

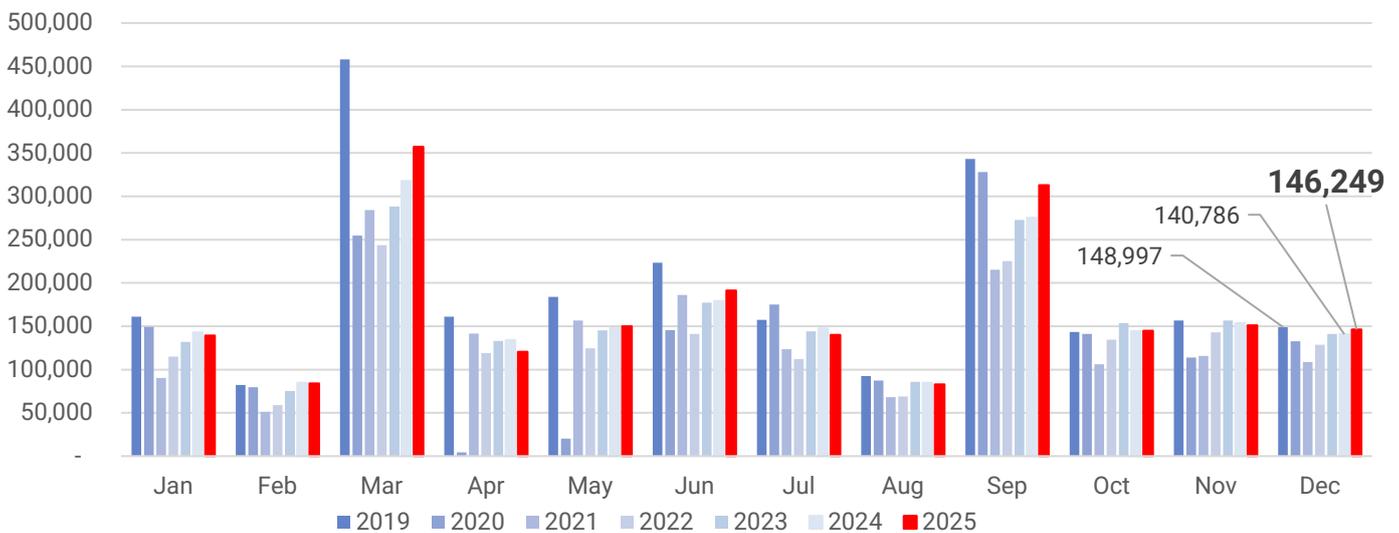
February 2026

Car market overview

This monthly report provides an update on the UK’s new and used car markets. It covers new car registrations up to the end of December 2025 and outlines current used car activity as of the time of writing. All data is accurate as of 26th January 2026.

New car sales

December 2025 ended on a high for the UK car market, with 146,249 registrations, up 3.9% on the same month in 2024. It was also the strongest December since 2019, coming in just 1.84% below that pre-pandemic benchmark according to the Society of Motor Manufacturers and Traders (SMMT)



Source: SMMT

Private buyers played a key role in December’s strong performance but it was battery electric vehicles (BEVs) that stood out, capturing 32.2% of the market, which was the only time in 2025 that the Zero Emission Vehicle (ZEV) mandate target of 28% was exceeded.

While December’s impressive results led to speculation that some manufacturers may have turned to short-cycle channels to hit month and year-end targets, this did not materialise. Registrations through these channels were actually down 40% compared to last year and 61% lower than December 2019. There were reports of a late push by some manufacturers in the final days of the year, and with private retail registrations up by 16%, we will be watching closely to see if these translate into pre-registrations in the coming months.

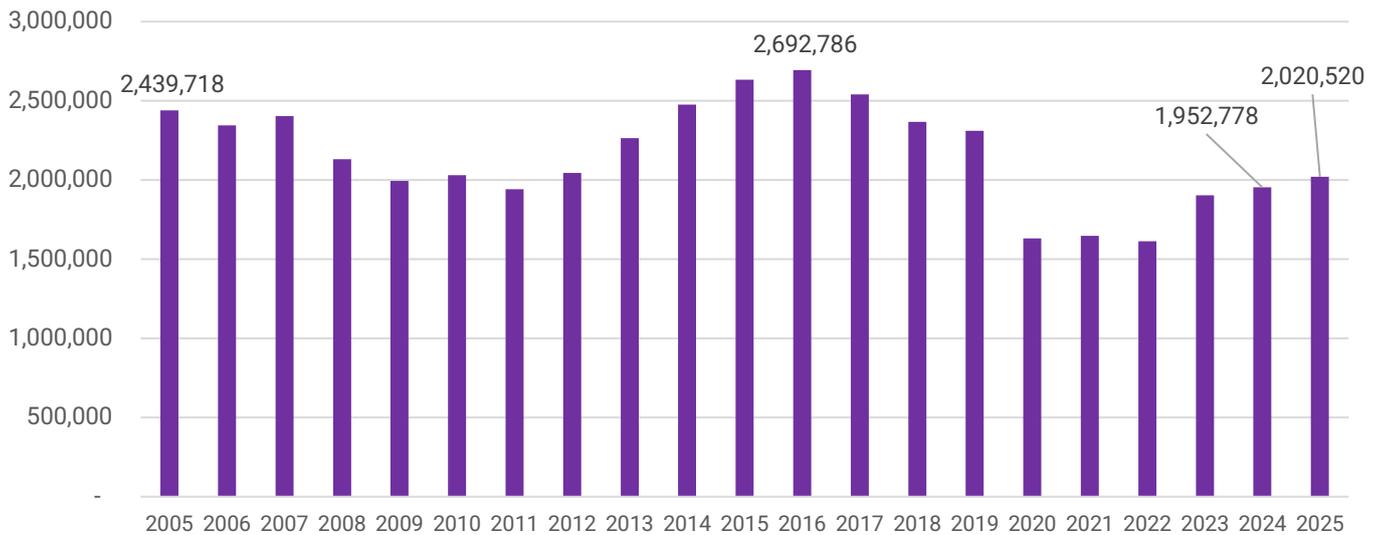
With 2025 now complete, we can reflect on what the year meant for new car registrations. It marked a significant milestone for the UK market, delivering a third consecutive year of growth and surpassing the two-million mark for the first time since the pandemic. According to the SMMT, 2,020,520 new vehicles were registered during the year, an increase of 3.5%, equivalent to an additional 67,742 units.

However, when compared to what many still regard as the last ‘normal’ year before the pandemic and subsequent supply chain challenges, the market remains 13% lower. For further perspective, 2016 was a record year for new car registrations, and 2025 finished 25% down on that peak.

All sales channels contributed to this growth. Private demand showed signs of recovery after a difficult 2024, rising 4.5% to 779,587 units, although it still accounted for just 38.6% of total registrations. Fleet activity also strengthened, increasing by 2.6% to 1,194,545 units, while business purchases saw the sharpest rise, up 8.8% to 46,388 units. Looking back to 2019 for context, fleet continues to show the strongest recovery, now only 3% below pre-pandemic levels, while private registrations still lag behind, down by 23%.

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By cap hpi



Source: SMMT

Volkswagen maintained its market leadership with an 8.84% share, while German premium manufacturers BMW (6.07%) and Audi (5.5%) continue to hold strong positions alongside Ford (5.89%) and Kia (5.61%), rounding out the top five by volume. Yet beneath this seemingly stable hierarchy, the market is experiencing fundamental change from Chinese manufacturers, who now collectively command around 10% of the UK market, a remarkable achievement that would have seemed unlikely just a few years ago.

The scale of this shift becomes clear when examining individual brand performance. BYD's explosive 485% year-on-year growth marks it as perhaps one of the most dynamic disruptors, having established a 2.54% market share with strong momentum. MG has gone even further, firmly embedding itself as a mainstream choice with 4.21% share, now selling more vehicles than established names like Vauxhall or Renault. The Chery Group has taken a different approach, deploying a multi-brand strategy across Jaecoo, Omoda, and Chery to capture a combined 2.65% share that actually exceeds BYD's individual total. Beyond these leaders, smaller players (for now) such as Leapmotor, Xpeng, and Changan are beginning to gain traction, signalling that Chinese influence is broadening and deepening across multiple price points and segments.

According to the latest figures from the SMMT, electrified vehicles came close to taking a majority share of the UK market in 2025, driven by a strong surge in the final quarter. Hybrid electric vehicles (HEVs) delivered steady growth, with volumes up 7.2%, giving them a 13.9% share of the market. Plug-in hybrids (PHEVs) were the fastest-growing powertrain, jumping 34.7% year-on-year to account for 11.1% of all registrations.

Battery electric vehicles (BEVs) maintained strong momentum in 2025, with 473,348 registrations, more than the combined total for 2021 and 2022. As pointed out by the SMMT, this increase is set to position the UK as Europe's second-largest EV market by volume. BEV market share climbed to 23.4%, a notable increase, but still short of the Vehicle Emissions Trading Scheme (VETS) target of 28%, underlining the gap between ambition and reality.

According to the SMMT, the average new-car CO₂ emissions fell by 10.1% year on year to 91.8g/km. This reduction will help some manufacturers meet compliance targets through the flexibilities built into the VETS framework, and it may also explain the strong growth in PHEVs over the past 12 months. However, the challenge ahead is significant. From this year, VETS requires BEVs to make up one in three new car registrations, which, when stated in those terms, is a very ambitious target.

Manufacturers have invested heavily to expand choice, and the SMMT highlight that more than 160 BEV models were available by the end of 2025, up from just over 130 at the start of the year, with at least 60 more expected in 2026. Despite this growing range, BEV uptake increased by only 23.9%. The reintroduction of the EV grant provided some support, but eligibility remains limited, with only around a quarter of models qualifying for any level of incentive. To stimulate demand, manufacturers have absorbed significant costs, offering deep discounts and additional benefits such as free home chargers and complimentary public charging miles. With the VETS target rising to 33% this year, meaning even more BEVs will need to be registered if the overall market continues to grow, it is hard to see how this

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level of support can remain sustainable in the long term. Adding to the challenge, the announcement of a new 'e-VED' tax on EVs from 2028 risks sending mixed signals to consumers, undermining confidence at a critical time.

Our final focus in this section is on registrations within the rental short-cycle channel over the past year. This segment continues to mirror the broader market trend, with 2025 marking the third consecutive year of growth. Year-on-year volumes rose by 25%, equating to 133,550 vehicles registered, an increase of approximately 26,671 cars. This makes 2025 the strongest year for registrations in this channel since 2019.

However, context remains critical: despite this progress, volumes are still 37% below 2019 levels. It is important to emphasise that vehicles registered through this channel are not inherently negative, provided OEMs and their partners have robust remarketing strategies in place. The key is to avoid over-indexing registrations in specific channels and have a good model mix. While the new car market remains highly competitive, there is often a temptation to leverage this channel to meet sales targets at various points throughout the year. Looking ahead, it will be interesting to see whether 2026 delivers a fourth consecutive year of growth.

It is highly encouraging to see the new car market continuing its positive recovery following the subdued registration levels during the pandemic. This rebound will lead to greater supply in the used market over the coming years, which will be welcomed by many in the remarketing sector.

However, the pace of change within the industry is striking. The growth of new entrants is forcing established OEMs to fight hard to maintain market share, all while navigating an ever-changing landscape of mandates, regulatory requirements, and legislative shifts. The coming year will demand resilience and strategic agility as manufacturers balance compliance, competitiveness, and innovation in a market that shows no signs of slowing its evolution.

Used car retail activity

Used car retail activity in December proved more challenging than many expected, with several noting that the traditional Christmas slowdown arrived earlier than usual. As seen across other retail sectors (not just automotive), the late-November Budget appeared to dampen buyer appetite. Concerns over household income and uncertainty surrounding potential policy changes, which had been drip-fed since late August, continued to erode consumer confidence.

When the Budget was finally announced it was less severe than feared, though ongoing tax changes and freezes still pose risks to future spending power and add to overall uncertainty, particularly against the backdrop of weak economic growth forecasts. By the time details were confirmed, most consumers had already shifted their focus to Christmas and holiday spending.

With this context, attention turned to the post-Christmas period and into January, as the industry watched closely to see whether activity would rebound and deliver the anticipated "bounce." As hoped, the period between Christmas and New Year, along with the start of 2026, began on a positive note, with used car retail activity showing clear improvement compared with the quieter months of November and December. Enquiries were steady immediately after Christmas and into the short first week of January and activity remained healthy through the second week. Some retailers reported a slight softening as people returned to work and children went back to school, and storm Gorette affected footfall in some areas. Even so, the typical January release of pent-up demand from consumers who delayed purchases over the festive period helped support early-month performance.

Since then, many retailers reported meaningful improvements in sales performance, with January shaping up to be significantly stronger than the closing weeks of 2025. Several described December as a "hangover" from the Budget and Christmas, with demand now tracking back toward more normal seasonal patterns. All price bands were selling well for many operators, along with most vehicle sectors. When looking at the average days to sell for January, we've seen a slight uptick in this metric compared with December, but this is broadly in line with the patterns we typically see at this point in the year.

A clear trend across the sector was that sourcing stock became increasingly difficult. For some retailers entered the month believing they had bought enough for January, yet sales activity quickly outpaced their rate of replenishment. Clean, well-presented cars proved particularly hard to secure. Buyers travelled more frequently and bid more

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assertively, and competition in the trade market remained strong, with franchised dealers returning in greater numbers and physical attendance increasing.

Retail pricing remained firm, with several retailers even edging up prices on recently acquired stock. Our retail advert database supports this, showing that the average advertised price rose by around circa 4% over the month. Some retailers reversed their December reductions and reset vehicles back to day-one advert levels without experiencing any slowdown in sales. Maintaining margin continued to be a priority, and the stronger wholesale environment helped underpin firmer pricing. While over-age units were still adjusted where necessary, fresh-to-market stock consistently performed well.

EV demand also strengthened, with enquiries rising across key models such as Tesla Model 3 and Model Y. BEVs continued to outperform other fuel types, remaining the fastest-selling category and averaging around seven days quicker to sell than comparable petrol models.

Overall, January sentiment pointed to a healthier and more confident used car retail market. Retailers were busy, stock was turning, and sentiment was noticeably stronger than in late 2025. The main challenge continued to be sourcing the right stock, and many expected buying conditions to tighten further as January progressed.

Used car remarketing activity

The remarketing arena also proved challenging in the final quarter of 2025, particularly through November and December. Prices and conversion rates came under pressure as retailers became more selective, driven by higher-than-planned used stock levels heading into year-end. With consumer demand subdued and a strong focus on managing stock positions, vendors were forced to adjust their strategies. The year closed with conditions favouring buyers over sellers.

The days immediately following Christmas were once a quiet period for the remarketing industry, with only the occasional auction taking place during the three working days before New Year. However, the rapid rise in online auctions, accelerated by the COVID pandemic, has transformed this landscape. Retailers can now purchase stock from home or office, and some auction platforms even reported buyers logging in on Christmas Day to secure vehicles using the "buy now" functionality.

As a result, sold volumes during this period were broadly in line with last year, which was around 50 percent higher than in 2019. Encouragingly, performance against Cap values also showed a slight improvement during the three days between Christmas and New Year, providing some early optimism as the industry moved into January.

The first week of the month saw the wholesale market begin to warm up, with many vendors and buyers reporting stronger levels of competition that had been largely absent in December. Buyer activity picked up noticeably, although many remained selective about the stock they were willing to take on. Overall, conditions felt improved compared with what had been a challenging end to the year.

As is typical for early January, much of the available stock consisted of re-entries from December, with only limited fresh volume coming through. Encouragingly, these re-entries were now selling, despite having struggled to attract interest before Christmas. Heading into the month, many expected the market to heat up properly in the second week, and the key question was whether those predictions would play out.

As it turned out, conditions continued to improve throughout the second week, with conversion rates strengthening and overall performance edging up, even though the market remained in a warming phase rather than moving into full acceleration. Selectivity persisted, particularly where supply on certain models was more plentiful, but buyer engagement had been building steadily. Many remarketers reported that buyers who stepped away late last year had now returned, including franchised dealers who were largely absent through the final months of 2025. After closely managing their year-end stock positions, many retailers are now on the other side of that process, and their appetite to replenish and buy stock has continued to grow.

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By mid-month, late-2025 re-entries had become scarce, allowing buyers to shift their focus toward newer stock. Selectivity persisted where supply on certain models was heavier, with cleaner, well-presented vehicles continuing to attract the strongest competition.

As the month progressed, industry feedback pointed to a broadly upbeat market, with several auctions and direct remarketers reporting day-to-day improvements. Toward the end of the month, conditions strengthened further. Buyer appetite remained robust, particularly for retail-ready cars, while cars up to around £12,000 were in strong demand, and in some areas even BEVs were moving quickly despite healthy supply.

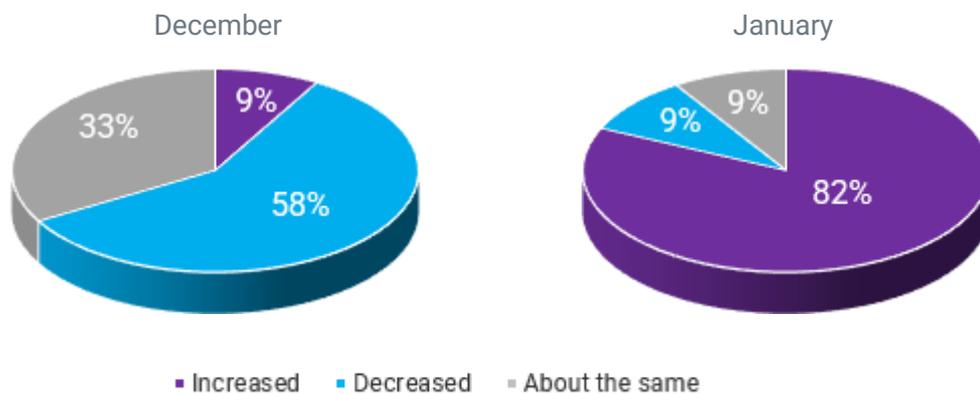
With improved market conditions vendors began lifting prices, especially those who had cleared much of their stock toward the end of 2025 by pricing to market. The bargains available only a few weeks ago have now largely disappeared, yet retailers continue to replenish their forecourts, albeit at higher purchasing costs.

Conversion rates at the end of December averaged between 55% and 60%. By the end of the second week this month, they had risen to around 70%. This improvement was reflected in the volume of wholesale data we received, which was tracking 10% higher than the same period last year. As we reached the end of the month, the picture continued to improve, with average conversion rates finishing close to 80%, and some sales achieving even higher levels.

In summary, January has shaped up to be a strong month, with conversions improving and buyer engagement continuing to build as we moved through the month. The month began with slightly more stock available than in recent years, but many auctions are now seeing volumes tighten, creating a more competitive environment as buyers remain keen to secure stock.

Thanks again to the auction houses that respond to our survey, the results of which always make interesting reading and this month are particularly positive:

How do your current stock levels compare to last month?

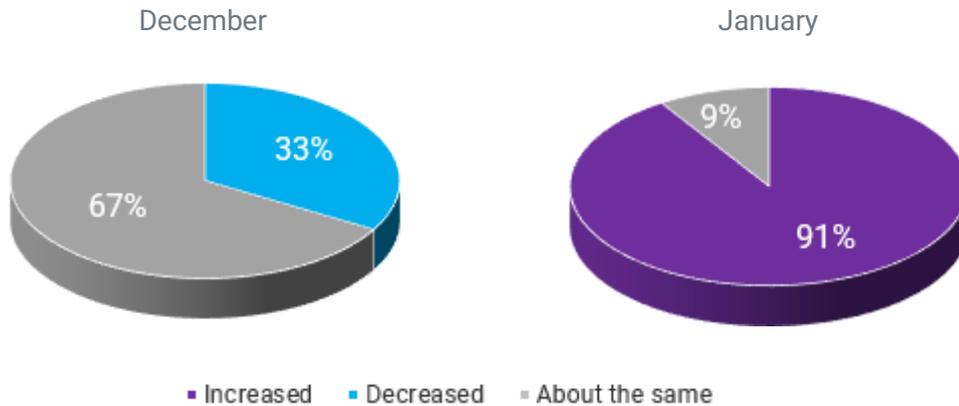


Over four-fifths of respondents reported rising stock levels in January, a sharp reversal from December when more than half of auctions were still seeing volumes decline. January typically brings additional volume as year-end registration activity feeds through and more part-exchange vehicles enter the wholesale arena, and this year is no exception. Some vendors also held back stock late last year in the hope that selling in the new year would yield better results, adding further to the increased availability. With 82% reporting higher stock levels, auctions are benefiting from healthier throughput, helping to underpin the stronger wholesale performance seen throughout the month.

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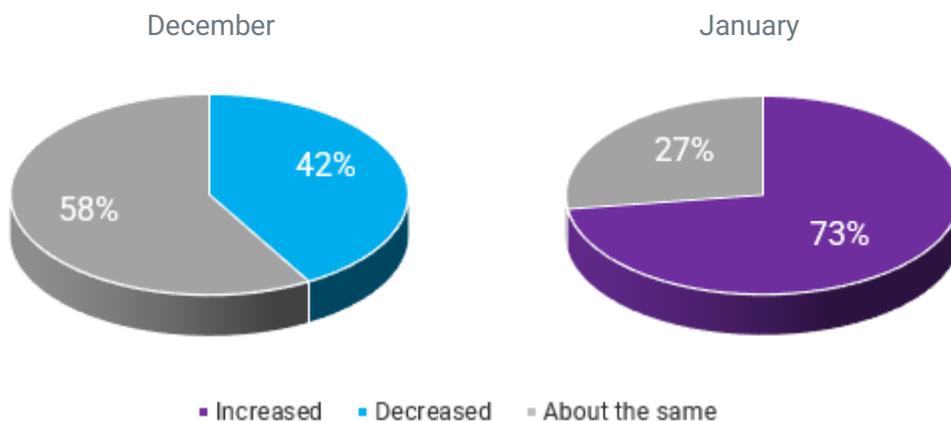
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How does your current overall demand compare to last month?



Demand has rebounded even more sharply than supply, with 91% of respondents reporting an increase in January compared with none in December. Last month, two-thirds of auctions said demand was broadly flat and a third reported a decline, reflecting the quiet and highly selective trading environment that characterised the end of 2025. The shift this month is significant: stronger retail activity, returning buyers and improved confidence have all contributed to a far more buoyant wholesale market. With only 9% reporting conditions as unchanged and none seeing a further drop, the demand backdrop entering 2026 is markedly more positive, supporting the stronger conversion rates and healthier competition seen throughout January.

How do your conversion rates compare to last month?



Conversion rates have also improved for the vast majority of respondents, with only a very small minority seeing no change. This marks a strong turnaround from December, when almost half reported declines as buyer activity softened. It's a really positive picture for the auction environment, with retailers now actively restocking to meet rising retail demand and helping push conversion performance firmly back in the right direction.

Used cars – trade values

Against a relatively positive backdrop across both the trade and retail markets, the key question is whether the January bounce has translated into used value performance. After three consecutive months of reductions at the three-year point (1.1%, 1.9% and 1.7%), the movement this month, as we head into February, has been far more stable. Cap Live changes throughout January have resulted in an average movement of just minus 0.2%, equivalent to around £50 on average.

Had the monthly deadline fallen just a couple of days later, it is highly likely the reported movement would have been either level or a small positive. Values dipped as low as minus 0.4% at earlier in the month and began to improve noticeably from the week beginning the 18th. Cap Live subscribers may see this reflected in the figures over the

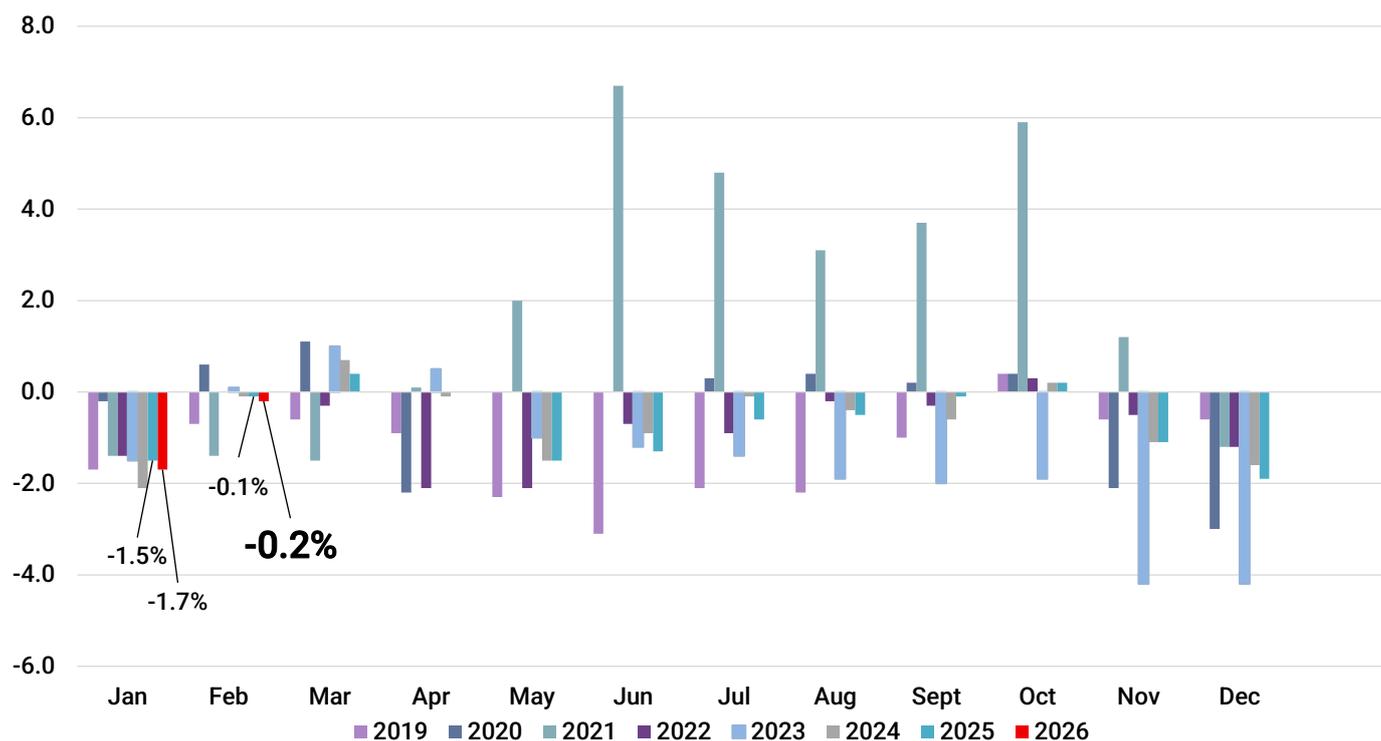
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coming days, with some already noticing the improvement between the writing of this overview and the monthly publication date.

The idea that values tend to rise in January is largely a misconception. Since Cap Live was introduced in 2012, the average movement for this period, excluding the two covid-impacted years of 2020 and 2021, has been almost flat at minus 0.2 percent. Only three years have recorded a positive February movement: 2012 at 0.5 percent, 2020 at 0.6 percent and 2023 at 0.1 percent. The weakest result came in 2019, when values fell by 0.7 percent. This means that January's performance is very much in line with the historical seasonal pattern.

Monthly percentage movements in Live valuations (3-years, 60k miles) – Februarys 2026 figure depicts January 2026's Cap Live



Values did fall slightly more at younger ages, with a 0.3% at decline at one year and 10,000 miles, which is equivalent to around £140. At older ages, the picture was marginally more positive, possibly reflecting where retailers are focusing their buying strategies as they look for cars that offer strong value for money. There was no movement at five years old, and a 0.9 percent increase at ten years, which equates to values rising by around £30 on average.

Continuing this theme and looking at movements by trade price banding, it has been vehicles under £10,000 that have seen the strongest demand. On average, values for cars in the £5,000 to £10,000 bracket increased by 0.4 percent, equivalent to around £25, while those under £5,000 rose by 0.9 percent, or roughly £35. Older petrol and diesel models performed particularly well in this area of the market. In contrast, BEVs and hybrids, although lower in volume, came under slightly more pressure.

Tracking performance by fuel type has been particularly interesting. At the three-year point, the best-performing fuel type was hybrid, posting a slight increase of 0.1%. Petrol and diesel values saw only negligible reductions of 0.1%, equivalent to roughly £25 and £10 respectively. Plug-in hybrids and BEVs, however, moved back by 0.6%, which works out at around £140 for both of these electrified vehicle types.

There remains plenty of focus on BEV performance in the used market, and while values have started the year on a negative footing, there are some encouraging signs. BEV supply has been noticeably higher throughout January, with volumes in the first two weeks tracking 43% above the same period in 2025. They also continue to make up a growing share of the sold data up to four years old, rising from 16.7% last year to 18.8% this year. Despite this increase in volume, values have not fallen to the same extent as in 2025, when BEVs declined by 1.1%. In fact, this year has also

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outperformed 2024, when reductions reached 1.8%, and 2023, when falls were 6.6%. The market feels far more balanced than in recent years. It is worth remembering that in 2023, movements in the first five months were close to minus 30%, and that was with less volume than we are seeing now. Of all the BEV models that we value at the 3 year point 42% saw values increase or stay level, while 58% were subject to reductions. Noticeable movers for BEV include the Nissan Leaf (2%/£150), Vauxhall Corsa (1%/£80), Tesla Model 3 (-2.2%/£365) and Subaru Solterra (-4.1%/£550).

Looking at performance by sector, we see three very different areas sharing the strongest results for January. City Car, Executive and Supercar all recorded average positive movements of 0.4%, equivalent to approximately £30, £100 and £1,085 respectively. A full list of sector movements can be found at the end of this overview, along with selected notable movers. At the other end of the table, the weakest-performing sector was Luxury Executive, with an average decline of 1.1% or around £1,060. Upper Medium and Large Executive tied for second-weakest, each recording a movement of -0.6%, which equates to reductions of roughly £110 and £200 respectively. Convertibles recorded a seasonally strong movement of -0.2%, while Coupe Cabriolet values remained flat.

Finally, reviewing the performance of some of the mainstream sectors not already mentioned, and again referencing the three-year, 60,000-mile profile, Supermini values on average remained level. However, there were noticeable differences by fuel type. Hybrids were the strongest performers, with models such as the Honda Jazz increasing by 2.9% and the Mazda 2 by 1%. In contrast, EVs were the weakest, driven largely by reductions of 3.9% for both the Peugeot 208 and the Mini Cooper Electric.

The Lower Medium sector recorded a slight increase of 0.1%, but as with Superminis there was considerable variation by fuel type. BEVs were down 0.5%, while petrol and diesel values remained level. Hybrids were the strongest performers, supported by increases of 3.3% for the Toyota Corolla and 1.9% for the Hyundai Ioniq. MPVs also reduced by an average of 0.1%, while the Sports sector was just behind at a movement of -0.2%.

SUVs were arguably one of the most volatile sectors in the final quarter of 2025, with movements of -1.9% and -2.0% in the last two months of the year. This was mainly driven by an increase in supply entering the used market, particularly among small to medium-sized models. With healthy volumes available across many wholesale platforms on a daily basis, buyers were able to be highly selective, which added further downward pressure on values. While volumes for SUVs continue to be plentiful for certain models, there has been a more positive picture throughout January as demand has increased, some of the models that were under most pressure at the end of last year now look really good value for money. The average movement moving into February is -0.3%, with large SUVs remaining level, while small SUVs are down -0.3% and medium models have fallen by -0.4%. As with other sectors, there has been plenty of nuance by fuel type. BEV and PHEV models fared the worst at -0.9%, diesel slipped slightly at -0.2%, and petrol remained level. Some notable performers this month include the Nissan Qashqai at 1% (£120), Ford Puma at 2% (£225), Suzuki S-Cross at 2.9% (£320), Land Rover Discovery Sport Hybrid at -3.1% (£710) and Peugeot 3008 Diesel at -3.7% (£475).

Overall, January has delivered a clear improvement compared with the final months of last year in terms of used car value movements. The market has strengthened as the month has progressed, with conditions far more stable and some sectors even showing modest growth. As we head into February, the market feels like it's in a healthy place.

What next?

Last month, our prediction was:

“Over the past five years, the average movement at the three-year-old point in our Live product during January has actually been a slight drop of 0.3%. Taking a longer-term view—back to 2012 when Cap Live was introduced—the average change is -0.2%. The most significant shift came in January 2021 at -1.4%, following a turbulent winter marked by tiered lockdowns over the festive period—thankfully now a distant memory. Last year’s change was minimal at -0.1%.

This time around, we expect movements to align more closely with the longer-term seasonal average. From our discussions with retailers and remarketers, the consensus is that consumers will be back out buying as early as Boxing Day, keen to take advantage of post-holiday sales. This should, in turn, prompt retailers to replenish stock, creating competition in the wholesale market.”

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Looking ahead, we do not anticipate a downturn in fortunes. January has strengthened as the month progressed, with notable momentum in the final week and a half. Last year, values in Cap Live rose by 0.4% for the March publication before easing slightly by 0.1% heading into April, and a similar pattern over the coming months would not be surprising. However, with volumes expected to be slightly higher this year and Easter falling very early in April, market conditions may soften sooner than usual. For reference, the average Cap Live movement from February to March at three years and 60,000 miles is 0.4%, and we expect this year to follow a broadly similar trajectory.

Cap Live values continue to adjust beyond the monthly deadline, and during the final days of January and into February, subscribers are likely to notice small upward movements in many values. In a fast-moving market, monthly figures can become outdated almost as soon as they are published, highlighting the importance of real-time data.

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Current used valuations February 2026 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	(0.0%)	0.4%	1.3%	1.5%
Supermini	0.2%	(0.0%)	(0.0%)	1.6%
Lower Medium	(0.3%)	0.1%	0.2%	0.8%
Upper Medium	(0.4%)	(0.6%)	(0.3%)	0.8%
Executive	0.3%	0.4%	0.9%	1.0%
Large Executive	(0.5%)	(0.6%)	(0.5%)	(0.8%)
MPV	(0.3%)	(0.1%)	0.3%	1.6%
SUV	(0.4%)	(0.3%)	(0.2%)	0.4%
Convertible	(0.0%)	(0.2%)	(0.3%)	0.1%
Coupe Cabriolet	(0.8%)	0.0%	2.2%	2.6%
Sports	(0.3%)	(0.2%)	(0.0%)	0.1%
Luxury Executive	(1.0%)	(1.1%)	(0.8%)	(1.5%)
Supercar	0.0%	0.4%	0.3%	0.5%
Overall Avg Book Movement	(0.3%)	(0.2%)	0.0%	0.9%

() Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small			4.1%	1.7%
MPV Medium	(1.0%)	(0.5%)	0.2%	1.9%
MPV Large	0.1%	0.3%	0.1%	0.4%
SUV Small	(0.2%)	(0.3%)	(0.5%)	0.7%
SUV Medium	(0.6%)	(0.4%)	(0.2%)	0.4%
SUV Large	(0.1%)	(0.0%)	0.1%	0.6%

() Denotes negative percentages

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Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
ABARTH 500C/595C/695C (10-25)	300	400	363
AUDI Q5 (16-25) DIESEL	550	700	650
BMW 5 SERIES (16-24)	(1,600)	(1,100)	(1,345)
LAND ROVER DISCOVERY (16-) DIESEL	(1,100)	(800)	(1,000)
LAND ROVER DISCOVERY (16-24)	800	900	866
POLESTAR 2 (19-) Electric	550	750	668
SUZUKI SWIFT (17-24)	450	450	450
TESLA MODEL Y (21-25) Electric	(1,000)	(550)	(733)
VOLVO S90/V90 (16-25) DIESEL	1,150	1,300	1,216
VOLVO XC90 (14-) HYBRID	(1,500)	(400)	(700)

() Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
BMW 4 SERIES CONVERTIBLE (20-)	650	850	720
CITROEN C1 (14-22)	350	375	366
MERCEDES-BENZ E CLASS COUPE (16-23) DIESEL	900	1,050	970
MINI COUNTRYMAN (17-24)	(450)	(250)	(324)
PEUGEOT 3008 (16-25) DIESEL	(500)	(450)	(475)
PEUGEOT TRAVELLER (16-24) DIESEL	500	700	635
PORSCHE BOXSTER (16-)	550	900	725
TESLA MODEL 3 (19-24) Electric	(400)	(350)	(366)
VOLKSWAGEN ID.3 (20-24) Electric	(300)	(200)	(245)
VOLKSWAGEN TOURAN (15-)	(400)	(350)	(375)

() Denotes negative value