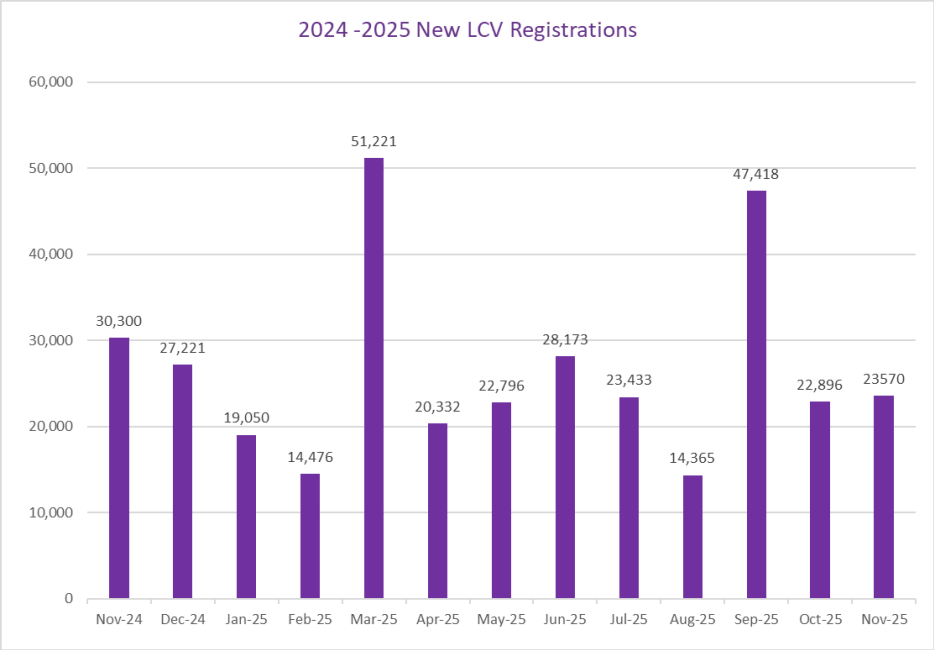
January 2026

LCV market overview

New LCV registrations down by 36,883 - year to date

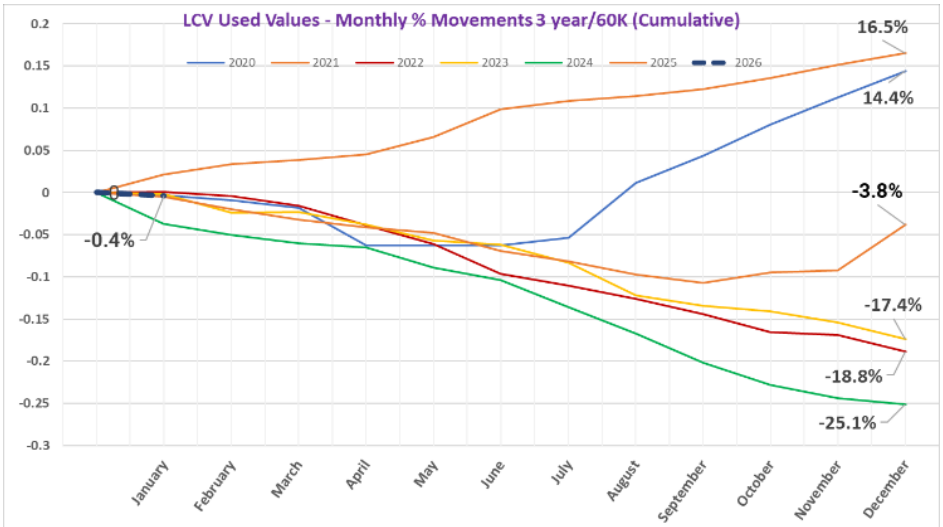


There were 23,570 new LCVs registered in November which is down by -22.2% month on month, according to the latest report from the SMMT. Compared to November 2024, there were 6,730 fewer registrations than in November 2025.

Year to date, new LCV registrations were down by 36,883 (11.4%) compared to the same period in 2024.

Used light commercial vehicle cumulative guide price movements 3 years/60k (all sectors)

Used LCV guide prices down on average by -0.4%



This chart highlights the sharp fluctuations in guide price movements between 2020 and 2025. Prices peaked 2020 and 2021 during the height of the COVID-19 pandemic, before declining to more sustainable levels by late 2023. The upturn in prices is clearly evident in 2025 as the market reacted to stock shortages. The purple dotted line represents the cumulative guide price changes we've made as of January 2026 (-0.4%).

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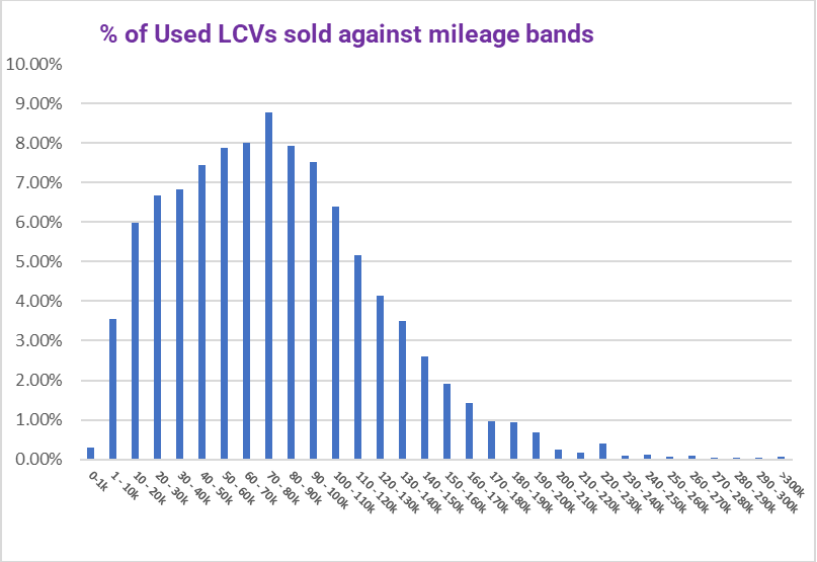
Commercial editorial

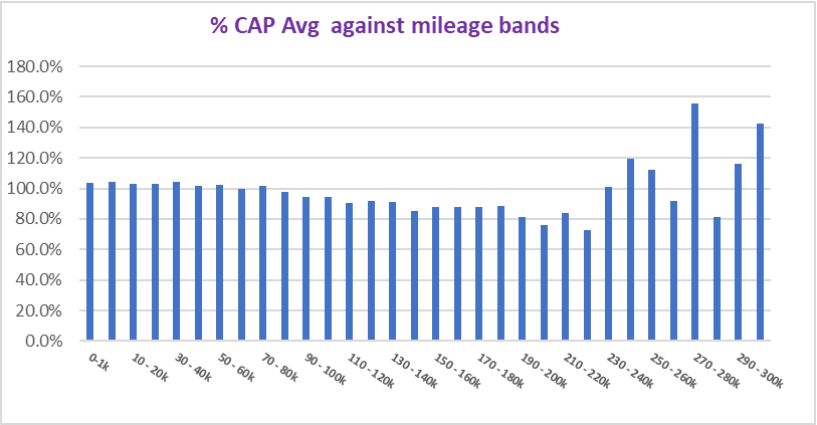
By cap hpi

Indicative guide price movements by sector

Sector	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
City Van	1.7%	-0.6%	-1.2%	-1.2%	-2.0%
Small Van	-0.5%	-0.2%	-0.3%	-0.2%	-0.2%
Medium Van	-0.4%	-1.2%	-1.5%	-1.6%	-2.0%
Large Van	0.3%	0.2%	0.2%	0.2%	0.3%
Chassis - Derived	-1.0%	-1.0%	-1.0%	-1.0%	-1.1%
All Terrain Lifestyle	-1.4%	-2.0%	-1.4%	-1.4%	-1.4%
All Terrain Workhorse	0.4%	0.4%	0.3%	0.6%	0.9%
Mini-bus	-4.0%	-4.0%	-3.9%	-4.0%	-4.0%
Vat Qualifying	-2.0%	-3.0%	-4.1%	-5.9%	-6.3%

High mileage vehicles





This chart illustrates the distribution of used LCVs sold across mileage bands ranging from 1,000 to 300,000 miles, segmented into 10,000-mile intervals.

In November, 64% of the research data achieved an average of 102% of CAP. Vehicles with mileages between 100,000 and 230,000 accounted for 35% of the data and averaged 86.9% of CAP, while the remaining 1%—those between 240,000 and 300,000 miles—achieved an impressive 115% of CAP.

A comparison of both charts indicates that mileage depreciation trends generally align with market sentiment. However, it is important to note that while mileage significantly influences a vehicle's value, condition plays an equally critical role. Higher-mileage vehicles typically exhibit more wear and damage, raising questions about whether they should be benchmarked against CAP Below values.

Another key observation is the disparity in average selling prices. The 64% segment previously mentioned achieved an average price of £12,559, whereas the remaining 36% averaged just £3,357. This difference underscores the limited monetary significance of the lower-value group despite its volume.

For what it's worth

New LCV market – will we see a miraculous recovery by year end?

Although this is the January edition, a full picture of 2025 won't be clear until December's data is finalised. So far, new LCV registrations are down 11.4% compared to 2024, equating to 36,883 fewer 2025 registered LCVs on the roads.

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By cap hpi

New registrations have declined month after month, raising questions about whether vehicle manufacturers have adjusted their production schedules and sales targets, or will there be a late-year rebound. In early 2026, will the market be flooded with pre-registered vehicles offered at heavily discounted prices, potentially clashing with guide prices and effectively de-valuing used LCV stock on the forecourts.

Widespread shortages of used LCV stock prevails

Auction officials continue to report a significant and widespread shortage of used LCV stock across the UK, prompting major buyers to secure vehicles early for anticipated retail demand in the new year. As always, clean, ready-to-retail vehicles command the highest prices, while dealers with their own repair facilities are increasingly purchasing damaged vehicles if reserve prices are sensible. However, vehicles with major mechanical or electrical issues remain hard to sell, and potential wet belt problems on certain high-mileage vehicles continues to quell buyer confidence.

Trade buyers appear more willing to purchase higher-mileage LCVs, which now make up a significant share of available stock. This trend may reflect recent changes we've made to mileage depreciation rates, making these vehicles better value, or simply the scarcity of popular models driving demand despite mileage.

January plate added in this edition

This month sees the introduction of the January plate, which of course is not a physical plate as such, but it's a significant milestone in terms of the vehicle remarketing calendar. It marks the start of a new registration year and applies to any vehicles registered on or after 1st of January.

We all tend to use the plate year to describe vehicles, and it is fair to say that a 2026 plate is more desirable than a late 2025 plate, even if the actual age difference is only small. Although outwardly it is exactly the same as the preceding September plate, the perceived desirability of a used LCV on a January plate translates into a higher value, even if mileage and condition are similar. However, from a retail buyer's perspective there can be a considerable saving when buying a late September plate over a January plate vehicle.

This month's guide price movements

LCV Sector	3Yr60k	Overall
Micro Van		6.0%
City Van	-1.2%	-1.0%
Small Van	-0.3%	-0.3%
Medium Van	-1.5%	-1.4%
Large Van	0.2%	0.2%
E City Van	-1.1%	-0.9%
E Small Van	-3.2%	-3.3%
E Medium Van	-0.9%	-0.8%
E Large Van	-0.7%	-0.6%
E Chassis - Derived	-1.0%	-1.0%
E 4x4 Pick-up Lifestyle SUV		1.9%
E Mini-bus		-1.0%
E Vat Qualifying	-1.0%	-1.0%
Over 3.5T	1.0%	1.0%
All Terrain Workhorse	0.3%	0.5%
Forward Control Vehicle	-1.0%	-1.0%
Chassis - Derived	-1.0%	-1.0%
All Terrain Lifestyle	-1.4%	-1.5%
Mini-bus	-3.9%	-4.0%
Vat Qualifying	-4.1%	-4.5%
Overall Average Movements	-0.4%	-0.4%

Guide prices have decreased by an average of 0.4% for 3-year/60K plates and overall. The charts and tables below provide a clear overview of these movements. We recommend using the guide to verify prices for specific models, as details can vary.

Indicative Adjustments – January 2026 Edition

Most sectors required only minor changes, reflecting a largely stable market. However, more significant adjustments were applied to electric Small Vans, Minibuses, and VAT Qualifying sectors.

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Indicative guide price movements by fuel types

Fuel Types	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
Diesel	-0.4%	-0.5%	-0.3%	-0.3%	-0.4%
Petrol	-0.3%	-0.5%	-0.5%	-0.2%	-0.3%
Electric	-1.0%	-1.0%	-1.1%	-0.9%	-1.0%
Petrol Parallel PHEV	0.1%			0.9%	1.2%
Petrol Series PHEV	-1.0%	-1.0%	-2.6%	-4.4%	-4.2%
Petrol/Electric Hybrid	-1.1%	-0.9%	-0.9%		

Indicative guide price movements battery electric sector

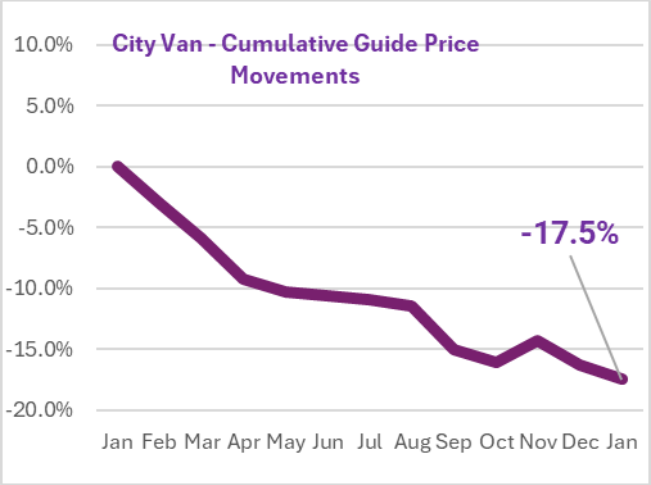
BEV Sector	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
E City Van			-1.1%	-0.9%	-1.0%
E Small Van	-4.0%	-3.9%	-3.2%	-2.0%	-0.8%
E Medium Van	-0.8%	-0.8%	-0.9%	-0.5%	-0.6%
E Large Van	-0.5%	-0.2%	-0.7%	-0.7%	-1.1%
E Chassis - Derived	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%
E 4x4 Pick-up Lifestyle SUV	1.8%	1.9%	2.0%		
E Mini-bus	-1.0%				
E Vat Qualifying	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%

Best-selling City Vans by sales volume

55439 COROLLA PETROL (2022 - 2023) - 1.8 VVT-i Hybrid Commercial Auto (22-23)
45293 TRANSIT COURIER PETROL (2014 - 2023) - 1.0 EcoBoost Leader Van [6 Speed] (19-23)
41923 CORSAVAN DIESEL (2014 - 2018) - 1.3 CDTi 16V 95ps ecoTEC Van [Start/Stop] (17-18)
43638 FIESTA PETROL (2018 ----) - 1.0 Ecoboost 125 Sport Van (18-)
42522 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Trend Van [6 Speed] (18-23)
42523 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi 100ps Trend Van [6 Speed] (18-23)
42524 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi 100ps Limited Van [6 Speed] (18-23)
30871 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Trend Van (14-18)
30869 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Van (14-18)
42519 TRANSIT COURIER PETROL (2014 - 2023) - 1.0 EcoBoost Limited Van [6 Speed] (18-23)

City van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
FIAT		-0.9%	-0.9%	-1.0%	-1.0%
FORD	2.5%	-0.3%	-1.5%	-1.4%	-2.8%
TOYOTA	-1.1%	-0.9%	-0.9%		



Best-selling Small Vans by sales volume

44398 PARTNER STANDARD DIESEL (2018 - 2024) - 1000 1.5 BlueHDi 100 Professional Van (19-21)
44218 COMBO CARGO L1 DIESEL (2018 - 2024) - 2300 1.5 Turbo D 100ps H1 Sportive Van (19-21)
15218 PARTNER L1 DIESEL (2008 - 2015) - 625 S 1.6 HDi 75 Van (08-15)
42534 TRANSIT CONNECT 200 L1 DIESEL (2018 - 2021) - 1.5 EcoBlue 120ps Limited Van (18-21)
44515 BERLINGO M DIESEL (2018 - 2024) - 1.5 BlueHDi 1000Kg Enterprise 100ps (19-21)
42561 TRANSIT CONNECT 240 L2 DIESEL (2018 - 2024) - 1.5 EcoBlue 120ps Limited Van (18-21)
18445 BERLINGO L1 DIESEL (2008 - 2018) - 1.6 HDi 625Kg Enterprise 75ps (10-16)
44214 COMBO CARGO L2 DIESEL (2018 - 2024) - 2300 1.5 Turbo D 100ps H1 Edition Van (19-21)
45586 CITAN L2 DIESEL (2019 - 2021) - 109CDI Pure Van (19-21)
53412 BERLINGO M DIESEL (2018 - 2024) - 1.5 BlueHDi 1000Kg Enterprise Pro 100ps [6 Speed] (21-22)

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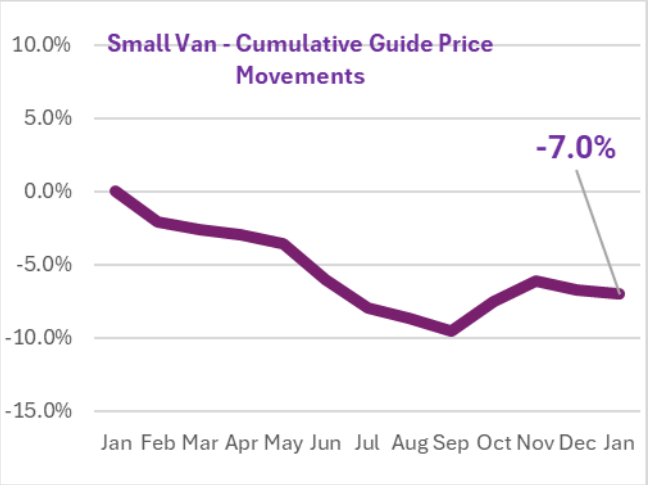
Small van - guide price adjustments by manufacturer

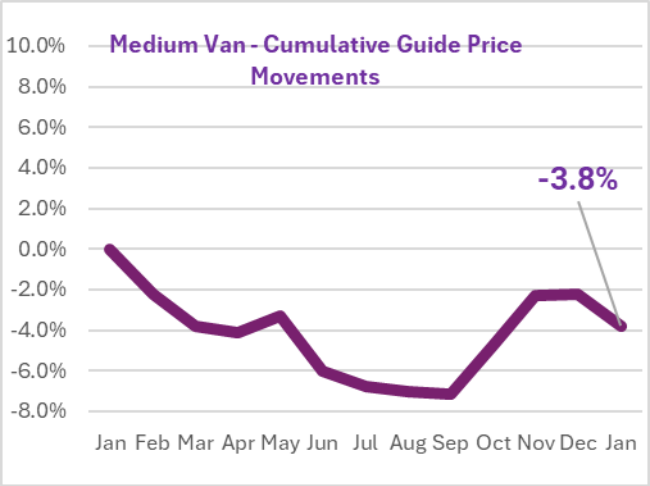
Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	1.0%	1.0%	1.0%	1.0%	1.0%
FIAT	-1.1%	-1.0%	-1.0%	-1.0%	-1.0%
FORD	-0.7%	0.3%	-0.1%	-0.5%	-1.0%
MERCEDES-BENZ	-1.0%	-0.9%		1.0%	1.0%
NISSAN	-1.0%	-1.0%	-1.0%	-0.9%	-2.0%
PEUGEOT	1.0%	0.9%	0.9%	1.0%	1.0%
RENAULT	-1.0%	-1.0%	-1.0%	-0.8%	-0.8%
TOYOTA	-1.0%	-1.0%	-1.0%	-1.1%	-1.0%
VAUXHALL	0.1%	0.3%	1.0%	1.0%	1.0%
VOLKSWAGEN	-1.0%	-1.0%	-1.1%	-1.0%	-0.1%



Best-selling Medium Vans by sales volume

42060 TRANSIT CUSTOM 280 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 130ps Low Roof Limited Van (17-23)
42077 TRANSIT CUSTOM 300 L2 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 130ps Low Roof Limited Van (17-23)
45851 VIVARO L2 DIESEL (2019 - 2024) - 2900 1.5d 100PS Dynamic H1 Van (19-22)
42069 TRANSIT CUSTOM 300 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 130ps Low Roof Limited Van (17-23)
44446 TRANSIT CUSTOM 300 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 105ps Low Roof Leader Van (19-23)
39597 EXPERT STANDARD DIESEL (2016 - 2024) - 1400 2.0 BlueHDi 120 Professional Van (16-21)
44322 VIVARO L2 DIESEL (2019 - 2024) - 2900 1.5d 100PS Sportive H1 Van (19-22)
42176 TRANSIT CUSTOM 300 L2 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 105ps Low Roof Trend Van (18-23)
42084 TRANSIT CUSTOM 320 L2 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 130ps Low Roof D/Cab Limited Van (17-23)
44705 EXPERT STANDARD DIESEL (2016 - 2024) - 1000 1.5 BlueHDi 100 Professional Van (19-21)

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-2.2%	-2.2%	-3.0%	-3.0%	-3.0%
FIAT	-1.0%	-1.0%	-1.0%	-0.9%	-1.0%
FORD	2.7%	-0.8%	-1.8%	-1.9%	-1.8%
MAXUS	-1.1%				
MERCEDES-BENZ	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%
NISSAN	0.5%	1.0%	0.6%	0.6%	-1.0%
PEUGEOT	-2.1%	-2.1%	-3.0%	-2.9%	-3.0%
RENAULT	0.0%	0.0%	0.0%	0.0%	0.0%
RENAULT TRUCKS UK	0.0%	0.0%	0.0%		
TOYOTA	-2.0%	-3.0%	-3.0%	-3.0%	-3.0%
VAUXHALL	-2.3%	-2.5%	-2.9%	-3.0%	-2.9%
VOLKSWAGEN	-4.0%	-4.0%	-3.9%	-4.0%	-4.0%



Best-selling Large Vans by sales volume

37861 TRANSIT 350 L2 DIESEL FWD (2014 - 2019) - 2.0 TDCi 130ps H3 Van (16-19)
44606 TRANSIT 350 L3 DIESEL RWD (2019 —) - 2.0 EcoBlue 130ps H3 Leader Van (19-24)
45432 MOVANO 3500 L3 DIESEL FWD (2019 - 2021) - 2.3 Turbo D 135ps H2 Van (19-21)
38252 MOVANO 35 L2 DIESEL FWD (2010 - 2019) - 2.3 CDTI H2 Van 130ps (16-19)
49244 SPRINTER 315CDI L3 DIESEL RWD (2020 - 2023) - 3.5t H2 Progressive Van (20-23)
44585 TRANSIT 350 L3 DIESEL FWD (2019 —) - 2.0 EcoBlue 130ps H2 Leader Van (19-24)
41542 CRAFTER CR35 LWB DIESEL FWD (2017 - 2025) - 2.0 TDI 140PS Trendline High Roof Van (17-23)
49238 SPRINTER 315CDI L2 DIESEL RWD (2020 - 2023) - 3.5t H2 Progressive Van (20-23)
45311 BOXER 335 L3 DIESEL (2014 - 2024) - 2.2 BlueHDi H2 Professional Van 140ps (19-22)
44275 RELAY 35 L3 DIESEL (2014 - 2024) - 2.2 BlueHDi H2 Van 140ps Enterprise (19-23)

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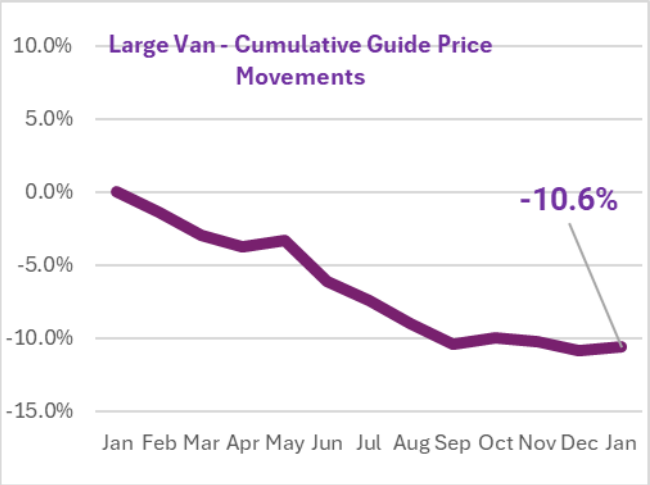
Large van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-0.6%	-1.2%	-2.0%	-2.0%	-2.0%
FIAT	-0.5%	-1.4%	-2.0%	-2.0%	-2.0%
FORD	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%
IVECO	1.0%	1.0%	1.0%	1.0%	1.0%
MAN	1.0%	1.0%	1.0%	1.0%	1.0%
MAXUS	6.1%	6.0%	5.9%	6.0%	6.0%
MERCEDES-BENZ	0.2%	1.0%	1.0%	1.0%	1.0%
NISSAN	1.0%	1.0%	1.0%	1.0%	1.0%
PEUGEOT	3.1%	2.9%	1.0%	1.0%	1.0%
RENAULT	1.0%	1.0%	1.0%	1.0%	0.9%
RENAULT TRUCKS UK	0.1%	1.0%	1.0%	1.0%	1.0%
TOYOTA	0.9%				
VAUXHALL	-1.0%	-1.1%	-2.1%	-2.7%	-3.0%
VOLKSWAGEN	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%

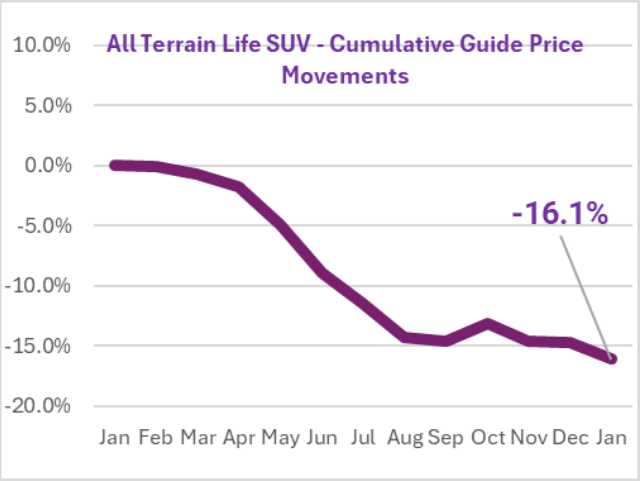


Best-selling All Terrain Lifestyle/SUV by sales volume

44067 RANGER DIESEL (2019 - 2022) - Pick Up Double Cab Wildtrak 2.0 EcoBlue 213 Auto (19-22)
56276 RANGER DIESEL (2022 ----) - Pick Up Double Cab Wildtrak 2.0 EcoBlue 205 Auto (22-)
35006 RANGER DIESEL (2015 - 2019) - Pick Up Double Cab Wildtrak 3.2 TDCi 200 Auto (15-19)
57522 AMAROK DIESEL (2023 ----) - D/Cab Pick Up Style 2.0 TDI 205 4MOTION Auto (23-)
45402 NAVARA DIESEL (2016 - 2022) - Double Cab Pick Up Tekna 2.3dCi 190 TT 4WD Auto (19-22)
44061 RANGER DIESEL (2019 - 2022) - Pick Up Double Cab Limited 1 2.0 EcoBlue 170 Auto (19-22)
49099 HILUX DIESEL (2020 ----) - Invincible X D/Cab Pick Up 2.8 D-4D Auto (20-24)
39511 NAVARA DIESEL (2016 - 2022) - Double Cab Pick Up Tekna 2.3dCi 190 4WD Auto (16-19)
35282 L200 DIESEL (2015 - 2019) - Double Cab DI-D 178 Warrior 4WD (15-19)
49094 HILUX DIESEL (2020 ----) - Invincible D/Cab Pick Up 2.4 D-4D (20-24)

All Terrain Life/SUV- guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
FIAT				-1.0%	-0.9%
FORD	-1.1%	-2.0%	-2.1%	-2.1%	-2.1%
GREAT WALL	0.0%				-1.3%
ISUZU	-1.0%	-1.1%	-1.0%	-1.0%	-1.8%
KGM	-1.0%				
MAXUS	-1.1%				
MERCEDES-BENZ	0.0%			-1.0%	-1.1%
MITSUBISHI				-1.9%	-2.0%
NISSAN			1.9%	1.9%	2.0%
SSANGYONG	-5.9%	-5.9%	-6.0%	-6.0%	-5.9%
TOYOTA	-1.1%	-1.1%	-0.8%	-1.1%	-1.0%
VOLKSWAGEN	-1.0%	-1.0%			-1.1%



Best-selling All Terrain Workhorse by sales volume

24962 D-MAX DIESEL (2012 - 2017) - 2.5TD Extended Cab 4x4 (12-17)
51518 D-MAX DIESEL (2020 - 2025) - 1.9 Utility Double Cab 4x4 (20-25)
38351 HILUX DIESEL (2016 - 2020) - Active D/Cab Pick Up 2.4 D-4D (16-20)
51383 HILUX DIESEL (2020 ----) - Active D/Cab Pick Up 2.4 D-4D (20-24)
35280 L200 DIESEL (2015 - 2019) - Double Cab DI-D 151 4Life 4WD (15-19)
48083 L200 DIESEL (2019 - 2021) - Double Cab DI-D 150 Trojan 4WD (20-21)
45873 L200 DIESEL (2019 - 2021) - Double Cab DI-D 150 4Life 4WD (19-21)
22413 RANGER DIESEL (2011 - 2015) - Pick Up Double Cab XL 2.2 TDCi 150 4WD (11-15)
44054 RANGER DIESEL (2019 - 2022) - Pick Up Regular XL 2.0 EcoBlue 170 (19-22)
43703 HILUX DIESEL (2016 - 2020) - Active Pick Up 2.4 D-4D [3.5t Tow] (18-20)

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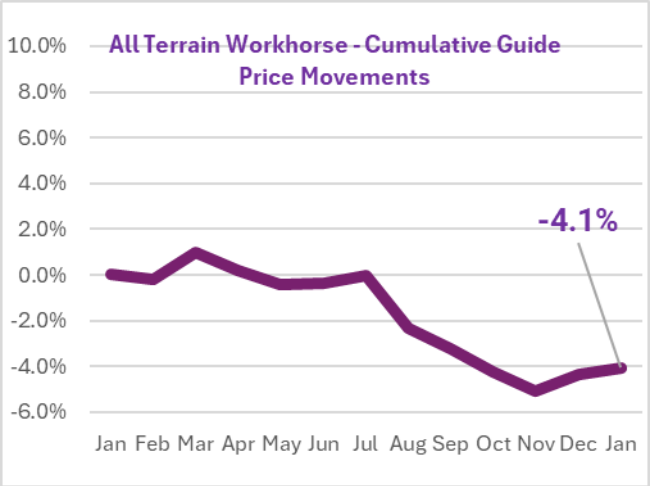
All Terrain Workhorse - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
DACIA	1.0%	1.0%	1.0%	1.1%	0.8%
FORD	-3.0%	-3.1%	-3.3%	-3.1%	-3.1%
INEOS	1.0%				
ISUZU	-2.0%	-2.0%	-2.0%	-2.0%	-0.4%
LAND ROVER	1.0%	1.0%	1.0%	1.0%	1.0%
MITSUBISHI				2.9%	3.1%
NISSAN			1.1%	0.9%	1.2%
SSANGYONG					0.9%
SUZUKI	1.3%	1.2%	1.4%	1.2%	
TOYOTA	1.0%	1.1%	0.9%	1.0%	1.0%



Ken Brown
LCV Valuations Editor

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January 2026

HGV market overview

December, and to some extent January, are traditionally slower months in the trade. Anyone wanting a vehicle for Christmas will have procured one by the end of November and the trade is aware that stocks are likely to increase late January and into February as post-Christmas de-fleets occur. Many therefore take time out and buyers who are active tend to keep their wallets closed unless bargains are to be had.

Fresh stock continues to flow, and more late registered vehicles appeared last month. Rental companies have been busy recently so there has been less stock from that source, but that is expected to change shortly, and the new year may see increased volumes.

With the economy stuttering, unemployment rising and the tax burden on employers beginning to bite, less trucks are likely to be needed so we may be in for a period of unpredictability in the market.

Used truck and trailer statistics.

Over the last month the average number of truck entries at auctions increased by 1.4%, and the number of on-the-day sales rose by 9.8%. Sales were 40.6% more than in December 2024 when the average number of entries per auction was 42.3% more than this year.

Trailer entries increased by 7.9% last month whilst sales rose by 8.0%. Sales were 22.7% more than last December 2024 when the average number of entries was 12.2% more than this year.

Over the previous month the number of vehicles under seven years of age increased by 3.5%, whilst vehicles over nine years old decreased by 3.5%. Trailers saw an increase of 5.5% in those under seven years of age and those over nine-year-old increased by 0.7%.

The above statistics are based on six auctions and 909 total truck and trailer lots offered up to and including the 15th December, and as always, we remind you that these are 'hammer sales' on-the-day and provisional sales which are subsequently successfully converted are not included.

The following graphs below firstly illustrate the average number of truck lots which have been available at auctions each month followed by the average number of truck sales as a percentage of the average number of truck lots.

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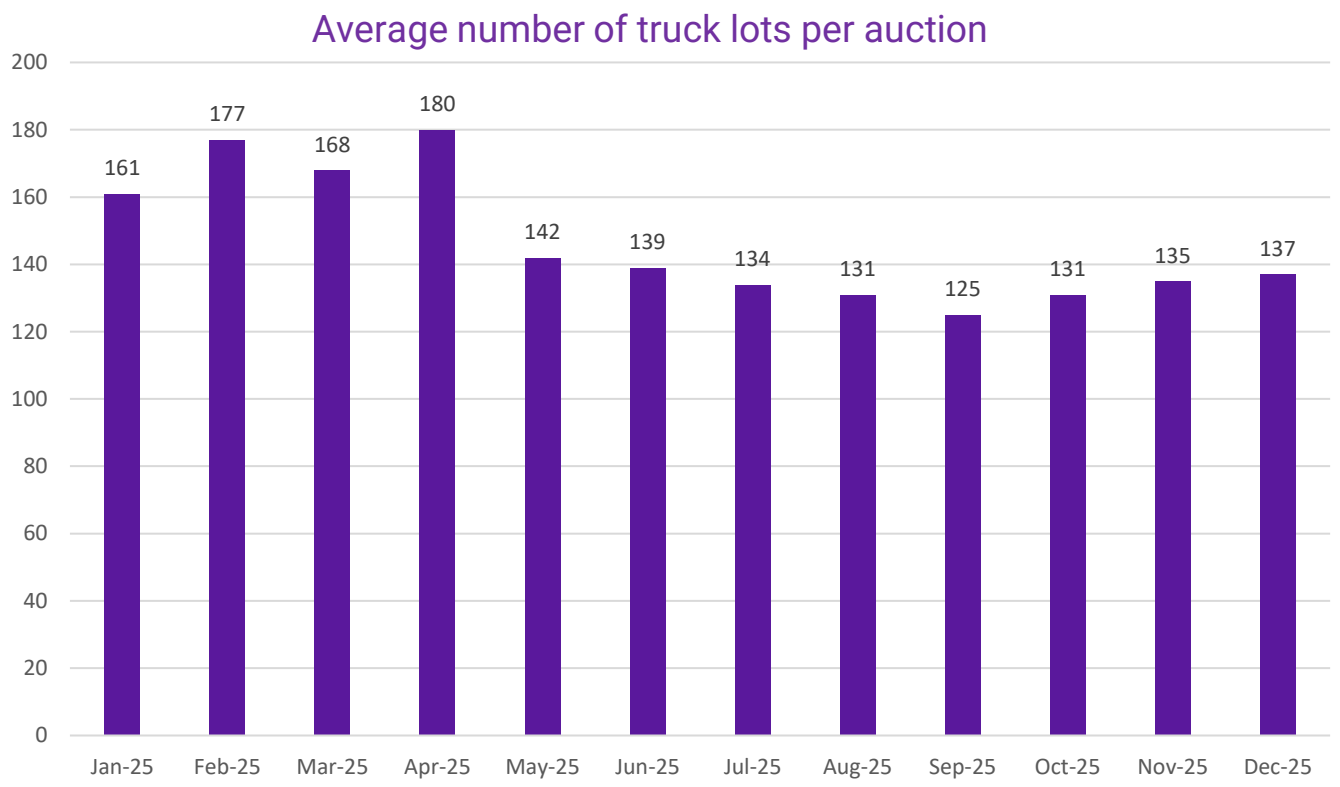
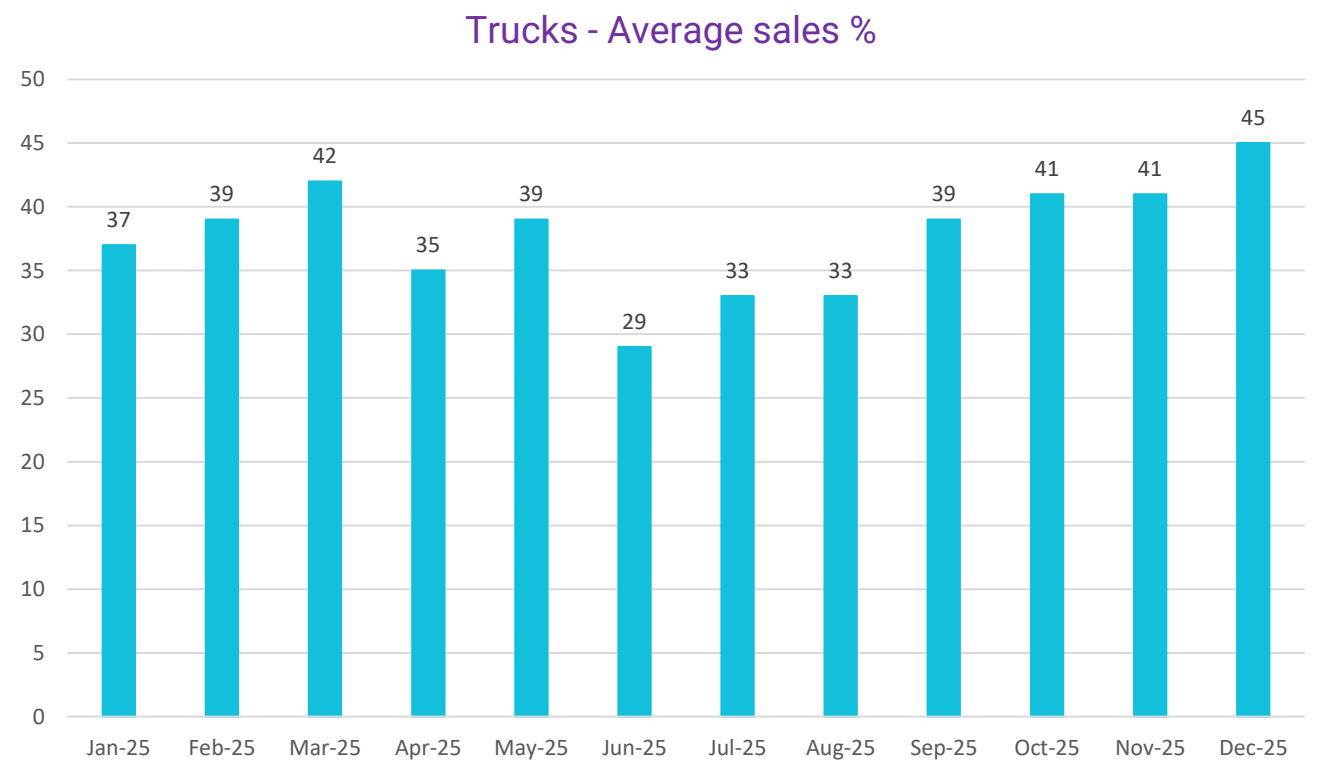
Commercial editorial

By cap hpi





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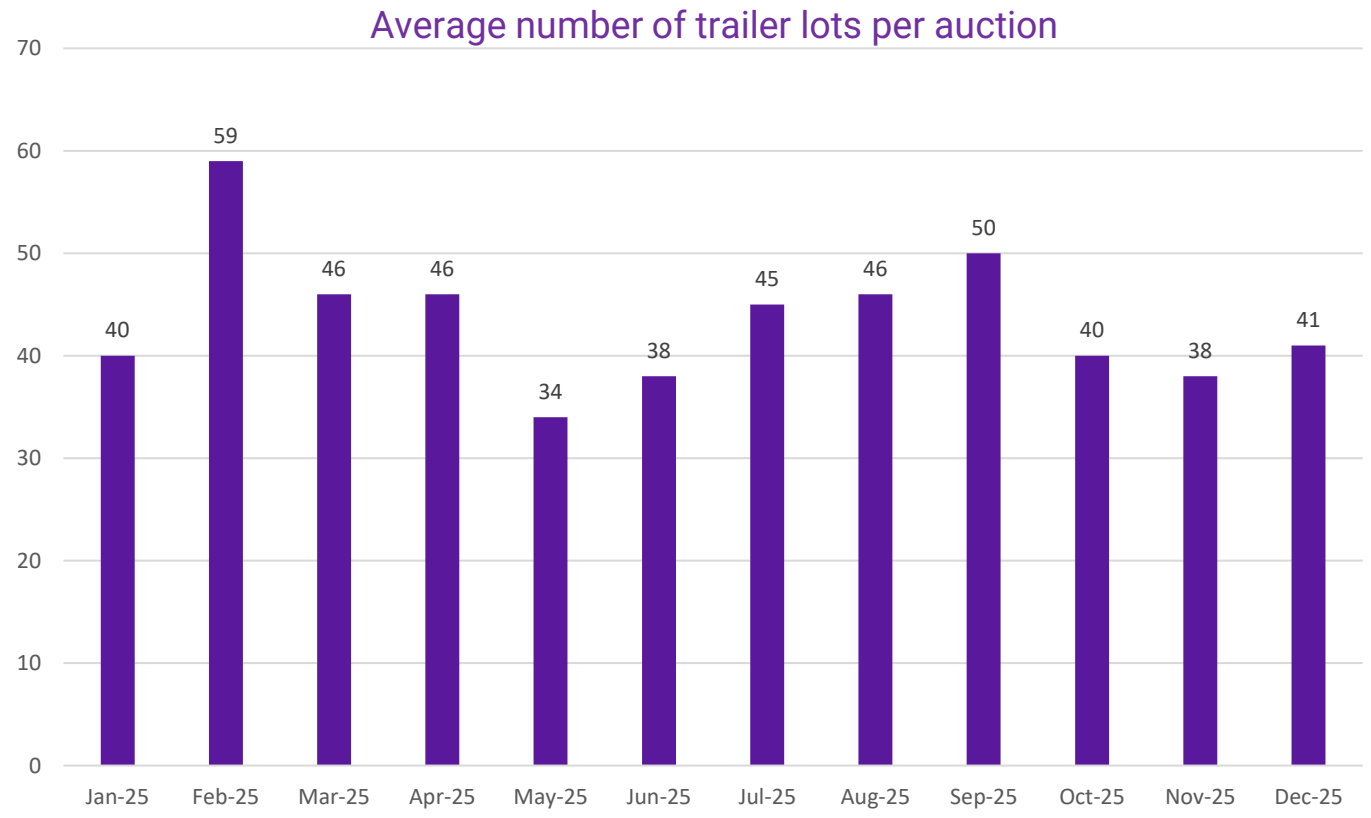
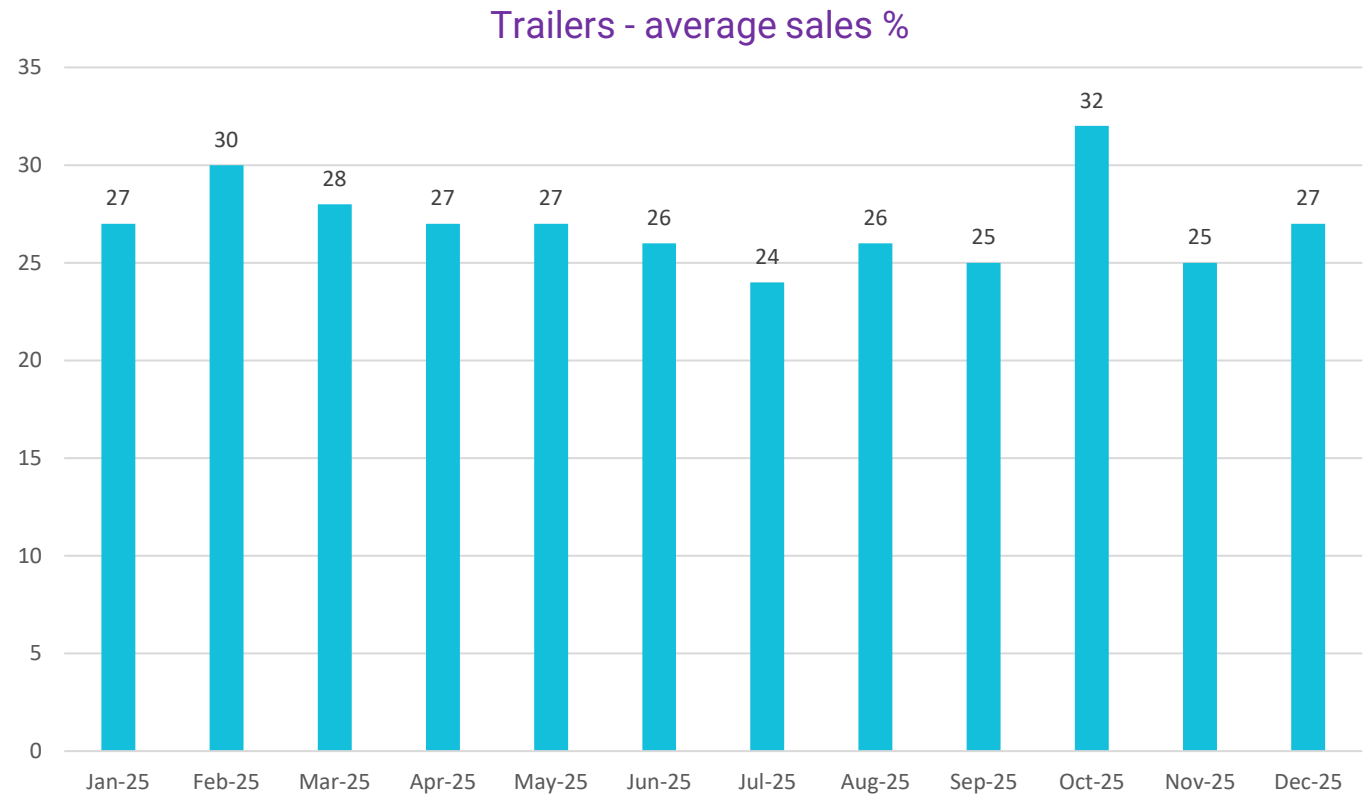
The two graphs below illustrate the average number of trailer lots which have been available at auctions each month followed by the average number of trailer sales as a percentage of the average number of trailer lots.





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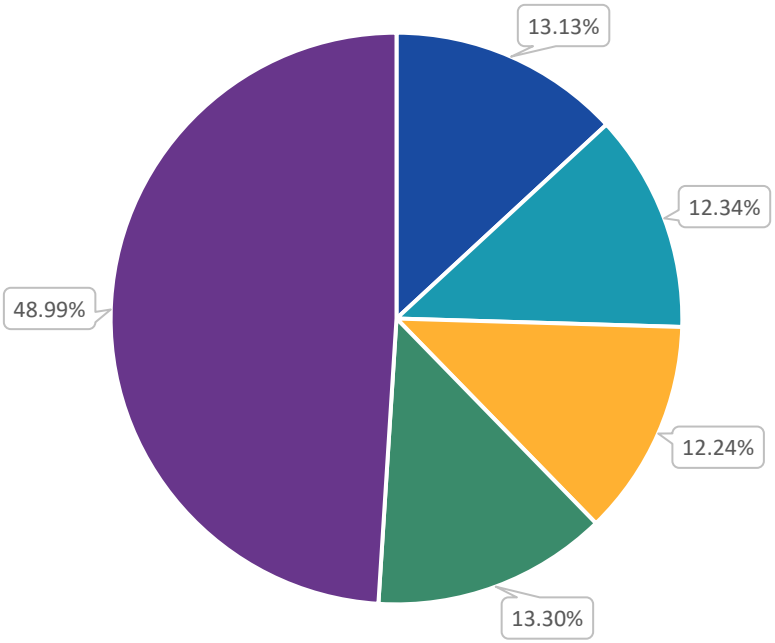
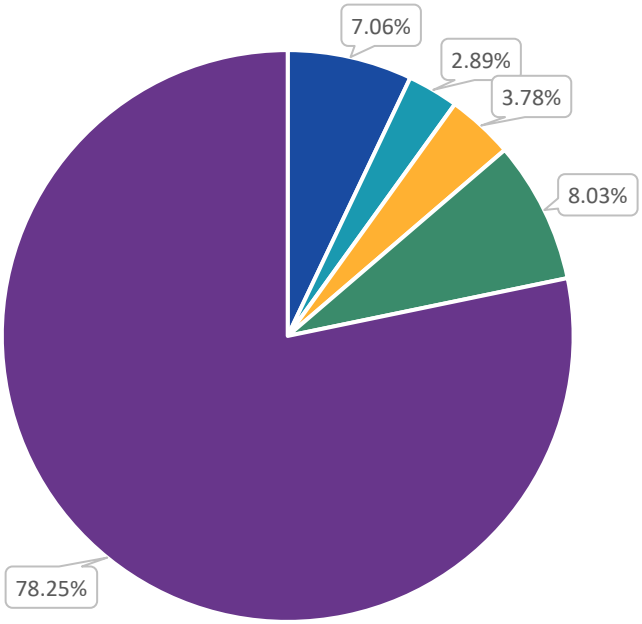
The following illustrates the age profile of trucks and trailers seen at auctions during 2025. The age of entries shown as a percentage of the total truck and trailer lots viewed.

Truck auction lots by age



■ < 7 Year (2025-2020) ■ 7 Year (2019) ■ 8 Year (2018) ■ 9 Year (2017) ■ > 9 Year (2016 and Older)

Trailer auction lots by age



■ < 7 Year (2025-2020) ■ 7 Year (2019) ■ 8 Year (2018) ■ 9 Year (2017) ■ > 9 Year (2016 and Older)

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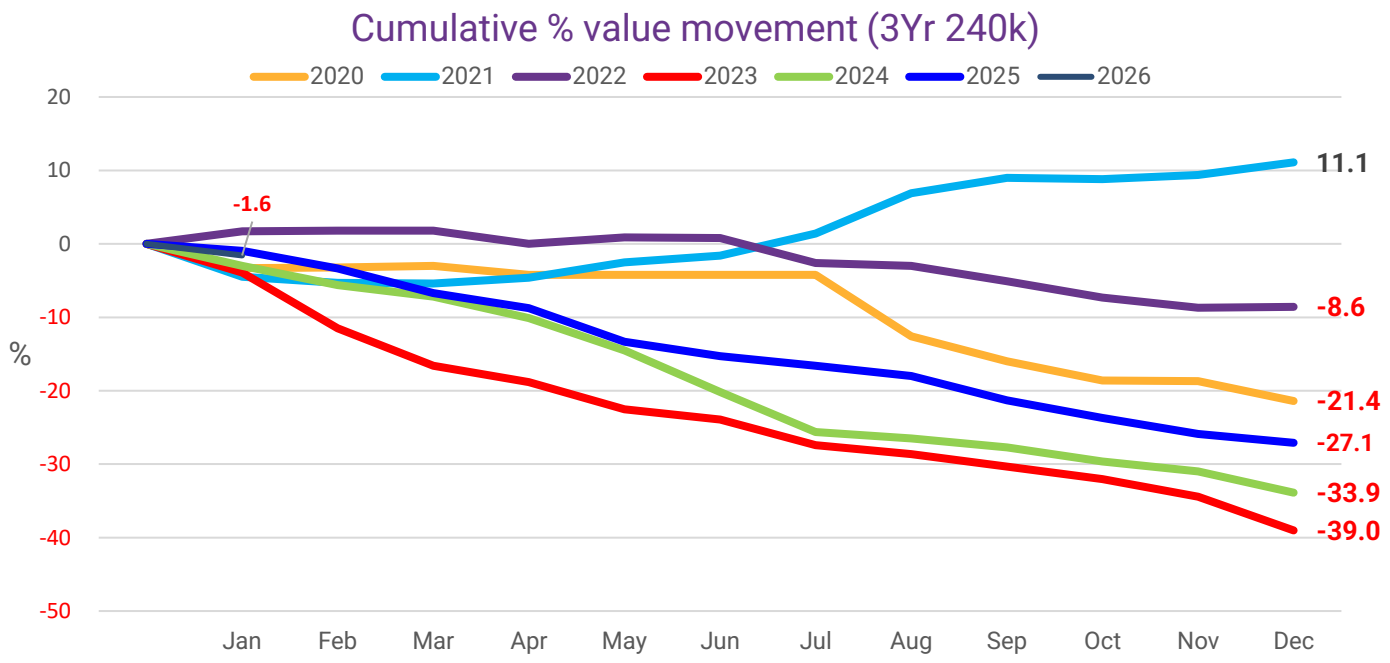
Statistics for all the above graphs are correct up to and including 15th December 2025

Finally, the following chart illustrates the cumulative % change in guide values over recent years.



Sector Summary

7.5t to 12t vehicles - Euro 6

- The values of some models have declined, with many remaining stable.

We recently reported that 7.5 tonne boxes were plentiful. Well now there are even more in the market and whilst many are selling, there are too many for the buyers, so some values are currently suffering.

Most examples currently available are around five or six years of age and whilst the best examples with low kilometres are selling, anything with high mileage is struggling to find new homes.

A few tippers have appeared of late and those which are new enough and in a tidy condition provoke strong interest and generally sell, but condition is a big factor in the sale value as some late registered ones seen recently were in poor condition and failed to achieve a meaningful offer.

Tilt and slide car transporters are usually desirable lots, but other types are proving not so popular. Several double deck versions recently seen proved unattractive with little or no interest forthcoming. The best of this month's bunch of tilt and slides was a 21-plate crew cab MAN TGL12.220 with 222,000 kilometres which sold for just shy of £58,000.

A vehicle of note was a 21 plate Isuzu N75.190 3,500 litre vacuum tanker with a 70/30 split waste/fresh with 202,000 kilometres which sold for £13,500.

13t to 18t vehicles - Euro 6

- The values of some models have reduced, with several values increasing, however, most values remain unchanged.

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Values of some models have fallen, and whilst the number of DAF LF's in the market appeared to be abating more have recently appeared but values have held well with the exception of fridges which are swamping the market.

Skips remain numerous being available on a multitude of chassis, but primarily DAF and Volvo but buyers remain scarce.

A good number of 18 tonne boxes and curtains have appeared at auction recently and whilst most are new enough to strike good interest, particularly for the lower mileage examples, mileage playing a big factor in the bids received. Most bids are provisional with few outright sales but some of the provisional offers are being negotiated post sale and converted to sales.

It is that time of year when gritters tend to be more in demand, however, the ones which have appeared have shown few signs of attracting any additional interest. Refuse trucks in this sector are less common and they do sell at the right price.

Glass carriers are not common auction lots and usually attract little interest due to their limited use so are viewed simply as a chassis cab which usually prevents them producing a sale.

Sweepers are readily available at present, but most are over ten years of age and are attracting little interest.

Multi-wheelers - Euro 6

- Few changes here, with just a handful of value changes, with some rising and some decreasing.

Values of some three axle vehicles have fallen but these are mainly confined to MAN TGM and Renault D models which have been more numerous of late leading to values falling. Apart from a couple of hook loaders, the values of four axle types remain unchanged.

With a few exceptions run of the mill three axle derivatives are not selling so easily unless they are late registered and have low kilometres.

Vehicles fitted with specialist equipment usually fare better, but that was not the case for a smattering of cement mixers and volumetric mixers which were recently offered.

Boxes and curtains are relatively scarce in this sector at the moment, which is dominated by tippers and flats, some with cranes which are usually popular lots along with beavertails.

Drawbar rigs and refuse trucks continue to appear but little interest is forthcoming. That said, some refuse trucks do sell but as always values are low unless the vehicle is late registered and of good specification.

One cement mixer that did sell was a 2016 66 plate DAF FAD CF400 8x4 space cab with 309,000 kilometres which went under the gavel at £15,250.

A drawbar rig that sold was a 17 plate DAF FAX CF440 8x2 flat with a HMF8520 7 extension crane and a 2008 tandem axle drawbar flat trailer with 577,000 kilometres which achieved £57,000. Doubtless the interest was caused by the hefty crane.

A final vehicle of note was a 2019 69 plate DAF FAN CF330 6x2 day cab 19,000 litre five compartment fuel tanker with 189,000 kilometres which sold for £32,500.

Tractor units - Euro 6

- There are a few increased values for 6x2 tractor units and a handful of decreases, but values remain largely unchanged.

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The values of 4x2's reflect that of 6x2's.

This can change by the month as batches of vehicles are disposed of. During the summer DAF CF 6x2 units were numerous to the point that sales became sluggish and values fell. Now they are much less numerous, many are selling, and values have increased again.

The number of 6x2 tractor units in the market has increased slightly with the majority being of fleet specification, but sales are flowing, hence few changes in values.

Iveco S-Way, Mercedes-Benz Actros and Volvo FH have been available in quantity recently, the former containing a good number of gas-powered models which received little attention, whereas diesel models sold much more easily.

Trailers

- Trailers – For the first time in a while, the values of some types have declined.

The number of trailers in the market increased last month but so did the number of sales. Curtains, fridges, and boxes being the most numerous types, and because of the quantities involved buyers have much more choice and therefore values have reduced for such types.

The health warning is that as stock increased pre-Christmas, and the traditional post-Christmas de-fleets are still to hit the market, values may be further affected shortly.

Providing a trailer is ready to run it will often prompt interest but there remain generous numbers of older trailers that are struggling to find buyers, and these are unlikely to be sold any time soon.

Rob Smith
HGV Valuations Editor

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