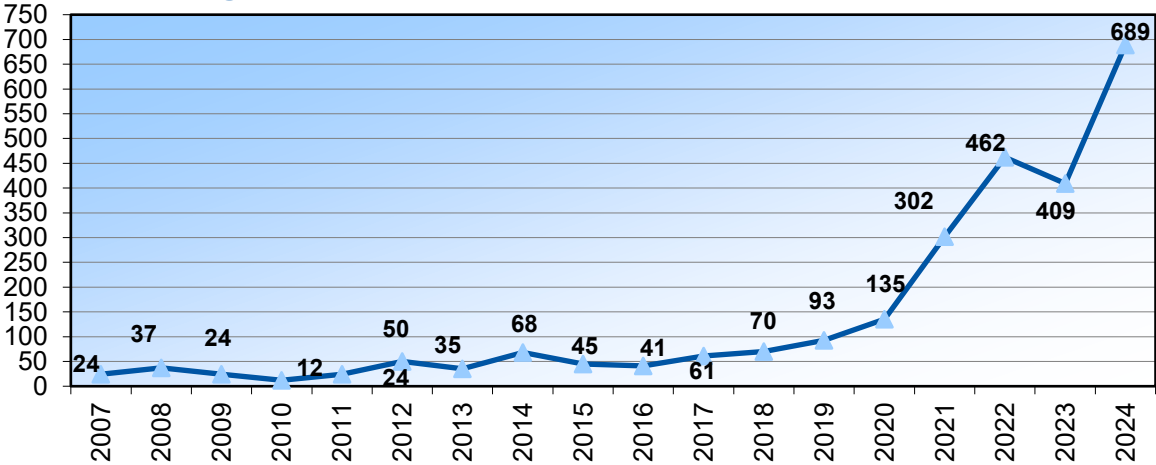
| Jahr | insgesamt | Benzin | Diesel | Elektro |
|------|-----------|--------|--------|---------|
| 2006 | 1.884     | 890    | 994    | 11      |
| 2010 | 1.438     | 516    | 922    | 12      |
| 2015 | 1.034     | 182    | 852    | 45      |
| 2016 | 960       | 160    | 800    | 41      |
| 2017 | 1.043     | 233    | 810    | 61      |
| 2018 | 924       | 114    | 810    | 70      |
| 2019 | 878       | 41     | 837    | 93      |
| 2020 | 799       | 37     | 762    | 135     |
| 2021 | 991       | 23     | 968    | 302     |
| 2022 | 1.108     | 16     | 630    | 462     |
| 2023 | 1.093     | 17     | 667    | 409     |
| 2024 | 1.543     | 65     | 789    | 689     |

1) ab 20.08.1997 durch die 19. KFG-Novelle eingeführt; Bezeichnung bis 2005 „Mehrspurige Motorfahrräder“; ab 2006 „Mehrspurige Leicht-Kraftfahrzeuge“ (26. KFG-Novelle); ab 2013 VO(EU) 168/2013 „Leichte mehrspurige Kraftfahrzeuge“ „Klasse L2e“ und „Klasse L6e“.

Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik", Sonderauswertung



Neuzulassungen nach alternativer Antriebsart (Elektro | in Stück)



Quelle: STATISTIK AUSTRIA "Kraftfahrzeugzulassungsstatistik", Sonderauswertung