September 2023

Future new car market overview

Welcome to the latest version of our overview. Our aim is to bring you the best content and layout, making it easy to identify new and revised information. As always, any customer feedback would be appreciated: e-mail dylan.setterfield@cap-hpi.com

The content is structured as follows:

1. Forecast Changes
2. Market Conditions
3. Historic Forecast Accuracy
4. Forecast Methodology & Products
5. Sector Reforecast Schedule 2023/24

1. Forecast changes

New model ranges added to our forecasts:

Aston Martin DB12 Volante, Honda CR-V, Jeep Wrangler, Ssangyong Tivoli.

Model ranges to which new derivatives have been added:

Citroen C5 X, DS DS3, Fiat Panda, Ford Focus, Maserati Ghibli, Maserati Levante, Mercedes-Benz EQE, Mercedes-Benz GLS, Peugeot 3008, Peugeot 5008, Porsche 911 [992] GT, Ssangyong Korando, Toyota RAV4, Vauxhall Mokka, Volkswagen Golf.

The overall average change in new car forecasts between August and September is approximately +2.5% at 36/60, which is broadly in line with the normal expectation of the seasonal change for full year forecasts at this time of year and includes the impact of moving from the 2323 to 2373 plate.

Sector reforecasts

This month, we publish new reforecasts for the Convertible Sports and Supercar sectors.

At this review, there were a number of changes to our deflation assumptions, including changes to the phasing of deflation, which are similar to those actioned for other sectors over recent months.

For Convertible cars, year 1 improves by approximately +0.5% and Year 3 worsens by around -0.5%, resulting in a negligible forecast impact at 24 months onwards and a 0.5% forecast increase at 12 months.

For petrol Sports cars Year 1 deflation improves by +0.5% and Year 3 worsens by around -0.5%, resulting in a 0.5% positive forecast impact at 12 to 24 months.

Diesel Sports cars also see an additional increase in deflation of -0.5% at both Year 4 and Year 5, however a previous minor input error was also corrected at 60 months, resulting in a marginally lower forecast reduction than would otherwise have been the case. Approximate total forecast impact of +0.5% at 12 months and -0.5%, -0.9% and -1.3% at 36/48/60 months respectively.

Supercars see a decrease in inflation in year 3 of -1%, resulting in forecast impact of around -1% from 36 months onwards.

Average forecasts movements are displayed in the table below.

SIZE & FUEL TYPE	UNDERLYING FORECAST CHANGE	SEASONAL ELEMENT	OBSERVED CHANGE AUGUST TO SEPTEMBER
Convertible Diesel	-0.9%	+1.7%	+0.8%
Convertible Electric (BEV)	-3.9%	+1.9%	-2.0%
Convertible Petrol	-0.3%	+1.9%	+1.6%
Sports Diesel	+2.0%	+1.1%	+3.1%
Sports Petrol	+0.4%	+2.0%	+2.4%
Sports PHEV	+0.1%	+2.0%	+2.1%
Supercar Petrol	-0.2%	+1.5%	+1.3%
Overall Average	+0.1 %	+1.8%	+1.9%

It should be pointed out that all of these sectors are dominated by petrol. The -3.9% for electric convertibles is across just 4 profile generations, only one of which (Fiat 500C Electric) decreased by more than -2.5%. Conversely, Diesel Sports now includes just 6 Audi ranges, only 2 of which (S4 and S6) increased by more than +1%.

The following ranges were also changed from the default Sports Petrol mileage assumption to the generic low mileage assumption, the forecast impact being reductions at lower mileage which increase in magnitude as mileage decreases and incremental improvements at higher mileage as mileage increases:

BMW M2 (22-)
MASERATI GRANTURISMO (23-)

Forecast changes this month

The focus of our Interproduct reporting remains split between cases where our forecast was too far below the used value and those where recent used value reductions have resulted in forecast values above (or too close to) the latest used value position. This month 146 ranges were considered, but in many cases, it was decided to make no changes to the forecasts.

In many of the ICE examples below, there were no further changes to the 36-month position, but increases were made to the 12-month position in recognition of further strength in used values that is not expected to be sustainable beyond the 12-month point. Many of the battery electric ranges had seen extreme movements in used values (in several cases -25% or more since last review and including around -10% over the last month) and we were forced to re-evaluate our position. In some such cases we have not applied adjustments to reflect the most recent used value reductions as we expect some of them to be short term in nature and values to stabilise to some extent.

Interproduct Reporting Changes

AUDI A5 COUPE (19-)
AUDI E-TRON GT (21-) Electric
FIAT PANDA (12-)
LEXUS ES (18-) Petrol Hybrid
MERCEDES-BENZ C CLASS (21-)
MERCEDES-BENZ C CLASS (21-) PETROL HYBRID
MERCEDES-BENZ E CLASS (16-) Petrol Hybrid
MERCEDES-BENZ E CLASS COUPE (16-)
MERCEDES-BENZ E CLASS COUPE (16-) DIESEL
MERCEDES-BENZ EQE (22-) Electric
MERCEDES-BENZ EQS (21-) Electric
PEUGEOT 508 (19-) Petrol Hybrid
POLESTAR 2 (19-) Electric
SKODA OCTAVIA (20-) DIESEL
SKODA SUPERB (19-) DIESEL
TOYOTA YARIS (20-) HYBRID

Other Forecast Changes

AUDI Q3 (18-)
Walk up review of trim, engine, transmission and feature relationships, with varying forecast impact.
AUDI Q3 (18-) DIESEL
Walk up review of trim, engine, transmission and feature relationships, with varying forecast impact.
AUDI Q3 SPORTBACK (19-)
Walk up review of trim, engine, transmission and feature relationships, with varying forecast impact.
AUDI Q3 SPORTBACK (19-) Diesel
Walk up review of trim, engine, transmission and feature relationships, with varying forecast impact.
BMW iX (21-) Electric
Walk up review of trim, engine and feature relationships, with varying forecast impact.
CUPRA FORMENTOR (20-)
Walk up review of trim relationships, with varying forecast impact.
KIA PICANTO (17-)
Walk up review of trim and engine relationships, with varying forecast impact.
LAND ROVER DISCOVERY SPORT (14-20) DIESEL
Walk up review of trim, engine and transmission relationships, with varying forecast impact.
MERCEDES-BENZ A CLASS (18-)
Walk up review of trim, engine, transmission and feature relationships, with varying forecast impact.
MERCEDES-BENZ A CLASS (18-) DIESEL
Walk up review of trim, engine and feature relationships, with varying forecast impact.
MERCEDES-BENZ A CLASS (19-) Hybrid
Walk up review of feature relationships, with varying forecast impact.
MERCEDES-BENZ E CLASS COUPE (16-) DIESEL
Walk up review of feature relationships, with varying forecast impact.
PORSCHE TAYCAN (19-) Electric
Walk up review of trim and engine relationships, with varying forecast impact.
RENAULT CLIO (20-) Hybrid
Walk up review of trim relationships, with varying forecast impact.
SKODA KAMIQ (19-)
Walk up review of trim and engine relationships, with varying forecast impact.
VOLVO XC40 (20-) Electric
Penalty for 69 kWh motors reduced from £1,650 to £700, resulting in forecast increases.

Seasonality changes

In line with our gold book methodology, all other model ranges outside of the other changes listed above, have had their forecasts moved forward from month to month by seasonal factors which are differentiated by sector and fuel type and are based on analysis of historical used value movements.

2. Market changes

Battery electric vehicles

The used market for BEVs is likely to remain extremely complex for some time. The high prices which were fuelled by extremely strong demand in the middle section of last year are a distant memory; increased used volume and a multitude of issues impacting demand combined to bring the 'perfect storm', resulting in the eye-watering decreases in used values in recent months, with many models falling in value by -30% to -40%. It was not a surprise that values came down. If anything, the most surprising element was just how long values had remained strong during 2022, but the speed of reduction was brutal. In recent weeks, many models have continued to stabilise or increase slightly in value as the used market starts to normalise – overall, price reductions for BEVs at 36/60 in August were slightly favourable to both petrol and diesel.

Volume will continue to increase in the coming months, but many models already appear very attractively priced following the recent reductions and we expect the rate of used car price falls to continue to slow. Buyer demand in the used marketplace is back to previous levels and although some buyers remain selective, demand is considerably higher than it was a month or two ago and continuing to increase, especially for models at the lower end of the price spectrum. On average, trade prices for the majority of battery electric vehicles are now positioned below conventionally fuelled versions of the same model (where both fuel types are available). This is the case across all ages and by an average of -9.1% at 36/30. Extreme variation in remarketing performance persists; it is still fairly common for performance of individual BEV models against clean to vary between 80% and 120%.

Following the downward movement in prices, nearly new used values for almost all BEVs are now back below cost new but some models still appear to have further to fall, as indicated by our continuing negative editorial adjustments in our forecasts. However, in some cases we have now applied small positive adjustments in the expectation of a modest recovery in values and a realignment against ICE equivalents, or we have not applied the full used value reductions seen to date in our Interproduct reforecasts. Supply and demand for BEVs will continue to wax and wane over the longer term, but electricity prices are expected to continue to reduce, consumers retain the desire to reduce emissions and even in the minority of cases where there is a higher capital outlay, the cost of ownership situation will remain favourable under any sensible charging regime. Despite recent criticisms of the expansion of the ULEZ in London, there is still the prospect of new clean air zones (most recently in Glasgow) and updates and extensions to the existing schemes, further fuelling demand for lower emission vehicles. There are signs that retail prices are now reflecting some of the reductions in trade prices as aged stock is disposed of and these cheaper prices are also likely to further stimulate consumer demand.

Remainder of the market

As expected, the negative price movement seen over the past couple of months has continued into August and the market has certainly had a seasonal feel to it, with the majority reporting business quieter than the previous month. Activity will increase in September, but we are still expecting to see a reduction in used values. Concerns about stock shortages have been replaced with concerns about excess supply, but the increased new and used car supply is still expected to be broadly matched with core demand from 'needs purchasers' (with these buyers less likely to generate a part exchange). The ongoing cost-of-living squeeze is likely to continue to make itself felt for several more months, but many customers are buying out of necessity and the economic situation impacts on what they buy and not whether they make a purchase.

Interest rates are limiting retail consumer demand due to the cost of borrowing, with used car customers increasingly tending to be cash buyers, having secured cheaper funding outside of the retail network. Those dealers who are offering deposit contributions, combined with relatively low APR rates, are seeing the benefit and we expect this trend to continue. Interest rates are also having an impact on dealer profitability due to increased holding costs and many are expected to continue to run at stock levels considerably lower than they would have been historically, with vehicle values also remaining higher.

Even in previous months where values had reduced at 36/60 over the past year or so, those decreases had generally been better than expected for the time of year and remained significantly better than the normal expectation – quite remarkable in the circumstances. However, the August movement into September book of -2.0% is slightly unfavourable to July's movement of -1.9%, for the second month in a row it compares unfavourably with a typical seasonal movement (around -0.6%), but we expect September to be more robust.

We expect the re-pricing of aged stock to continue and growth in demand to be limited by the cost-of-living squeeze. Increasingly, we expect dealers to be disposing of overage cars, either through auction or within the trade, as they cut their losses and focus on current market opportunities. It is currently very difficult to determine where the market will be in 12 months' time, due to the increases in used car volume being delayed to such an extent that they start to merge into the period of reduced supply from lower new car registrations through the pandemic – we are now more than three years on from the first UK impacts of Covid-19.

There are ongoing Covid-related impacts all across the supply chain and global supply chains remain fragile. Semi-conductor supply remains constrained, but availability for the majority of manufacturers has improved significantly and is expected to result in continued improved new car registration performance through the remainder of 2023. Longer term concerns regarding security of water and power supplies in Taiwan, plus the potential for invasion by China, result in an outlook where chips in general remain in relatively short supply until additional manufacturing capacity comes on stream. Further supply disruption seems inevitable and the timing of that disruption and location of the countries impacted is likely to be impossible to predict, but the level of disruption is expected to be less than seen over the past two to three years.

Prices have continued to soften for many of the elements which had been driving inflation, including fuel, gas and electricity and it is hoped that this will feed through into food prices over the coming months; CPI has now started to reduce from the peak – as expected, petrol prices for example are more than -13% lower than a year ago, with retailer profiteering on diesel having significantly reduced in recent months in the face of a CMA investigation and price falls now filtering down to pump prices (although average retailer margins on diesel still remain slightly higher than that on petrol). Container prices and shipping costs remain well below their previous highs, but the global inflation outlook remains complex. Increases in base rates from central banks, including the Bank of England, are thought to be unlikely to have any significant impact on inflation and appear to have potential to limit growth. We expect continued reductions in inflation in the coming months to be a (direct or indirect) result of lower fuel and energy costs.

In summary, our view is that:

- Numerous battery electric models have now stabilised following very large decreases in used values in recent months, whereas a small number remain very weak and appear to still have some way to fall, with no common denominator or central theme governing how individual ranges are performing. Many models are now looking excellent value compared to ICE equivalents or competitors and although there is potential for some to increase from their current used value position, we have generally assumed that we will see further deflation in future and have applied negative editorial or future trends adjustments in most cases. There are small positive adjustments for the handful of models which have seen the heaviest falls.

- The used car market in September is expected to continue to perform close to typical seasonal movements, albeit with a continuation of the differences seen by age, price point and fuel type. Condition is increasingly important, with parts availability and refurb capacity continuing to reduce and clean vehicles are expected to continue to perform well. Retail demand will remain constrained over the short term as the reality of the cost-of-living squeeze continues to make itself felt and concerns remain over the impact of increasing interest rates on mortgage costs. Used car volumes will continue to slowly increase in the coming months, as fleets receive replacements for some long overdue vehicles. For most sectors, our short-term forecasts show modest negative movements for the next few months, although in general this remains slightly favourable to typical seasonality, with dealers continuing to pay good money for the best condition cars and for those at an attractive price point for a quick retail sale. Battery electric models are all currently frequently re-assessed on an individual basis for short term forecast.

Car future editorial

By cap hpi

- As mentioned in our customer webinars, the negative economic impact of any potential recession is expected to be outweighed by the reduction in used car supply already guaranteed by the lower new car registrations from the start of the pandemic onwards. Used car prices are not generally correlated with GDP growth, partly because there is a substantial element of core “needs purchases” and also because reductions in consumer confidence and disposable income result in changes of used car buying, rather than preventing it; buyers may turn to older/smaller/higher mileage cars or turn to the used market instead of buying new.

- There are still a significant number of cases where logical relationships have been broken and where nearly new used values are above list prices. These will resolve themselves in time, but values are not expected to go down as fast as they have increased. It is extremely hard to predict how retail demand will progress through the second half of 2023, especially given the complex economic situation. However, we still expect a gradual market adjustment over the next several months or so and certainly not a ‘mirrored’ fall from the earlier high point.

- The used value increases on some models have effectively set a new market and may not return to previous levels, but even in these cases we have tended to apply significant negative editorial adjustments during our Interproduct and sector reviews.

- The effects of the new car supply issues (including the semi-conductor shortage) remain varied and subject to frequent change for many OEMs, but most manufacturers are now experiencing significant improvements in supply on many models, which we expect to continue. There remain a relatively small number of cases of derivative-specific impacts within the same model range, or individual options which continue to be difficult to obtain.

- One-year-old vehicles will remain in relatively short supply for the foreseeable future. However, despite the prolonged shortages of nearly new stock, the trend until recently had been for 3-year-old cars to outperform the 1-year-old market and they did not increase by as large a proportion, therefore deflation is expected to be less than for 3-year-old cars during the market adjustment. Towards the end of 2023 we expect to see increasing levels of discounts and forced registration activity from the manufacturers, which will combine to restrain the typical positive start to the year in 2024 and limit the scope for used value increases, particularly on newer models and at younger vehicle ages.

- As we move towards the final quarter of 2023 and onwards, we will start to see the positive impact of reduced used car supply as a result of more than 2.3 million fewer cars registered through the course of the pandemic, particularly from fleets.

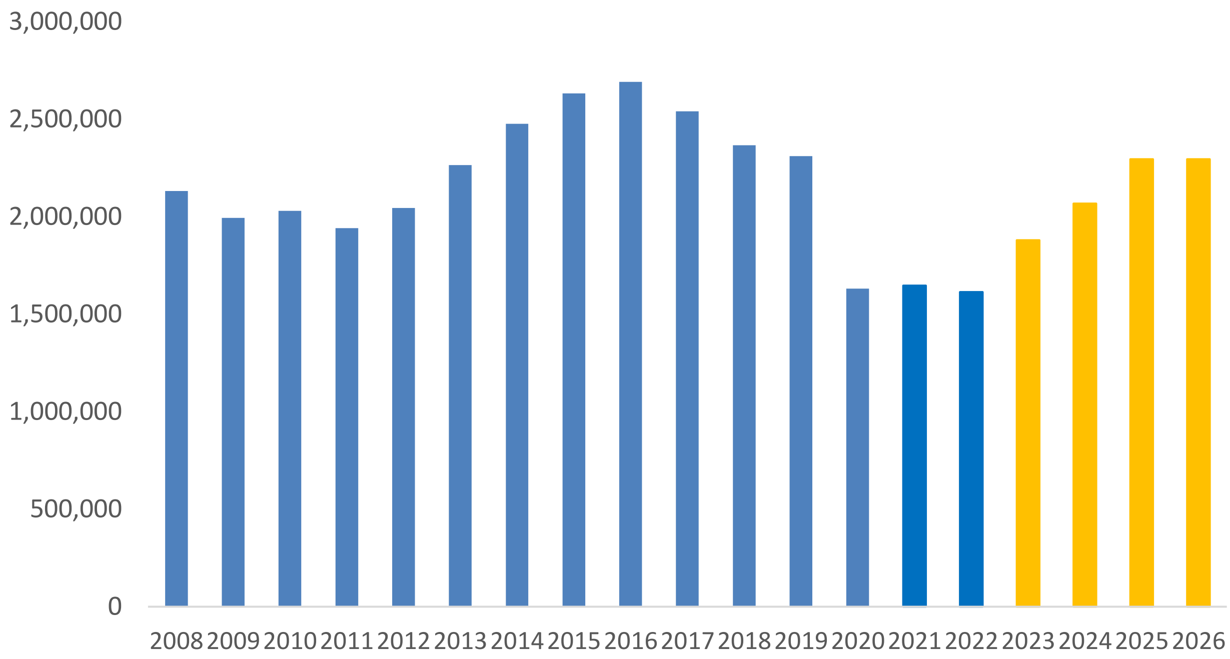
Supply side factors

Our original forecast for 2022 was an improvement to just under 1.9mm. Following the disruption of the key month of March due to the war in the Ukraine, this was again revised down to a fraction below 1.8mm (an improvement of +9% vs. 2021, but -22% vs. 2019), and following further unforeseen disruption, our final forecast for 2022 was reduced to 1.63mm in July, -1.2% down on 2021. The SMMT forecast reduced to 1.60mm in August and was then further reduced to 1.566mm in November. The final new car registration result for 2022 was just over 1.614mm.

Following analysis of this year’s data, our forecast for 2023 increased a couple of months ago from 1.856mm to 1.880mm (up +16.5% vs. 2022, but still -18.7% down on 2019). We expect that registrations will gradually increase to a pre-pandemic level of 2.3 million registrations by 2025 (a year later than previously expected), but not returning to the peaks seen between 2014 and 2018.

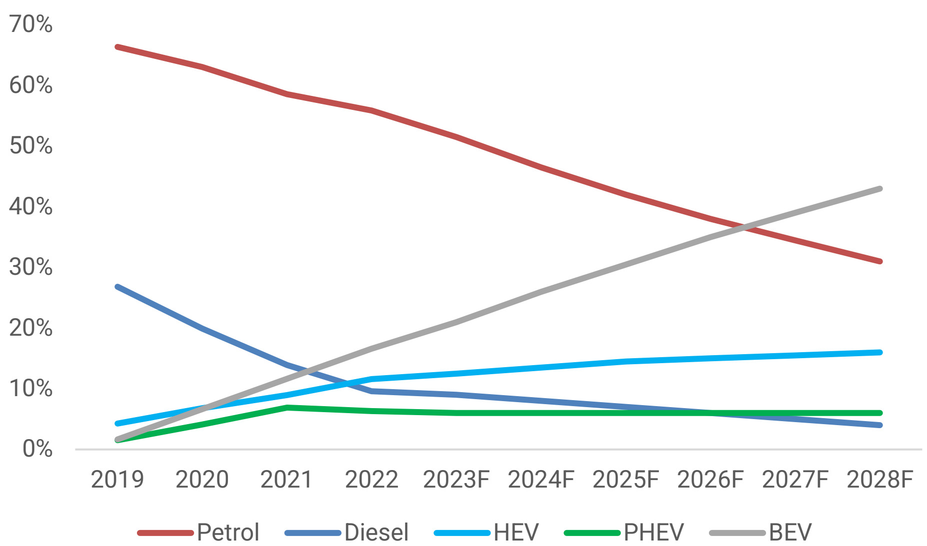
Car future editorial

By cap hpi



The chart below shows our latest forecast market share split by fuel type. Petrol and diesel volumes include mild hybrids. The decline in diesel will continue but is likely to slow down since it will remain the right choice for a hard-core minority of drivers and use cases. The timing of the eventual disappearance of diesel from the new car market will depend on when manufacturers cease to make individual models available to the UK market.

Our share split progression is also currently under review, with the main consideration being whether the BEV share needs to be reduced slightly based on the current year's registration data.



Growth will continue to be led by battery electric vehicles (BEVs) which became the dominant AFV type towards the end of 2022 as we expected and is forecast to be the largest fuel type in the market by the end of 2027. Post-Covid driving patterns (shorter and fewer journeys due to the increase of home working and online meetings) are likely to add to demand. The government's proposal to ban new ICE cars from 2030 will also be part of this increase, provided enough vehicle supply is made available and investment in charging infrastructure keeps pace with demand. The main difference to our previous forecast is a reduction in PHEV volume in the outer years as OEMs look to be changing future product plans, in some cases introducing self-charging hybrids to ICE ranges instead of PHEVs to conserve precious battery supplies.

Car future editorial

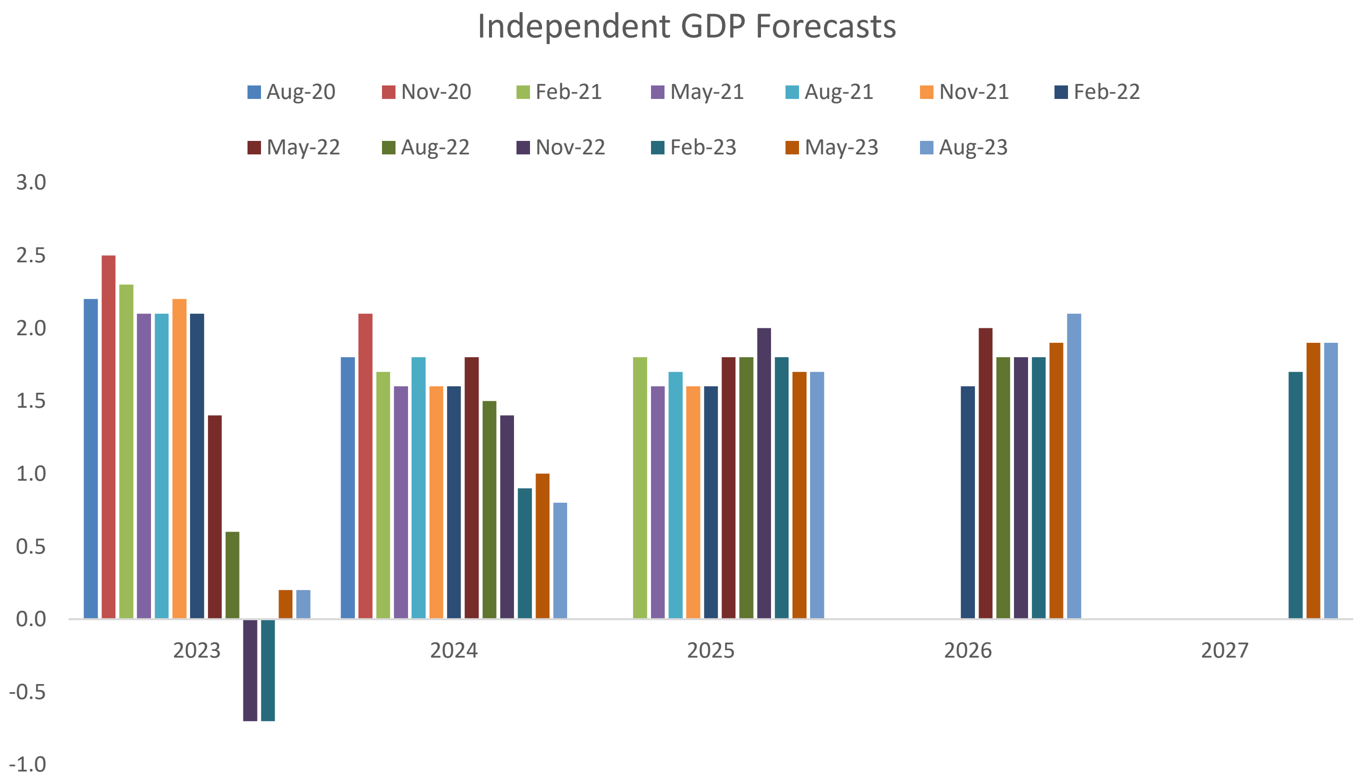
By cap hpi

Demand side factors

Latest medium-term independent forecasts for the UK economy were published in May and the new forecasts showed no change in the outlook for GDP for 2023 (+0.2%). There was a slight worsening for the view of 2024 (from +1.0% to +0.8%), and a slight improvement for 2026 (2.1% vs 1.9%), with 2025 and 2027 unchanged. The Bank of England estimate for annual GDP growth in Q3 2023 is +0.8%, but more pessimistic in Q3 2024 and Q3 2025 at just +0.3%, more pessimistic than the outlook had been in May and significantly worse than the independent forecasts.

The new independent forecasts now imply that the short and shallow recession previously suggested will almost certainly be avoided altogether. However, from a practical perspective, it matters little whether the UK officially dips into recession or not; growth will be low by historic standards and a reduction in CPI inflation is a world away from prices actually reducing.

The chart below shows the latest GDP forecasts to 2027, alongside previous forecasts.



There has been a significant shift in views on the future employment situation. The latest independent unemployment forecasts now show unemployment rates increasing throughout the period to 4.8% in 2027 – the May forecasts had been reasonably flat for the next few years and peaking at 4.2% in 2024.

Despite CPI inflation remaining stubbornly high, falling this month from +7.9% to +6.8% (and from a peak of +11.1%), the BoE do not expect it to come back below target until 2025 and the average independent prediction for the end of 2023 is +4.5%. The previous increases were driven by a combination of increased fuel and energy costs, everyday household goods, food and clothing, and ongoing labour market imbalances. As expected, base rates increased by a further 25 basis points to 5.25% and we are likely to be very close to the peak. Although they are still forecast to remain low by historical standards, today's ratio of household debt to wages means that serious problems will be caused at a much lower base rate than was true in the past. There are also concerns that raising rates too quickly could make the risk of recession worse, particularly since the persistent high inflation has been primarily driven by energy prices and their indirect consequences, rather than business or consumer behaviour. The number of rate rises over such a short space of time are also potentially fuelling further inflation due to the impact on mortgage costs, also leading to increases in rental prices and increasing wage demands, leading to increased business costs being passed on to consumers.

The Bank of England survey had previously shown a continued trend for precautionary saving, but they are now factoring in lower level of household saving than had previously been assumed, with amounts built up during the pandemic assumed to now be being spent to fend off the cost-of-living situation.

3. Historic forecast accuracy

Since the introduction of gold book at the end of 2013, we have been able to track the accuracy of historic forecasts against current (black book) values. This tracking is longest for 12-month forecasts (tracked since January 2015) and shortest for 60-month forecasts (tracked since January 2019).

Overall, we are satisfied that accuracy results have generally been within the +/- 5% target agreed with customers, but recognise that results were affected by the unexpected strength of petrol values, which started in 2017 as a result of anti-diesel press, but which fell away since late 2018, as we had predicted. Diesel forecast accuracy has historically been within target, while petrol forecast accuracy fell outside of target during this period of strong values.
There was a brief deterioration in accuracy in 2020 when business resumed after the first lockdown and values benefitted from the release of pent-up demand, but we were back on target as the market readjusted. In 2021, our historic forecast accuracy was severely impacted by the strength of the used market after dealerships re-opened in April as COVID restrictions started to be lifted. The record-breaking strength in used values on resumption of business (at a time when we would normally expect to see depreciation in each month) resulted in a significant shift in accuracy. For longer forecast durations, this will have an impact for a long time to come.

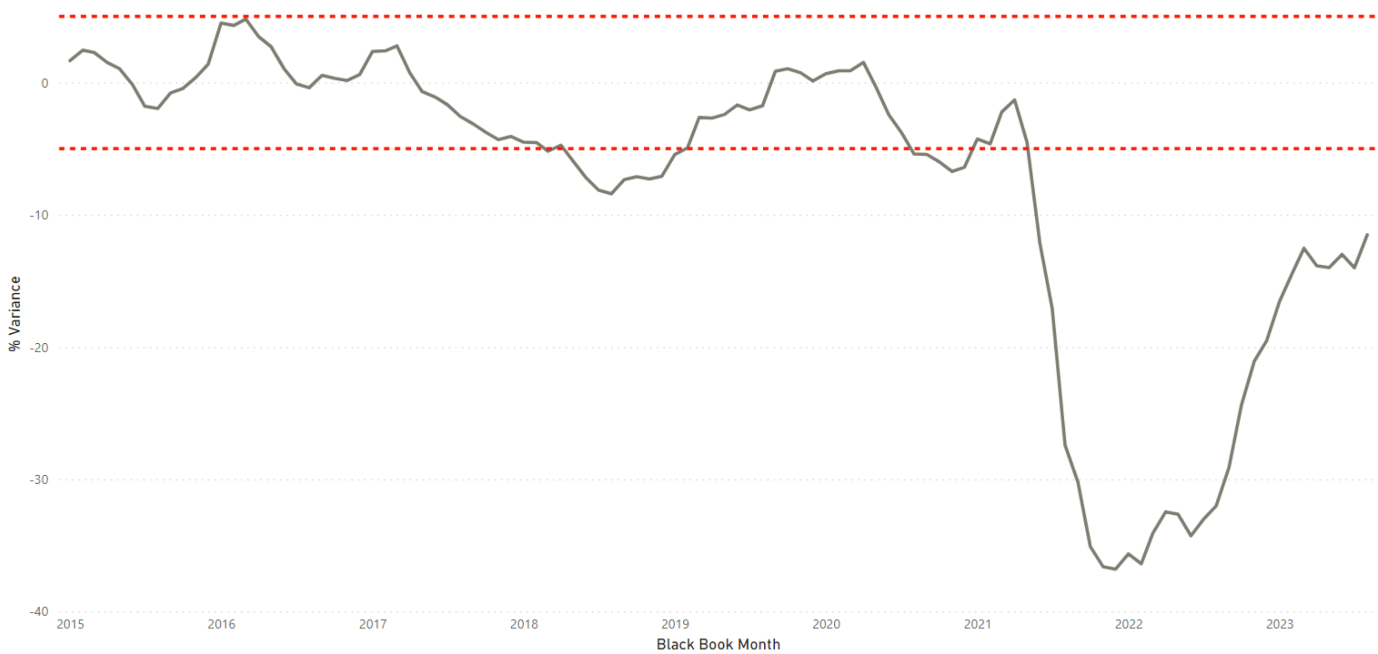
Therefore, the tracking charts below all show the same general patterns, with the difference to target being less for 12-month forecasts (reforecast most recently); and being more for longer term forecasts (reforecast less recently).

Details are shown below for 12 and 36 months, but all details are available on request.

12-month results

Since measurement began our 12-month forecasts have averaged -7.7% less than used values across all vehicle ids, and the most recent results show August 2022 12/20 forecasts being -11.5% less than August 2023 12/20 used values (unsurprising following record breaking 36/60 used value increases of over +30% within six months in 2021).

Overall results



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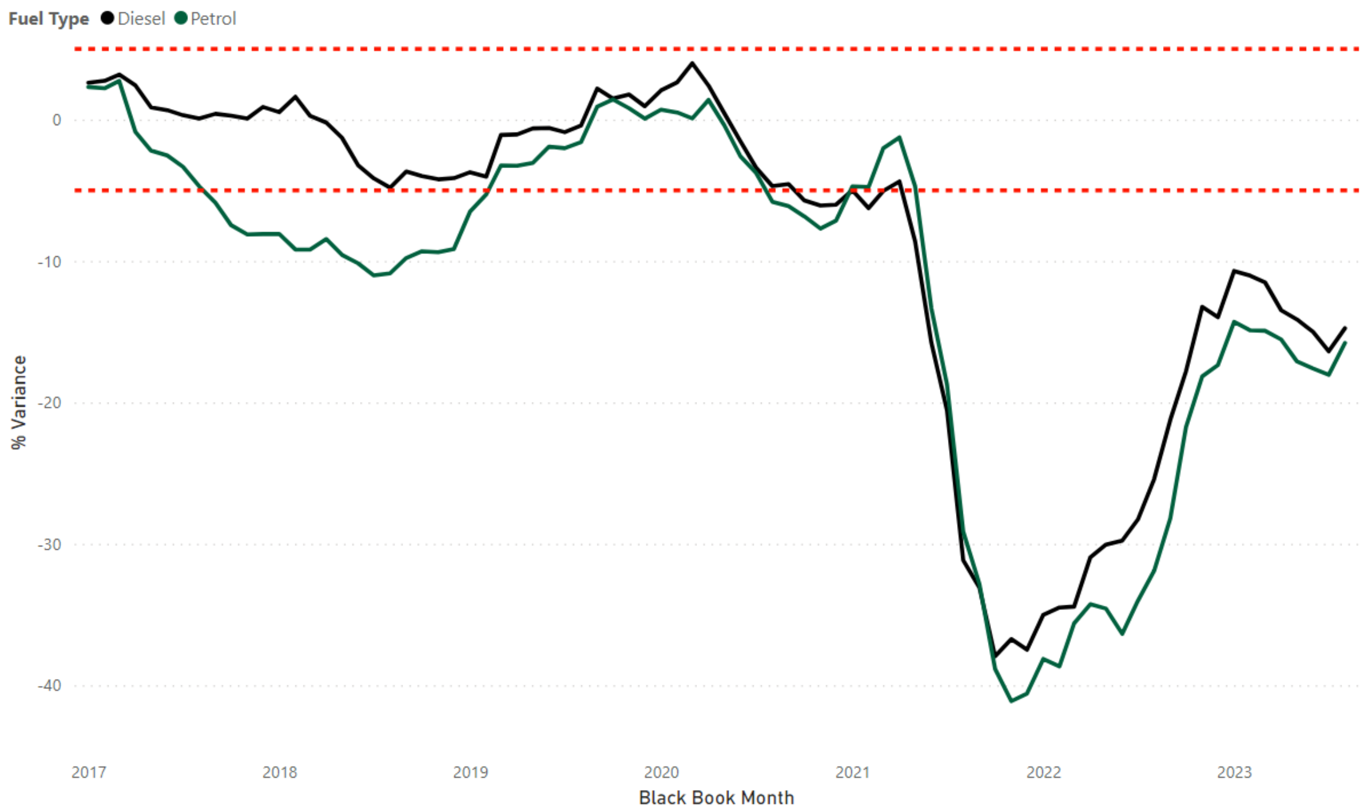
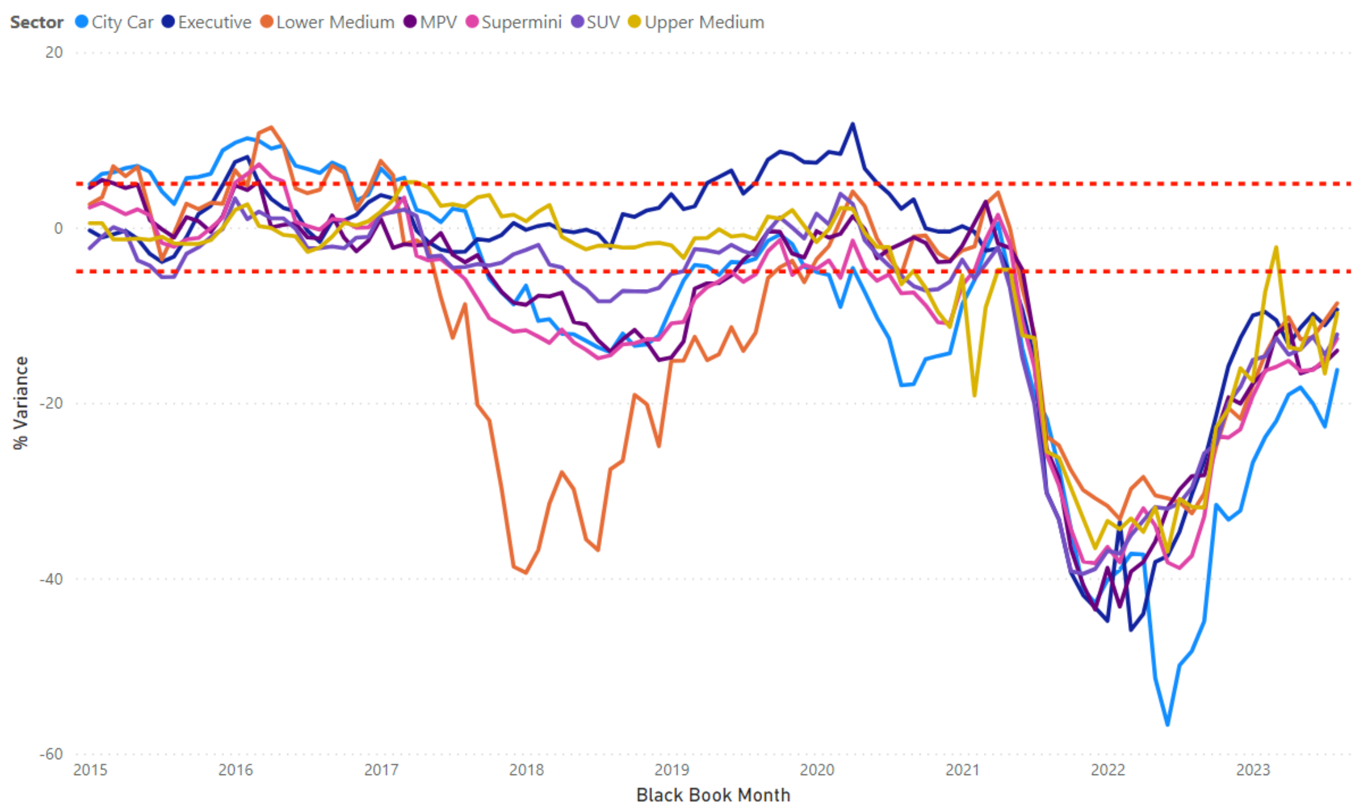
Fuel type results:



Sector results



Car future editorial

By cap hpi

The most recent results for the main sectors are as follows:

August 23	Average of Diff (%)
City Car	-16.2%
Executive	-9.4%
Lower Medium	-8.6%
MPV	-14.0%
Supermini	-12.6%
SUV	-12.2%
Upper Medium	-9.8%
Grand Total	**-14.1%**

36-month results

Since measurement started our 36-month forecasts have averaged -21.2% less than used values across all vehicle ids (with the average now skewed by recent results). The most recent results show August 2020 36/60 forecasts being -37.9% less than August 2023 36/60 used values. Since used value increases peaked at around +40% early in 2022 and values are not expected to fall by anywhere near that (peak YOY deflation now expected to be around -5%), the historic three-year forecasts will continue to track well below used values for a long time to come. The apparent spike in April 2023 is a reporting error which is being investigated.

Overall results:

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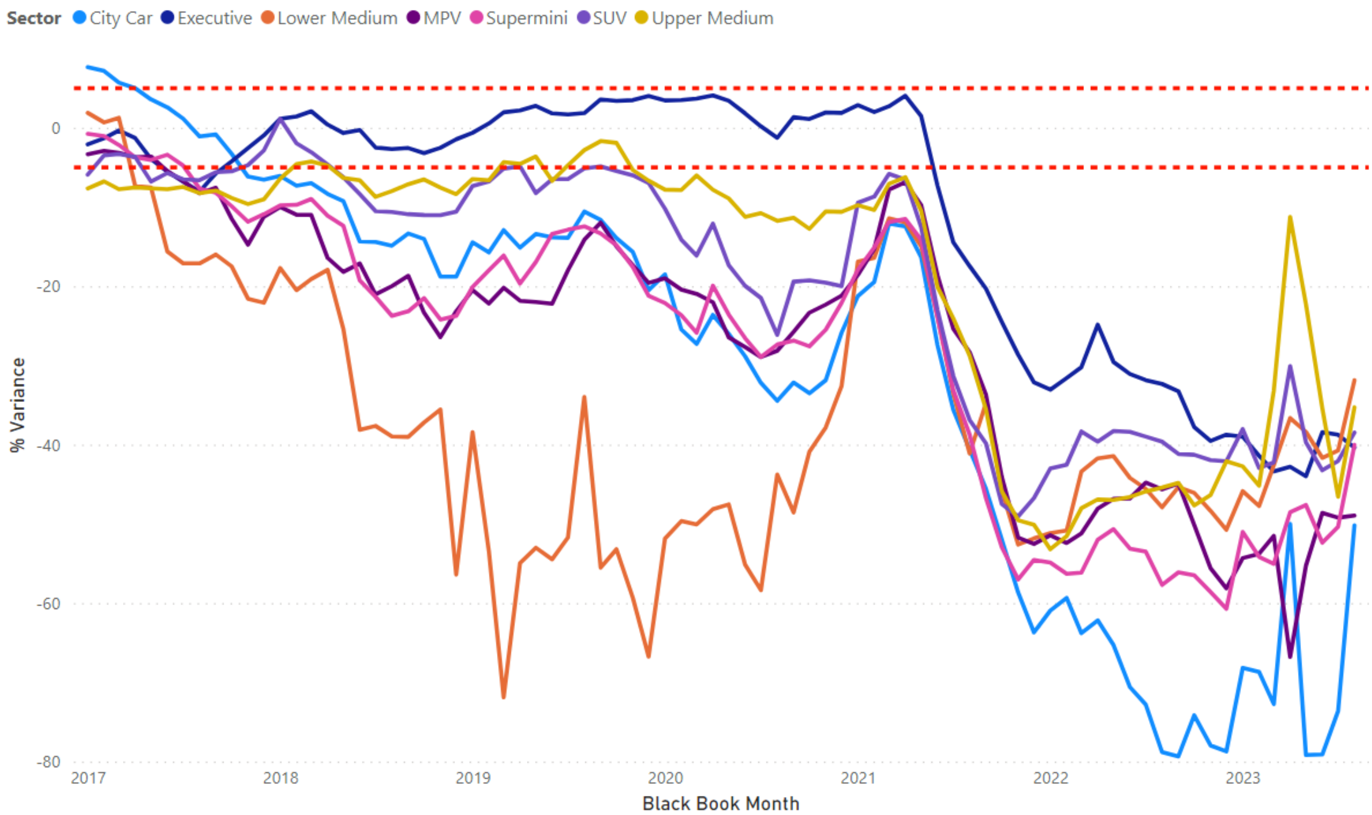
Fuel type results:

Sector results



The most recent results for the main sectors are as follows:

August 23	Average of Diff (%)
City Car	-50.2%
Executive	-40.4%
Lower Medium	-31.9%
MPV	-49.1%
Supermini	-40.0%
SUV	-38.5%
Upper Medium	-35.3%
Grand Total	**-37.9%**

4. Forecast methodology and products

Overview and gold book iQ

Our values take current month used values as a starting point (uplifted for model changes where necessary), are moved forward according to age/sector/fuel specific year on year deflation assumptions regarding future used car price movements and are then subjected to additional adjustments by the Editorial Team. Finally, the values are moved forward by the next month's seasonality adjustments which are differentiated by sector and fuel type and are based on analysis of historical used value movements. All these assumptions and adjustments are available for scrutiny to our customers through our gold book iQ product: complete transparency in automotive forecasting.

Changes may be actioned wherever there is reason to do so outside of the sector reforecast process and we continue our monthly Interproduct analysis with our used value colleagues exactly as before.

Short term forecast (0-12 months)

Our short-term forecast product, (covering 0-12 months) was launched in 2014. This is a live, researched product with a dedicated editor and filled a gap in our historical forecast coverage.

Forecast daily feed

In December 2017 we introduced a daily feed of forecasts for new models launched onto the market, so that customers do not have to wait until the next month to receive these forecasts.

Forecast output

Individual forecasts are provided in pounds and percentage of list price for periods of twelve to sixty months with mileage calculations up to 200,000. Each forecast is shown in grid format with specific time and mileage bands highlighted for ease of use.

All forecast values include VAT and relate to a cap hpi clean condition and in a desirable colour. Values are for a "naked" vehicle and do not reflect any added option content.

Parallel imports

Particular care must be taken when valuing parallel imports. Vehicles are often described as full UK specification when the reality is somewhat different. These vehicles should be inspected to ensure that the vehicle specification is correct for the UK. Parallel imports that are full UK specification and first registered in the UK can be valued the same as a UK-sourced vehicle.

Grey imports

cap hpi gold book does not include valuations for any grey import vehicles, (i.e., those not available on an official UK price list)

5. Reforecast calendar 2023/2024

The table below shows our future schedule of sector reforecasts:

Monthly Product	Sector 1	Sector 2	Sector 3	Sector 4
Oct-23	SUV			
Nov-23	City Car	Supermini		
Dec-23	Upper Medium	Executive	Large Executive	Luxury Executive
Jan-24	Lower Medium	MPV		
Feb-24	Convertible	Sports	Supercar	
Mar-24	SUV			
Apr-24	City Car	Supermini		
May-24	Upper Medium	Executive	Large Executive	Luxury Executive
Jun-24	Lower Medium	MPV		
Jul-24	Convertible	Sports	Supercar	
Aug-24	SUV			
Sep-24	City car	Supermini		