Car editorial
By cap hpi

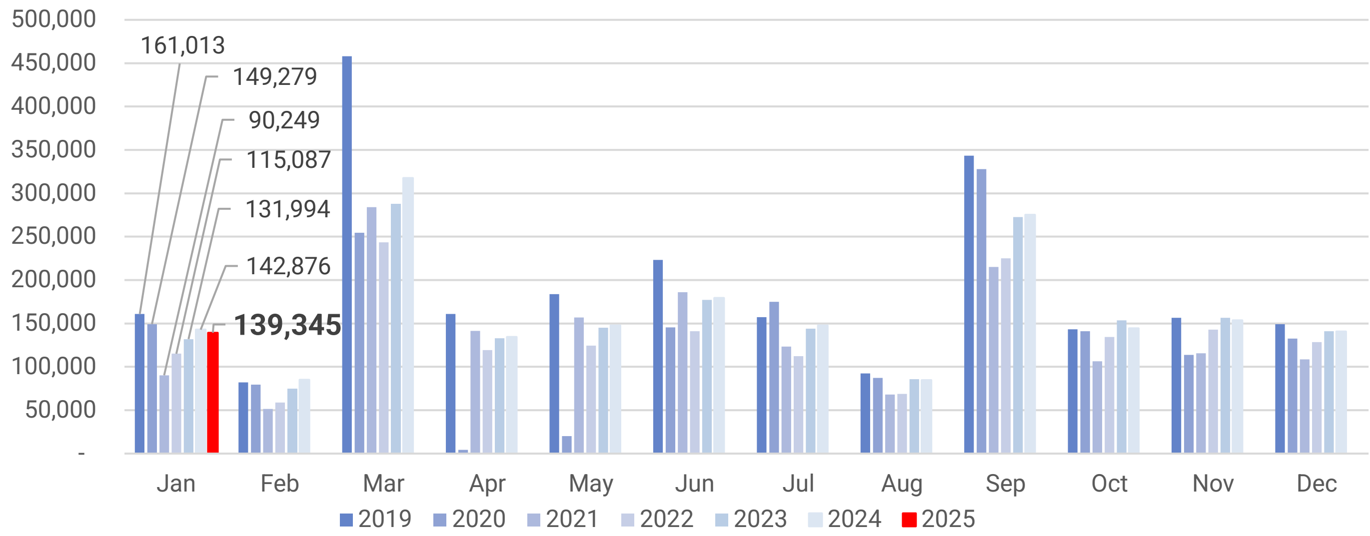
March 2025

Car market overview

This monthly overview offers an update on the current new and used car markets in the UK. We will be reporting on new car registrations up to the end of January 2025, as well as used car activity as of the time of writing. Please note that all information is accurate as of February 24th, 2025.

New car sales

According to data from the Society of Motor Manufacturers and Traders (SMMT), 139,345 cars were registered in January 2025, reflecting a decrease of 2.5% or 3,531 units compared to the same month in 2024. Many manufacturers had hoped to start the year with strong sales; however, challenges faced by both fleet and private buyers, coupled with weak economic confidence, have hindered this goal. Additionally, January marked the fourth consecutive month of decline, an unwelcome trend and one that has been significantly influenced by the introduction of the Vehicle Emissions Trading Scheme (VETS).



Source: SMMT

While January's new car registration total was the third highest since 2019 (the last normal year before the pandemic), volumes were still down by approximately 13.5%.

In January, both fleet and private buyer registrations saw declines, with drops of 3.7% and 0.5%, respectively. In contrast, business registrations experienced a slight increase of 2.4%, which amounted to just 55 additional units due to their small market share. Private registrations are still facing challenges in recovering to pre-COVID levels, with January volumes down by 30% compared to January 2019. In contrast, fleet registrations have seen a slight increase of just 0.05%.

One segment of the market that continues to show robust growth is the short cycle and daily rental channels, which experienced a 22% increase in volumes compared to January of last year. This marks the second consecutive month of year-on-year improvements in this area. However, despite this trend, overall volumes are still significantly lower than in 2019, down by 58%, which translates to a reduction of just over 9,000 units.

Shifting focus to vehicle registrations by fuel type, we see that petrol vehicle registrations have continued their downward trajectory, declining by 15.3% and now representing just over half of the market at 50.3%. Similarly, diesel registrations have also seen a reduction, dropping by 7.7% and capturing a modest 6.2% market share. On a more positive note, hybrid electric vehicles (HEVs) and plug-in hybrids (PHEVs) both achieved growth in volume, with their market shares rising to 13.2% and 9.0%, respectively. Battery electric vehicles (BEVs) continued their strong performance, with registrations up by 41.6% year-on-year, capturing a 21.3% market share.

While there has been notable progress, the market share for BEVs has yet to meet the government's previous target of 22% for last year and still falls significantly short of the new target of 28% for 2025. This gap between what the government hopes to achieve, and the current market performance has led the SMMT to stress the urgent need for a thorough reassessment of the Vehicle Emissions Trading Scheme and its associated flexibilities. The SMMT argues that if substantial changes aren't made soon, it could have serious repercussions for the market, the automotive industry, and consumers.

The SMMT points out that while manufacturers have invested heavily in BEVs, many consumers are still hesitant and are looking for more encouragement from the government and other sources. Private retail buyers, in particular, are missing meaningful financial incentives to buy an EV. The industry now awaits the outcome of the most recent government consultation, on the phasing out sales of new petrol and diesel cars from 2030 that closed on the 18th February, with many segments of the market hoping for sensible outcomes and increased support from central government to assist with the transition to zero emission vehicles.

The impending rollout of the revised Vehicle Excise Duty (VED) named ‘Expensive Car Supplement’ (ECS) for BEVs in April this year, is also a concern for the industry. This change means that EVs priced above £40,000—which counts for the majority of what's available today—will be hit with a new £3,110 VED rate for the first six years of ownership, up from the current VED rate. This shift is likely to impact both new and used car markets and could impact the push for a mass transition into electric vehicles.

As a result, the SMMT and the industry are pushing for a review of tax plans to ensure they’re fair and don’t deter potential EV buyers. The ECS threshold has been stuck at £40,000 for eight years—back when the market was 30% larger and BEVs were still a rarity the SMMT point out. They go on to say that, with more than twice as many BEVs registered this January compared to all of 2017, it makes sense to either raise the eligibility threshold for EVs or exempt them from the ECS entirely. Doing so would clearly demonstrate that EVs are necessities, not luxuries, and that vehicle taxation should reflect the realities of today’s market.

In January, the Kia Sportage was the best-selling model, with the Nissan Qashqai coming in second. The Vauxhall Corsa, Volkswagen Golf, and Peugeot 3008 completed the top five best-selling vehicles for the month. Looking at the BEV market, the Tesla Model Y topped the list, followed by the newly launched Kia EV3 in second place. The Mercedes-Benz EQA and EQB claimed the third and fifth spots, respectively, with the BMW i4 Gran Coupe in fourth place, sandwiched in between them.

Used car retail activity

The UK’s used car market experienced notable growth in 2024, with transactions increasing by 5.5% to 7,643,180 units, according to the latest figures from the SMMT. This marks eight consecutive quarters of rising activity, equating to an additional circa 400,000 vehicle transactions when compared to the previous year. This increase in new car registrations over the past two years has broadened the availability and diversity of stock within the used car sector. Every month throughout 2024 recorded an uplift in transactions, continuing the trend seen in 2023. 2024 concluded with a 4.0% rise in the fourth quarter, contributing to 1,746,051 units.

Following last year’s positive market reports from the SMMT, and robust consumer demand observed by many retailers in January, how did sentiment evolve in February?

February followed a similar pattern to January, with overall feedback remaining largely positive. However, sales performance has varied among retailers with some reporting a busy month, while others described trading conditions as being steady or in-line with expectation.

Much of the feedback from our retail partners this month has focused on the continued pressure on profit margins. With trade values remaining strong, replacing certain stock profiles while staying competitively priced has proven challenging. Many anticipate further margin compression due to upcoming increases in national insurance contributions and the national living wage. Some retailers may look to ease this by gradually raising advertised prices, but striking the right balance is crucial—pricing too high risks deterring buyers, while pricing too low further squeezes profitability.

The average days to sale through the month was 44, which was similar to that seen in January. Towards the end of the third week of the month, there was a slight slowdown in the average days to sell. However, this is not a cause for concern, as it coincided with the half-term break in many parts of the UK.

According to the SMMT demand for used BEVs had increased last year as used car transactions climbed 57.4% to a total of 188,382 units. This growth has helped push their market share to a new peak of 2.5%, up from 1.7% in 2023 and thirteen times higher than in 2019. In the fourth quarter, BEVs held steady with a market share of 2.7%, matching the performance seen in Q3. Additionally, sales for PHEVs and HEVs also experienced significant increases, with PHEVs rising by 32.2% to 92,120 units and HEVs climbing 39.3% to 306,114 units. Overall, the market for used electrified vehicles grew by 43.3% compared to 2023, with more than half a million ultra-low or zero-emission cars accounting for a 7.7% share of total sales.

We have been reporting for some time now an encouraging trend in the retail market, particularly for BEVs, when it comes to days to sell. This has been most evident in vehicles aged between 3 to 5 years, which have consistently been the fastest-selling fuel type. February was no exception, with BEVs of all agges once again leading the market, selling in an average of 40 days and retaining their position as the quickest-moving fuel type. Hybrid vehicles followed closely behind at 41 days, with petrol on 44 days, PHEVs and Diesel tie last at 46 days. Focusing specifically on BEVs aged 3 to 5 years, they continue to outperform, averaging just 35 days to sell—well ahead of petrol and hybrid vehicles, both of which took an average of 43 days. For vehicles up to 12 months old, hybrids were the fastest selling, averaging 35 days. Petrol, diesel, and BEVs followed at 42 days, with PHEVs taking the longest at 49 days.

Car supermarkets continue to record the fastest average days to sell for BEVs compared to other retailer types. In February, this has improved by two days when compared to January and now averaging 34 days. In contrast, independents and franchise retailers remain unchanged at 45 and 43 days, respectively. When looking specifically at vehicles aged between 3 to 5 years, both car supermarkets and franchise retailers averaged just 34 days, while independents showed no improvement at 43 days. Despite an increase in the volume of certain BEV models entering wholesale channels since the start of the year, this has not negatively impacted their retail performance. Notably, the Tesla Model 3 remains one of the best-performing BEVs this month, averaging just 27 days to sell.

Pre-registration remains a key talking point within the industry, with ongoing speculation that manufacturers may look to this strategy to boost BEV registrations and meet their VETS targets. However, the volume of late-plated or pre-registered vehicles remains relatively low compared to pre-pandemic levels. When analysing all advertised vehicles with fewer than 1,000 miles on 2024 74 plates showed that BEVs currently account for 17% of total volume, compared to petrol vehicles at 61%. This suggests that BEVs are not over-indexing relative to their 19.6% share of total new registrations last year. For the latest 2025 74 plate, volumes remain too low to draw any meaningful conclusions at this stage. More broadly, there has been a noticeable increase in the number of advertised vehicles under one year old since the start of December, with volumes rising by approximately 20%. While petrol continues to dominate in absolute terms, the largest percentage increases have been seen in BEVs, PHEVs, and Hybrids. However, their overall volumes remain relatively low.

The used car retail market continued to show resilience in February, with stable retail demand. Advertised prices held steady but replenishing stock still remains a challenge. Retailers remain focused on competitive pricing and strategic stock management to maintain momentum.

Used car remarketing activity

A resilient retail market has continued to support the wholesale sector, leading to largely positive trading conditions. However, performance has varied across different areas, reflecting a mix of opportunities and challenges.

Conversion rates stayed strong from January into February, consistently averaging between 70% and 80%. In some instances, sales exceeded these levels, with certain vendors —particularly in fleet sales— regularly achieving 100% conversions. Dealer and part-exchange sales also performed well, reinforcing the high level of engagement from buyers. Car supermarkets, independent retailers, and franchise dealers remained highly active, a positive indicator for this time of year. For auction houses conducting physical sales, feedback has been positive, with reports of strong attendance throughout the month. This has complemented the continued high levels of engagement seen on online platforms, further highlighting the strength of buyer demand.

Car editorial

By cap hpi

With ongoing uncertainty in the new car market, particularly as private registrations remain subdued, some franchised retailers are placing greater emphasis on expanding their used car operations and strengthening their aftersales business in order to mitigate potential revenue pressures, which in turn increases competition for vehicles through wholesale channels.

Trade buyers continue to adopt a selective approach, prioritising high-demand, fast-churn stock. The best quality vehicles in Cap Clean condition remain in strong demand, with competitive bidding both at auction and through direct sales. Vehicle condition still is a crucial factor, with Cap Clean cars attracting particular interest. A notable trend that has endured from last month has been the growing demand for poorer NAMA-graded cars, which had previously been more challenging to sell at the end of 2024. However, buyers and retailers are cautious when purchasing vehicles requiring mechanical repairs or those with negative assured reports.

Analysis of used transactional data throughout February highlighted strong demand for vehicles aged three years and older, particularly for petrol and diesel models, with their performance improving steadily week by week. The sub-£15,000 price bracket remains the most competitive segment in 2025, suggesting that both retailers and consumers are actively targeting vehicles perceived as offering good value for money.

Sourcing vehicles aged three to five years posed a significant challenge for many buyers, largely due to the loss of approximately 2.8 million cars resulting from the pandemic and subsequent supply chain disruptions. Of this shortfall, an estimated 1.7 million vehicles would typically have entered the market through contract hire, leasing, and short-cycle channels—key avenues for wholesale remarketing. This persistent supply gap continued to impact the availability of vehicles in this crucial age bracket, which remained a core stock requirement for many retailers. Consequently, buyers increasingly leveraged all available sourcing channels, including physical auctions, online platforms, and retailing a higher proportion of part-exchange vehicles. Adapting to this fragmented supply landscape is essential for any business maintaining stock levels and fulfilling consumer demand.

For the second consecutive month, BEVs have been the most pressured fuel type, continuing their challenging start to the year. This is largely driven by increased volume returning through wholesale channels, allowing buyers to be more selective. January saw a record volume of used sold BEV data, marking a 20% increase from the last peak in October 2024. While increased supply has placed downward pressure on trade values, this has not negatively impacted auction days in stock, average sales attempts, or conversion rates. BEVs remain broadly comparable with other fuel types in these key metrics.

As we neared the end of the first half term of the year, there was some sentiment in the market suggesting a slight slowdown in activity, mirroring that seen in the retail days to sale averages. Again, this was in line with the usual seasonal patterns we expect at this time of year and nothing to be concerned about.

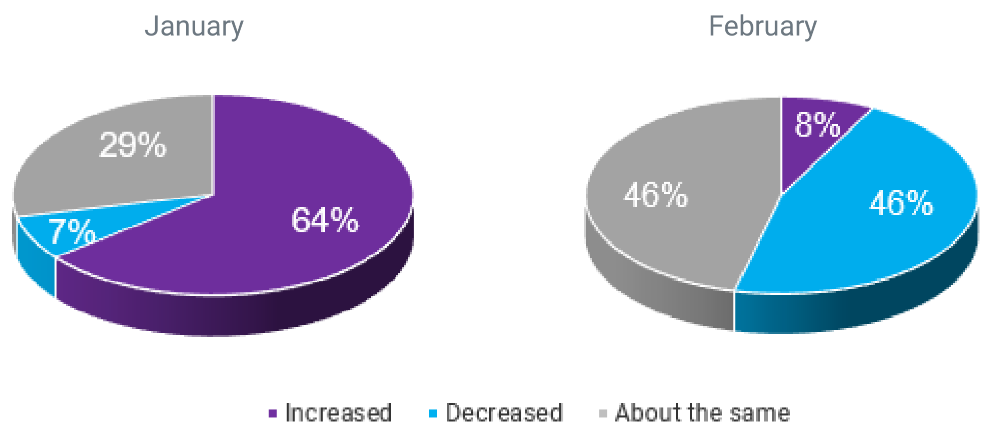
The remarketing sector demonstrated strong performance in February, building on the positive momentum established in January. While the retail market remained resilient, the challenge of replenishing stock aged three to five years persisted. Buyers continued to prioritise value-driven purchases, which contributed to high conversion rates and robust engagement across the market. However, performance varied when assessed by fuel type, with BEVs facing increased pressure due to rising supply levels.

Car editorial

By cap hpi

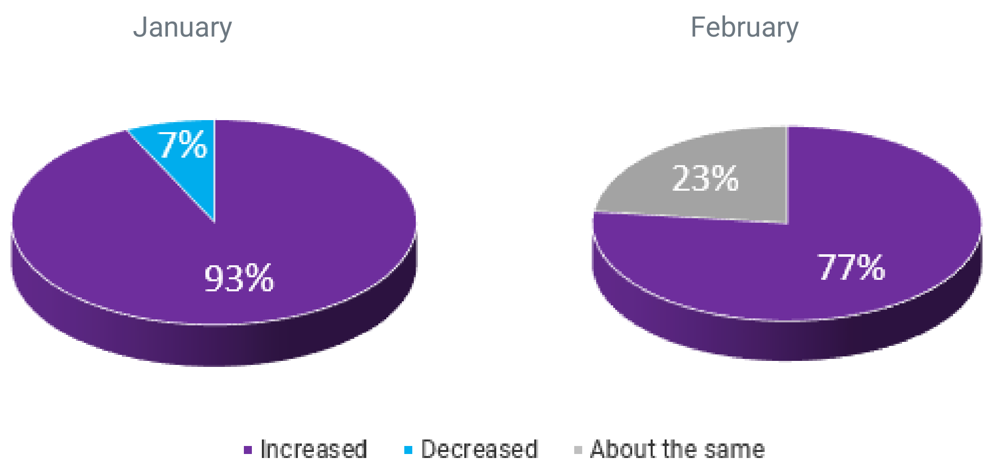
The results of our February auction survey reflect a positive outlook within the trade market, presenting a scenario that closely resembles the previous month.

<u>How do your current stock levels compare to last month?</u>



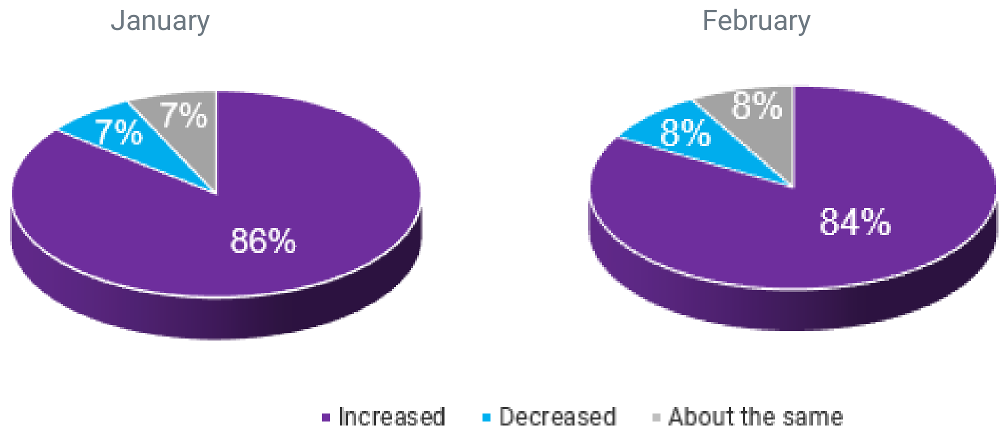
Auctions observed a significant change in stock levels between January and February, with 46% of respondents indicating that their stock levels had either remained stable or decreased compared to the previous month. These findings highlight the ongoing challenges auctions face in boosting their inventory levels, while buyers struggle to source quality stock, particularly for vehicles aged between three and five years.

<u>How does your current overall demand compare to last month?</u>



Demand was noted to be exceptionally strong in January across wholesale channels, and this positive trend persisted into February, with 77% of respondents reporting further increases, while 23% indicated that demand had remained stable. Given the supply constraints coupled with robust demand, the market dynamics are poised to be highly competitive. This trend is anticipated to continue in the short to medium term.

How do your conversion rates compare to last month?



This month, 84% of respondents reported an increase in conversion rates building on from last month's strong results. This further illustrates a positive outlook for the auction sector, as dealers aim to boost or at least maintain their stock levels in response to robust retail demand.

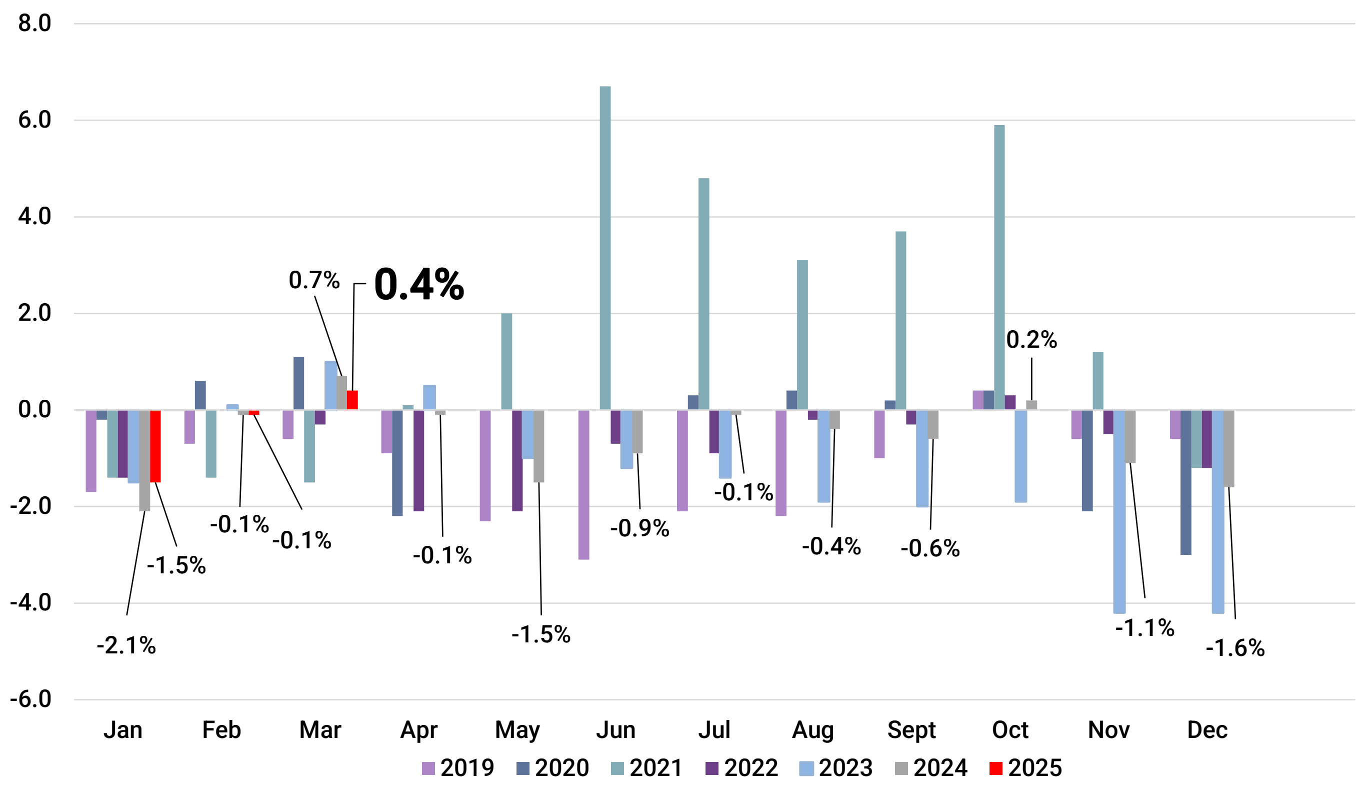
Used cars – trade values

So, with a relatively healthy retail and wholesale market, what has this meant for Cap Live values in February? At the three-year, 60,000-mile benchmark, values saw a modest increase of 0.4%, equivalent to £40.

Following a slight decline in January (-0.1%), this marks the first upward movement of the year and aligns closely with the typical seasonal trends—further reinforcing the market's recent stability. February is generally a month where values see little movement, with the average seasonal movement being a small increase of 0.3%. There have been only three instances since 2012 when we introduced Cap Live where average values dropped marginally (2017, 2021, and 2022), the rest have either been small increases or level, further highlighting how stable the market is normally in February.

While the 0.4% increase is not as strong as the 0.7% reported at this time last year, it's important to take into account the context. Last year's rise followed an exceptionally volatile period, with values dropping by 10.5% in the final quarter of 2023, helping to ease the pressure from previously inflated prices, thankfully the last quarter of 2024 was much more resilient as values eased back by -4.2%.

Monthly percentage movements in Live valuations (3-years, 60k miles) – **March 2025 figure depicts February 2025's Cap Live**



Focusing on market performance by age profile, older, higher-mileage vehicles have shown the strongest growth. Values for five-year-old vehicles with 80,000 miles rose by 0.8% (£70), while ten-year-old models with 100,000 miles saw a 1.7% (£65) increase.

When analysing by price band, the most significant gains in percentage terms were seen in vehicles priced up to £5,000, which increased by 1.8% (£60), followed by a 1.3% (£90) rise for those between £5,000 and £10,000, and a 0.7% (£85) increase for models in the £10,000 to £15,000 range. All other price bands recorded increases, except for vehicles priced between £30,000 and £50,000, which remained stable at -0.1% (£60), and those over £50,000, which saw a slight drop of -0.2% (£160). These movements reinforce the continued market focus on price-sensitive stock—vehicles that offer an attractive upfront cost or lower monthly finance payments.

At one year old, values edged up slightly by 0.1%. With manufacturers offering enhanced discounts to entice buyers, it's no surprise that values have remained steady, though variations exist across different fuel types.

The performance of BEVs remains a key discussion point. Used BEV wholesale volumes continue to grow, with record month-on-month and year-on-year increases. However, this rising supply is putting pressure on certain models, particularly where buyers can afford to be selective. Attractive new car offers are further influencing the market, making new BEVs more appealing than their nearly-new counterparts. In many cases, the monthly PCP payment on a brand-new BEV remains lower than that of a used model, limiting the demand for younger second-hand examples.

Used BEV values have declined across all the age and mileage profiles. At one year and 10,000 miles, values dropped by 1.6% (£540), while at three years and 60,000 miles, the decline was also 1.6% (£350). Five-year-old BEVs saw the steepest drop at 2.2% (£400). If BEVs were excluded from the overall market, the reported value increase at three years and 60,000 miles would rise from 0.4% to 0.6%, while at one year and 10,000 miles, it would shift from 0.1% to 0.5%. This highlights the relative strength of other fuel types in the current market.

As mentioned earlier, the rise in sold used BEVs is encouraging, with wholesale conversion rates and days in stock remaining stable. However, a disconnect persists between trade and retail performance, particularly for 3-to 5-year-old models, where days to sell and margins remain competitive. The BEV market remains highly fragmented, with performance varying significantly by model and specification, emphasizing the need for detailed tracking at an individual model level.

Of all the BEV model that we value at the three years and 60,000 miles, 60% saw values decline throughout the month. Notable movers included the Peugeot 208 Electric (-4% / £350), Jaguar I-Pace (-4.7% / £870), and Mini Cooper Electric (-7% / £720). However, it's not all negative as 30% of BEVs remained stable, including the Cupra Born, Nissan Leaf, and Renault Zoe. Meanwhile, 10% bucked the trend with value increases into March, led by the Nissan Ariya (+2.3% / £415), Hyundai Ioniq Electric (+2.1% / £175), and Mercedes-Benz EQB (+2% / £430).

In February, petrol was the strongest-performing fuel type at the 3-year mark, with an average increase of 0.8% (£110), followed closely by hybrid at 0.7% (£125). Diesel values saw a modest rise of 0.2% (£30), while PHEVs declined slightly by 0.1% (£5). Looking at sold data, petrol (including mild hybrid) continued to dominate, accounting for nearly 55% of sales. BEVs increased their market share to 6.5%, up from 3.6% in February last year. Among vehicles up to 3 years old, petrol's share rose to just over 60%, while BEVs saw a more substantial increase to around 15.5%.

Individual sectors have shown impressive performance, with both Convertible and Coupe Cabriolet categories experiencing average value increases of 1.2% (£175) and 2% (£265), respectively—hopefully signalling the arrival of sunnier and warmer weather. Among the mainstream sectors, the 3-year value of City Cars rose the most, averaging an increase of 1.3% (£110), followed by Lower Medium vehicles at 0.9% (£130) and Superminis at 0.9% (£100). Vehicles in these categories are typically considered price-sensitive and are essential for retailers, which explains the uptick in values for these sought-after cars. Noteworthy increases include the Audi A1, which rose by 3% (£425), the Citroen C3 also up by 3% (£240), the Kia Picanto at 2% (£160), and the Mazda MX-5, which saw a significant increase of 5% (£470).

The expanding SUV sector reported an average movement of 0.3% (£50) at the 3-year mark, although there was considerable variation based on size. Large SUVs saw their values stabilise, while medium SUVs experienced a modest increase of 0.4% (£55). Small SUVs performed the best, recording an increase of 0.7% (£70). Some models started the month with negative trends, but as February progressed, their performance turned positive; notable examples included the Hyundai Tucson Diesel, Range Rover Velar Diesel, and Vauxhall Grandland X. Additionally, several mainstream models, such as the Nissan Qashqai (2%/£280), Ford Puma (1.8%/£225), and Skoda Kamiq (3.1%/£350), saw their values increase in Cap Live throughout February. This perhaps again demonstrated the ongoing demand for price-sensitive cars to be stocked on forecourts.

However, not every sector saw values increase or remain level as Large Executives reduced by -0.4% (£200), Supercar -0.6% (£445) and MPV -0.8% (£180) all resulted in a reduction in used values.

In summary, February has shown modest improvement compared to January, with values increasing in line with seasonal norms and averages. Petrol and hybrid vehicles performed particularly well, experiencing notable value increases, while BEVs faced declines across most age profiles. Overall, the market remains focused on price-sensitive vehicles, reflecting sustained demand for affordable options amidst varying performance by fuel type.

What next?

Last month, our prediction was:

"February will likely continue on a positive trajectory with demand increasing as stock become thinner on the ground the closer we get to March. Historically, the average movement from February's Cap Live into March is a small increase of around 0.3%, but we could see a more positive result if both trade and retail demand remains at least the same as in the second half of January."

The 0.4% movement In February aligns closely with our expectations from last month, coming in slightly stronger than the seasonal average. This was largely driven by ongoing supply constraints and steady consumer demand, with vehicles priced under £15,000 continuing to be the most sought-after segment. Two months into the year, the stability in used car values has been a welcome trend across the industry, allowing businesses to plan with greater confidence in the short to medium term.

Car editorial

By cap hpi

With the arrival of the new "25" plate from the 1st of March, we anticipate increased volumes within the used car market as fleet returns and part-exchanges begin to filter through. At the same time, manufacturers are offering competitive new car deals —particularly on BEVs— as they push for market share and work towards their VETS targets. However, any impact on used values is unlikely to be felt until April at the earliest, and even then, any downward pressure is expected to be moderate.

March has historically been a stable month for used values, with an average movement of -0.4% since Cap Live began in 2012, improving to -0.2% when excluding the COVID-affected years. There's no reason to expect any major deviation from this trend, especially with supply constraints still in play and Easter falling later than usual. Robust, stable and resilient are all superlatives that will still be used heavily to describe the market for at least the next six weeks.

Cap Live values will continue to adjust beyond the monthly deadline, with further refinements expected in the final days of February and into March. In a fast-moving market, monthly figures can quickly become outdated, making real-time tracking of trade values essential for staying ahead of trends. As illustrated by the electric vehicle market in particular, averages alone do not provide the full picture, reinforcing the importance of Live values in making informed buying and selling decisions in the used market.

Current used valuations March 2025 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	0.8%	1.3%	1.4%	2.2%
Supermini	0.6%	0.9%	1.3%	1.7%
Lower Medium	0.9%	0.9%	1.4%	2.6%
Upper Medium	(0.4%)	(0.2%)	0.9%	1.6%
Executive	0.1%	0.2%	0.8%	1.4%
Large Executive	(1.0%)	(0.4%)	0.3%	0.2%
MPV	(1.7%)	(0.8%)	(0.0%)	0.5%
SUV	0.2%	0.3%	0.4%	1.3%
Convertible	0.4%	1.2%	1.0%	1.4%
Coupe Cabriolet	1.5%	2.0%	2.5%	3.3%
Sports	(0.1%)	(0.0%)	0.0%	0.3%
Luxury Executive	0.0%	0.0%	(0.1%)	0.0%
Supercar	(0.7%)	(0.6%)	(0.3%)	(0.2%)
Overall Avg Book Movement	**0.1%**	**0.4%**	**0.8%**	**1.7%**

( ) Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small		4.8%	3.7%	2.3%
MPV Medium	(0.8%)	(0.6%)	0.1%	0.6%
MPV Large	(2.3%)	(1.3%)	(0.5%)	(1.2%)
SUV Small	0.9%	0.7%	0.3%	1.0%
SUV Medium	0.2%	0.4%	0.7%	1.7%
SUV Large	(0.2%)	(0.0%)	(0.4%)	(0.1%)

( ) Denotes negative percentages

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Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
AUDI Q2 (16-)	200	750	530
FIAT PANDA (12-)	350	500	422
JAGUAR I-PACE (18-)	(1,700)	(1,400)	(1,562)
MAZDA MX-5 (15-)	600	750	670
MERCEDES-BENZ E CLASS (16-24) DIESEL	900	1,400	1,118
MINI COUNTRYMAN (17-23) HYBRID	(700)	-600	-658
PEUGEOT 3008 (16-25) DIESEL	350	400	375
TOYOTA PROACE VERSO (16-23) DIESEL	(1,400)	(950)	(1,088)
VOLKSWAGEN ID.3 (20-24) Electric	(400)	(250)	(330)
VOLKSWAGEN TIGUAN (16-24)	350	700	522

( ) Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
BMW 2 SERIES CONVERTIBLE (14-21)	600	900	716
BMW I3 (13-22)	(550)	(100)	(231)
FORD TOURNEO CONNECT (13-22) DIESEL	300	400	338
KIA SPORTAGE (15-22) DIESEL	250	400	325
LAND ROVER DISCOVERY (16-) DIESEL	(800)	(600)	(700)
LAND ROVER RANGE ROVER VELAR (17-) DIESEL	400	550	487
MERCEDES-BENZ E CLASS COUPE (16-23) DIESEL	(850)	(650)	(740)
PORSCHE TAYCAN (19-) Electric	(1,500)	(900)	(1,167)
VAUXHALL CROSSLAND X (17-)	200	250	217
VOLVO XC90 (14-) HYBRID	550	600	591

( ) Denotes negative value