2026

September 2026

Commercial Vehicle Market Overview

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LCV Market Overview

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LCV Market Overview

New LCV registrations - fourth consecutive month of growth

The latest SMMT LCV registration figures for July show a year on year increase of just under 22%.

At 28,578 units, this is the fourth consecutive month of growth in the new LCV market.

Year to date registrations are up by 7,743 units (+4.3%) to 187,224.

With the September plate due shortly, August registrations are likely to be significantly lower. However, if the growth in the new LCV market continues at the same rate, we can expect August registrations to be around 15,500.

For what it's worth

Views from the block – a wave of optimism is sweeping the auction halls

Feedback from the industry contacts we've been speaking to over the past month suggests that the market is becoming more positive, with those representatives visiting dealers reporting that retail sales are on the up.

This wave of optimism is also being felt in the auction halls, with officials reporting that vehicles are selling more easily than they were the previous month. They also suggest that the downward guide price movements we have been making on higher-mileage vehicles (80k+) appears to be having a positive effect on trade buyers, helping to move some of the less desirable stock.

Damaged stock – it's not just about the repair cost

Large volumes of damaged used LCVs remains a problem at auction halls up and down the country. Buyers are reluctant to bid on them unless the reserve prices reflect the additional risk and costs involved. However, the issue is not simply the cost of sale preparation. The time required to get these vehicles ready for the forecourt is also a concern. Long lead times in bodyshops and delays obtaining spare parts often results in vehicles taking so long to prepare that two editions of the guide could be published before they are ready for sale, further reducing potential profit margins.

Buyer expectation remains high regarding documented service histories, particularly on vehicles being sold with an unexpired portion of the manufacturer's warranty. There are also concerns around vehicles fitted with wet timing belts. Given the high cost of replacing the belt at the prescribed service interval, and the potential consequential cost of belt failure, which can cause severe damage on some engine types, savvy trade buyers are understandably cautious. Evidence that the belt has been replaced or serviced in strict accordance with the manufacturer's recommended servicing schedule, is increasingly essential.

Guide price changes in this edition

Indicative guide price movements by sector

LCV Sector	3Yr60k	Overall
Micro Van		-1.6%
City Van	0.0%	-0.1%
Small Van	-1.2%	-1.9%
Medium Van	-0.4%	-0.8%
Large Van	-0.6%	-0.6%
E City Van		-3.5%
E Small Van	-2.7%	-1.5%
E Medium Van	-1.4%	-1.2%
E Large Van	-0.4%	-0.6%
E Chassis - Derived	-3.3%	-3.3%
E 4x4 Pick-up Lifestyle SUV	-1.0%	-1.0%
E Mini-bus		-2.0%
E Vat Qualifying	-1.9%	-1.4%
Over 3.5T	-0.3%	-0.2%
All Terrain Workhorse	-3.2%	-2.9%
Forward Control Vehicle	-6.6%	-5.8%
Chassis - Derived	-0.5%	-1.0%
All Terrain Lifestyle	-1.1%	-1.5%
Mini-bus	-1.0%	-1.3%
Vat Qualifying	0.7%	0.6%
Overall Average Movements	-0.6%	-0.8%

With guide price adjustments of -0.6% at 3 year / 60K and -0.8% overall, the used LCV market appears to be relatively stable during what is the traditional holiday seasonal lull in the auction halls.

This is largely true for the panel van guide prices, however, as the chart opposite clearly shows, larger movements have been necessary to 4x4 Pick-up and the EV sectors.

This chart, and those that follow below, are intended to give subscribers an indication of how the guide prices have moved in each sector.

As always, the devil is in the detail and we always recommend using our valuation products to determine the actual guide price movements of individual models.

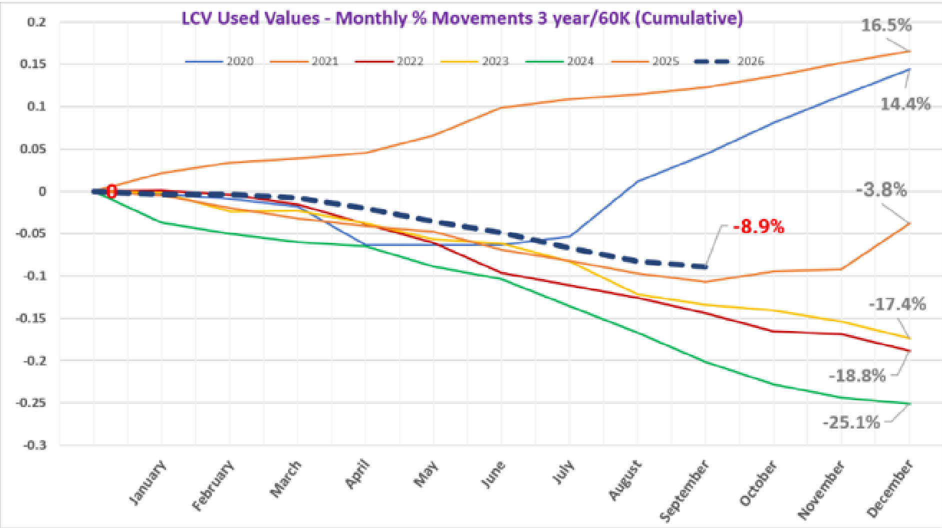
Indicative guide price movements by fuel types

Fuel Types	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
Diesel	-0.8%	-0.5%	-0.5%	-0.7%	-1.2%
Petrol	-1.0%	-0.8%	-0.7%	-1.0%	-2.3%
Electric	-1.7%	-1.6%	-1.8%	-1.4%	-1.9%
Petrol Parallel PHEV	0.1%	0.7%	2.1%		-1.0%
Petrol Series PHEV	-1.0%	-1.0%	-2.0%	-2.0%	-2.8%
Petrol/Electric Hybrid	-1.0%	-0.9%	-0.9%	-0.7%	

Indicative guide price movements BEV sector

BEV Sector	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
E City Van	-0.8%			-4.0%	-3.9%
E Small Van	-1.6%	-1.8%	-2.7%	-0.6%	-0.5%
E Medium Van	-1.1%	-1.0%	-1.4%	-1.5%	-1.4%
E Large Van	-0.5%	-0.4%	-0.4%	-0.5%	-1.2%
E Chassis - Derived	-3.1%	-3.2%	-3.3%	-3.7%	-3.9%
E 4x4 Pick-up Lifestyle SUV	-1.0%	-0.8%	-1.0%	-0.9%	
E Mini-bus	-2.0%	-1.7%			
E Vat Qualifying	-2.1%	-2.1%	-1.9%	-0.2%	-0.4%

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



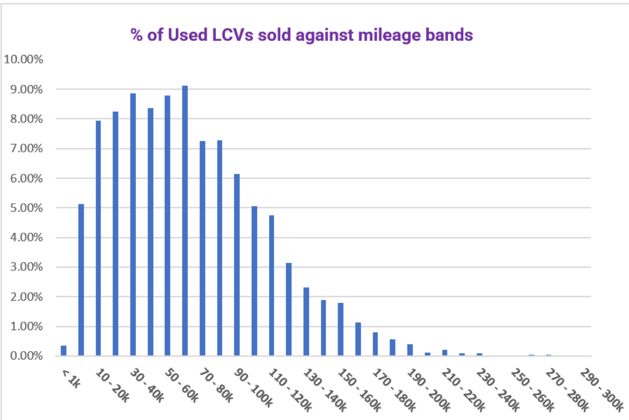
This chart highlights the sharp fluctuations in guide price movements between 2020 and 2026.

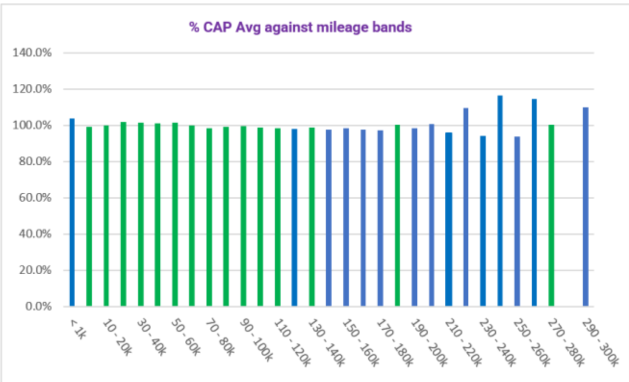
Prices peaked in 2020 and 2021 during the height of the pandemic, before declining to more sustainable levels by late 2023.

Represented by the dashed line, the cumulative downward movement so far in 2026 is -8.9%.

It's worth noting from this chart that in September last year used LCV prices increased as the market responded to stock shortages across most LCV sectors. Current stock levels are holding steady and auction feedback suggests they are likely to remain stable. It is highly unlikely that we will see a similar price spike in September this year.

Analysis of guide price performance of higher mileage vehicles





The following charts are based on our August research data. They represent both the distribution of used LCVs sold across mileage bands from 1,000 up to 300,000 miles, and the sales performance within each mileage band. By comparing the two charts, which share exactly the same horizontal axis, it can be determined how accurate the guide prices are for each of the mileage bands and what proportion of the sales data is represented within each of them.

Recent trends in our research data suggests a shift in market sensitivity towards higher mileage vehicles. The chart opposite reflects the current performance against the mileage bands following the adjustments we've made for this edition. Generally, we have increased the depreciation rate for mileage bands over 50K. The bars highlighted in green indicate where the performance levels fall between 98% and 102% of CAP Average.

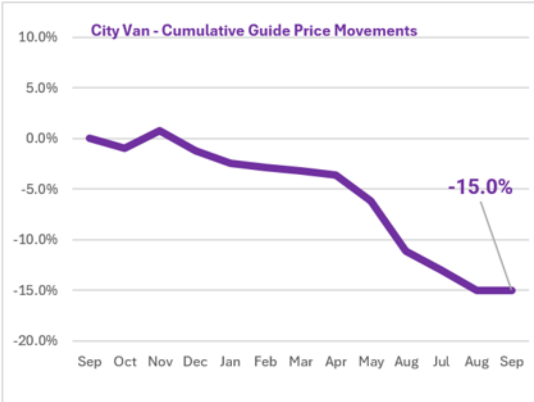
Sectors – what you need to know

Best-selling City Vans by sales volume

42522 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Trend Van [6 Speed] (18-23)
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)
43639 FIESTA DIESEL (2018 - 2020) - 1.5 TDCi Van (18-20)
42519 TRANSIT COURIER PETROL (2014 - 2023) - 1.0 EcoBoost Limited Van [6 Speed] (18-23)
26326 FIESTA DIESEL (2012 - 2017) - 1.6 TDCi ECOnetic Van (12-15)
42521 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Van [6 Speed] (18-19)
45294 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Leader Van [6 Speed] (19-23)
30869 TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Van (14-18)
43638 FIESTA PETROL (2018 ---) - 1.0 Ecoboost 125 Sport Van (18-)

City van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
FIAT		-1.1%	-1.1%	-1.2%	-1.2%
FORD	-1.1%	-0.9%	0.9%	1.2%	1.7%
TOYOTA	-1.0%	-0.9%	-0.9%	-0.7%	

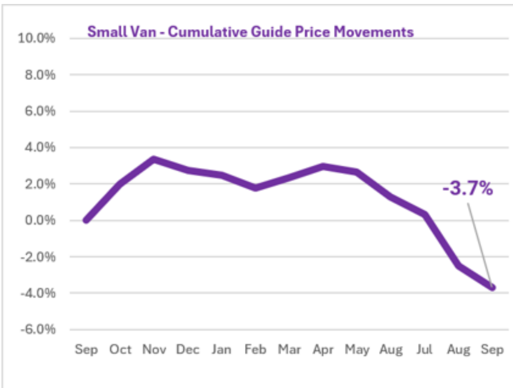


Best-selling Small Vans by sales volume

44398 PARTNER STANDARD DIESEL (2018 - 2024) - 1000 1.5 BlueHDi 100 Professional Van (19-21)
56316 BERLINGO M DIESEL (2018 - 2024) - 1.5 BlueHDi 1000Kg Enterprise Ed 100ps 6 Speed S/S (22-24)
34775 CADDY MAXI C20 DIESEL (2015 - 2020) - 2.0 TDI BlueMotion Tech 102PS Startline Van (15-20)
56336 PARTNER STANDARD DIESEL (2018 - 2024) - 1000 1.5 BlueHDi 100 Professional Premium + Van (22-24)
53412 BERLINGO M DIESEL (2018 - 2024) - 1.5 BlueHDi 1000Kg Enterprise Pro 100ps [6 Speed] (21-22)
55328 PARTNER STANDARD DIESEL (2018 - 2024) - 1000 1.5 BlueHDi 100 Professional Prem Van [6 Spd] (21-22)
42529 TRANSIT CONNECT 200 L1 DIESEL (2018 - 2021) - 1.5 EcoBlue 75ps Van (18-19)
42534 TRANSIT CONNECT 200 L1 DIESEL (2018 - 2021) - 1.5 EcoBlue 120ps Limited Van (18-21)
18445 BERLINGO L1 DIESEL (2008 - 2018) - 1.6 HDi 625Kg Enterprise 75ps (10-16)
54104 PROACE CITY L1 DIESEL (2019 - 2025) - 1.5D 100 Icon Van [6 Speed] (21-24)

Small van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-1.0%	-1.0%	-1.6%	-3.2%	-5.5%
FIAT	-1.1%	-1.0%	-1.1%	1.8%	3.4%
FORD	-1.7%	0.6%	1.3%	-0.8%	-5.4%
MERCEDES-BENZ	-6.2%	-6.8%	-9.0%		-3.8%
NISSAN	-1.0%	-0.9%	-1.0%	-4.4%	-5.9%
PEUGEOT	-2.3%	-2.2%	-1.0%	-1.0%	-1.0%
RENAULT	-5.1%	-5.7%	-6.0%	-5.0%	-4.1%
TOYOTA	-5.0%	-4.4%	-4.7%	-4.7%	-4.6%
VAUXHALL	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%
VOLKSWAGEN	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%

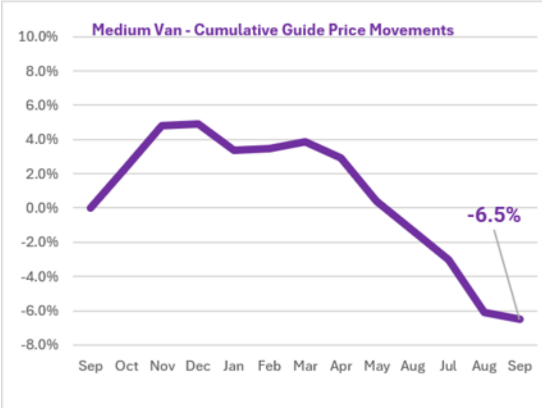


Best-selling Medium Vans by sales volume

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)
42069 TRANSIT CUSTOM 300 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 130ps Low Roof Limited Van (17-23)
44474 TRANSIT CUSTOM 300 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 105ps High Roof Leader Van (19-23)
44718 DISPATCH M DIESEL (2016 - 2024) - 1000 1.5 BlueHDi 100 Van Enterprise (19-21)
45851 VIVARO L2 DIESEL (2019 - 2024) - 2900 1.5d 100PS Dynamic H1 Van (19-22)
57322 TRANSIT CUSTOM 280 L1 DIESEL FWD (2023 ----) - 2.0 EcoBlue 136ps H1 Van Limited (23-)
56184 VIVARO L2 DIESEL (2019 - 2024) - 2900 1.5d 100PS Prime H1 Van (22-24)
44446 TRANSIT CUSTOM 300 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 105ps Low Roof Leader Van (19-23)
44447 TRANSIT CUSTOM 300 L1 DIESEL FWD (2017 - 2023) - 2.0 EcoBlue 130ps Low Roof Leader Van (19-23)

Medium van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-1.3%	-1.4%	-2.4%	-3.8%	-4.9%
FIAT	-4.6%	-4.9%	-3.8%	-3.1%	-1.0%
FORD	-0.2%	1.7%	1.4%	0.7%	0.8%
MAXUS	-2.0%	-2.1%			
MERCEDES-BENZ	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%
NISSAN	-3.0%	-3.0%	-3.0%	-2.6%	-1.0%
PEUGEOT	-1.3%	-1.5%	-2.8%	-4.9%	-7.6%
RENAULT	-1.0%	-1.0%	-1.0%	-2.4%	-4.0%
RENAULT TRUCKS UK	-1.0%	-1.0%	-1.0%		
TOYOTA	-3.0%	-3.0%	-3.2%	-3.8%	-4.6%
VAUXHALL	-0.7%	-0.4%	-1.0%	-1.0%	-1.0%
VOLKSWAGEN	-0.7%	0.7%	1.6%	2.1%	2.7%

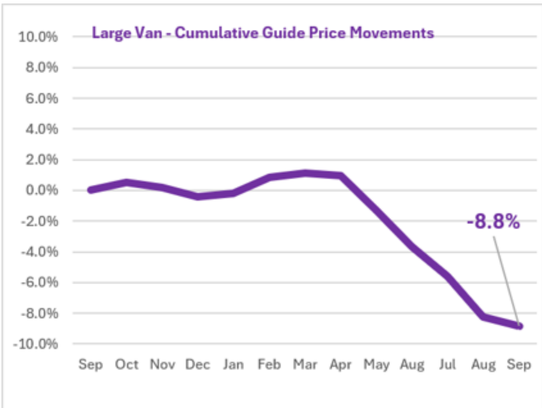


Best-selling Large Vans by sales volume

44606 TRANSIT 350 L3 DIESEL RWD (2019 ----) - 2.0 EcoBlue 130ps H3 Leader Van (19-24)
37861 TRANSIT 350 L2 DIESEL FWD (2014 - 2019) - 2.0 TDCi 130ps H3 Van (16-19)
49238 SPRINTER 315CDI L2 DIESEL RWD (2020 - 2023) - 3.5t H2 Progressive Van (20-23)
49244 SPRINTER 315CDI L3 DIESEL RWD (2020 - 2023) - 3.5t H2 Progressive Van (20-23)
44591 TRANSIT 350 L3 DIESEL FWD (2019 ----) - 2.0 EcoBlue 130ps H3 Leader Van (19-24)
44585 TRANSIT 350 L3 DIESEL FWD (2019 ----) - 2.0 EcoBlue 130ps H2 Leader Van (19-24)
45054 MASTER LWB DIESEL FWD (2019 - 2025) - LM35dCi 135 Business+ Medium Roof Van (19-23)
44782 TRANSIT 350 L2 DIESEL RWD (2019 ----) - 2.0 EcoBlue 130ps H3 Leader Van (19-24)
44275 RELAY 35 L3 DIESEL (2014 - 2024) - 2.2 BlueHDi H2 Van 140ps Enterprise (19-23)
44575 TRANSIT 350 L2 DIESEL RWD (2019 ----) - 2.0 EcoBlue 130ps H2 Leader Van (19-24)

Large van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-0.9%	-1.0%	-1.0%	-1.0%	-1.1%
FIAT	-0.9%	-0.9%	-1.0%	-1.0%	-1.0%
FORD	-1.0%	-1.0%	-1.0%	-1.0%	-1.0%
IVECO	-4.0%	-2.1%	-1.0%	-1.0%	-1.0%
MAN	-1.0%	-1.0%	-1.0%	-1.0%	-1.1%
MAXUS	-1.1%	-0.9%	-1.0%	-0.8%	-1.0%
MERCEDES-BENZ	2.0%	2.0%	2.0%	2.0%	2.0%
NISSAN	-0.3%	1.0%	2.0%	2.0%	2.0%
PEUGEOT	-1.0%	-1.0%	-1.0%	-1.0%	-1.1%
RENAULT	-3.0%	-2.9%	-2.9%	-2.9%	-2.9%
RENAULT TRUCKS UK	-1.9%	-1.5%	-1.8%	-1.0%	-5.5%
TOYOTA	-1.0%	-1.1%			
VAUXHALL	-1.1%	-1.0%	-1.1%	-2.3%	-2.5%
VOLKSWAGEN	0.5%	0.5%	-0.6%	-0.5%	-0.6%

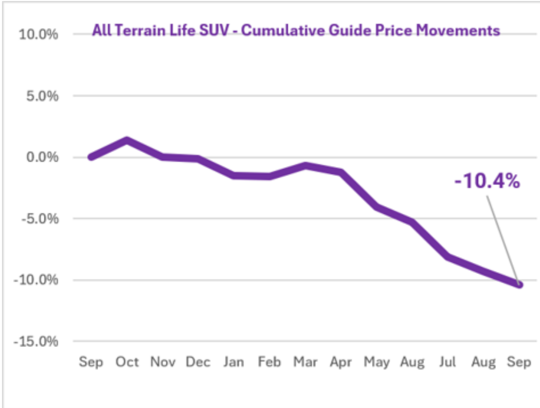


Best-selling All Terrain Lifestyle/SUV by sales volume

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 (22-26)
35006 RANGER DIESEL (2015 - 2019) - Pick Up Double Cab Wildtrak 3.2 TDCi 200 Auto (15-19)
57529 RANGER DIESEL (2022 ----) - Pick Up Double Cab Tremor 2.0 EcoBlue 205 Auto (23-26)
49099 HILUX DIESEL (2020 ----) - Invincible X D/Cab Pick Up 2.8 D-4D Auto (20-24)
56277 RANGER DIESEL (2022 ----) - Pick Up D/Cab Wildtrak 3.0 EcoBlue V6 240 Auto (22-)
39511 NAVARA DIESEL (2016 - 2022) - Double Cab Pick Up Tekna 2.3dCi 190 4WD Auto (16-19)
35285 L200 DIESEL (2015 - 2019) - Double Cab DI-D 178 Barbarian 4WD Auto (15-19)
44061 RANGER DIESEL (2019 - 2022) - Pick Up Double Cab Limited 1 2.0 EcoBlue 170 Auto (19-22)
19135 NAVARA DIESEL (2010 - 2015) - Double Cab Pick Up Tekna 2.5dCi 190 4WD (10-15)

All Terrain Life/SUV- guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
FIAT				-4.0%	-4.1%
FORD	0.4%	-1.5%	-1.0%	-0.6%	-0.1%
GWM	-3.9%				
ISUZU	-1.3%	-1.4%	-1.6%	-1.6%	-1.2%
KGM	-4.0%	-4.1%			
MAXUS	-0.9%	-1.1%			
MERCEDES-BENZ					-4.1%
MITSUBISHI					-6.5%
NISSAN				-2.4%	-3.5%
SSANGYONG		-0.8%	-1.0%	-1.0%	-1.1%
TOYOTA	-1.1%	-1.0%	-0.8%	-0.3%	-0.7%
VOLKSWAGEN	-1.0%	-1.0%	-1.0%		-1.0%

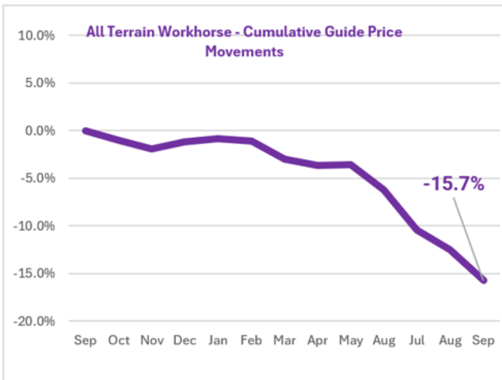


Best-selling All Terrain Workhorse by sales volume

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)
60938 DEFENDER 90 DIESEL (2020 ----) - 3.0 D250 Hard Top S Auto [3 Seat] (24-)
38349 HILUX DIESEL (2016 - 2020) - Active Extra Cab Pick Up 2.4 D-4D (16-20)
38347 HILUX DIESEL (2016 - 2020) - Active Pick Up 2.4 D-4D (16-19)
24963 D-MAX DIESEL (2012 - 2017) - 2.5TD Double Cab 4x4 (12-17)
34510 DUSTER DIESEL (2015 - 2018) - 1.5 dCi 110 Laureate Commercial 4X4 (15-18)
53754 DISCOVERY DIESEL (2020 ----) - 3.0 D300 R-Dynamic HSE Commercial Auto (21-23)
51515 D-MAX DIESEL (2020 - 2025) - 1.9 Utility Single Cab 4x4 (20-25)
45873 L200 DIESEL (2019 - 2021) - Double Cab DI-D 150 4Life 4WD (19-21)

All Terrain Workhorse - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
DACIA	-1.0%	-1.0%	-1.0%	-1.1%	-1.0%
FORD	-5.0%	-5.0%	-4.9%	-4.9%	-5.0%
INEOS	-1.0%	-1.2%			
ISUZU	-3.7%	-5.0%	-4.9%	-4.8%	-2.8%
KGM	-1.0%				
LAND ROVER	-2.3%	-4.4%	-4.5%	-4.6%	-4.4%
MITSUBISHI					-3.5%
NISSAN				-1.1%	-1.0%
SUZUKI		-0.8%	-1.4%	-0.9%	-0.7%
TOYOTA	-1.0%	-1.0%	-1.0%	-0.9%	-1.1%



Ken Brown
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HGV Market Overview

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HGV Market Overview

Although there was an increase in truck auction entries, sales also increased which is good news after last month's dip in sales. Trailers fared much better in August as entries fell a little and sales made a modest increase.

Whilst having been the holiday period when the market is traditionally quieter, the fact that August sales increased a little stands us in good stead for September when activity traditionally increases. That said, sales depend on the auctions providing fresh stocks of desirable vehicles and this is the case at present, however, there is an increasing number of vehicles not selling on their maiden appearance and subsequently appearing again.

Batches of vehicles from some large operators have been available of late, meaning that many similar vehicles are competing to attract buyers. Cherry-picking is occurring with the nicest examples often selling at the first attempt, leaving the less desirable examples to circulate the auctions in the hope of a attracting a buyer which usually occurs when the reserve price is reduced.

Some traders continue to advise that it is still a little slow at present, compounded by the holiday period, whilst others report steady business with some noticeably active in the market procuring vehicles to replace sold stock, so its currently mixed messages of contrasting fortunes emanating from the trade.

Manufacturer sales continue to be healthy. Their retail sale prices are often higher than other sales outlets, expectedly so when manufacturers add maintenance and warranty packages, but they do remain competitive on trade sale values.

Used truck & trailer statistics

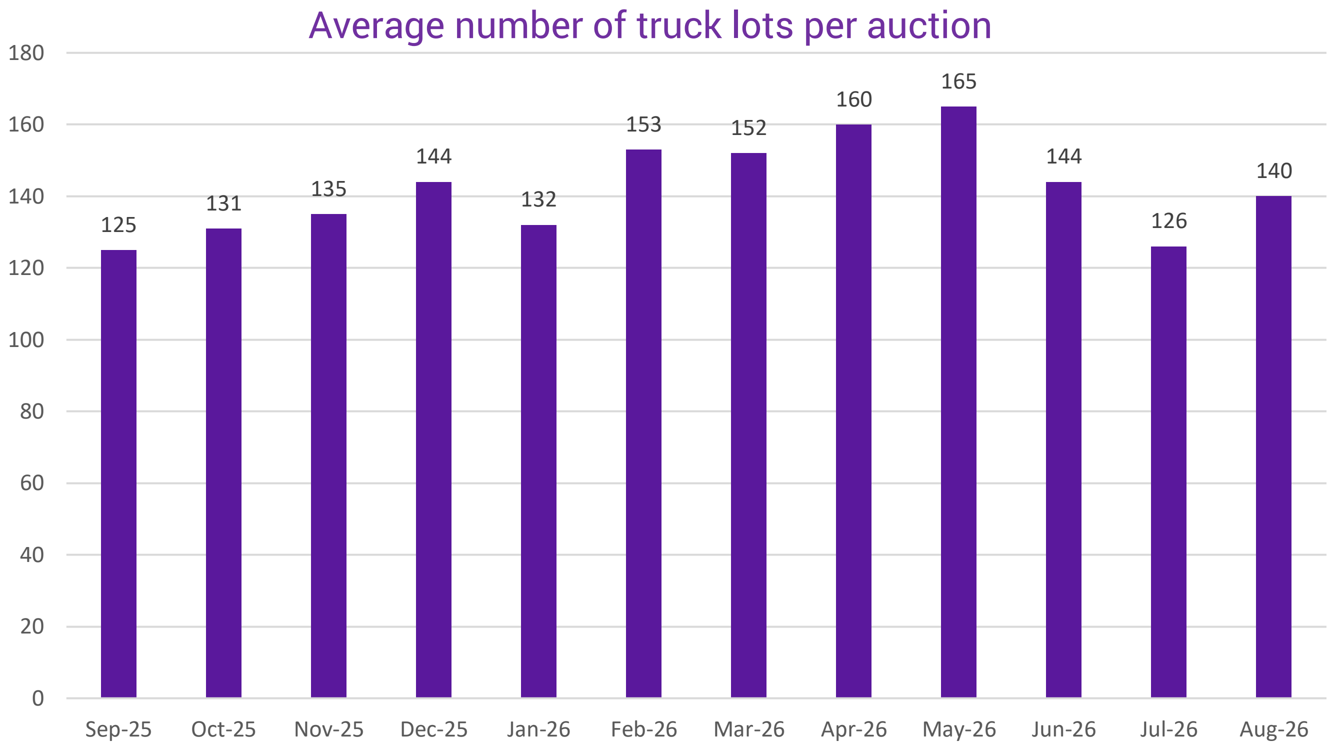
Over the last month the average number of truck entries at auctions increased by 11.1%, and the number of on-the-day sales rose by 5.7%. Sales were 12.1% higher than in August 2025 when the average number of entries per auction was 6.2% less than this year.

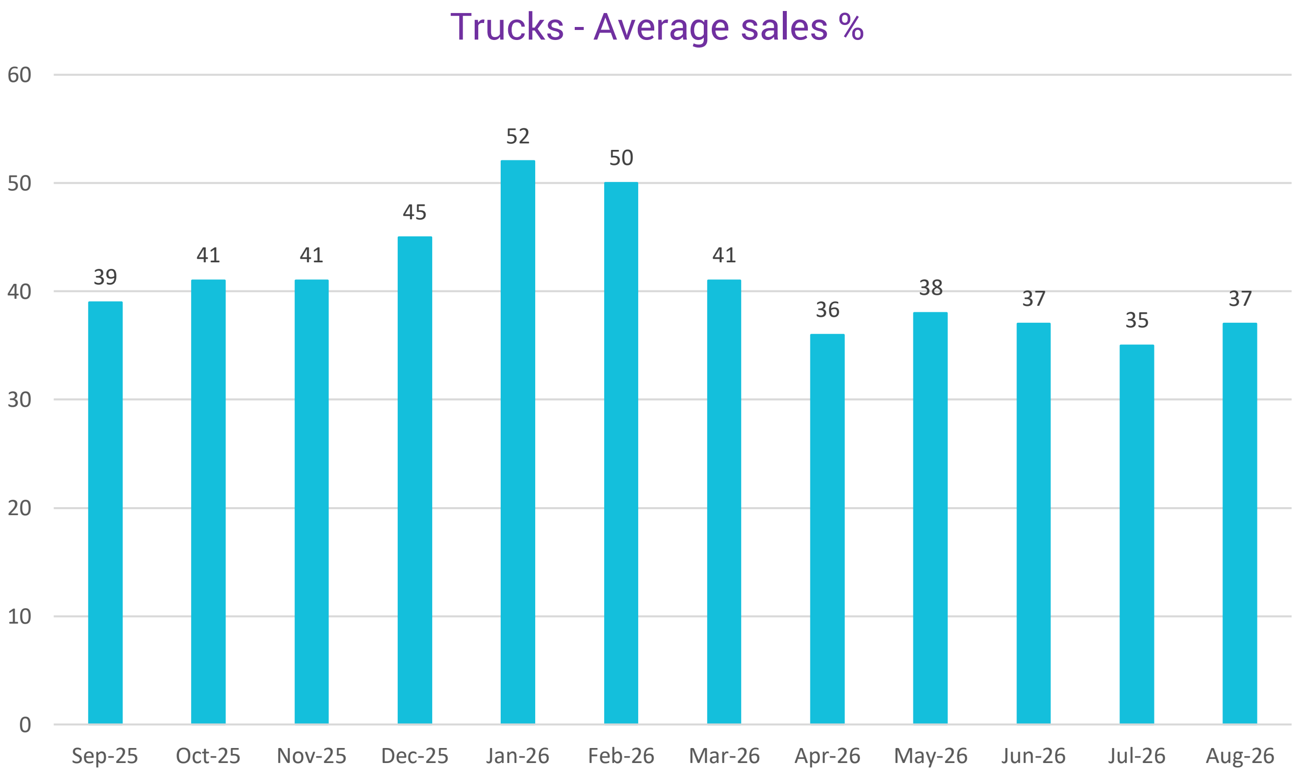
Trailer entries decreased by 5.0% last month whilst sales increased by 25.0%. Sales were 23.0% less than last August when the average number of entries was 21.0% more than this year.

Over the previous month the number of vehicles under seven years of age increased by 3.0%, whilst those over nine years old decreased by 1.9%. Trailers saw an increase of 7.8% in those under seven years of age and those over nine-year-old decreased by 0.5%.

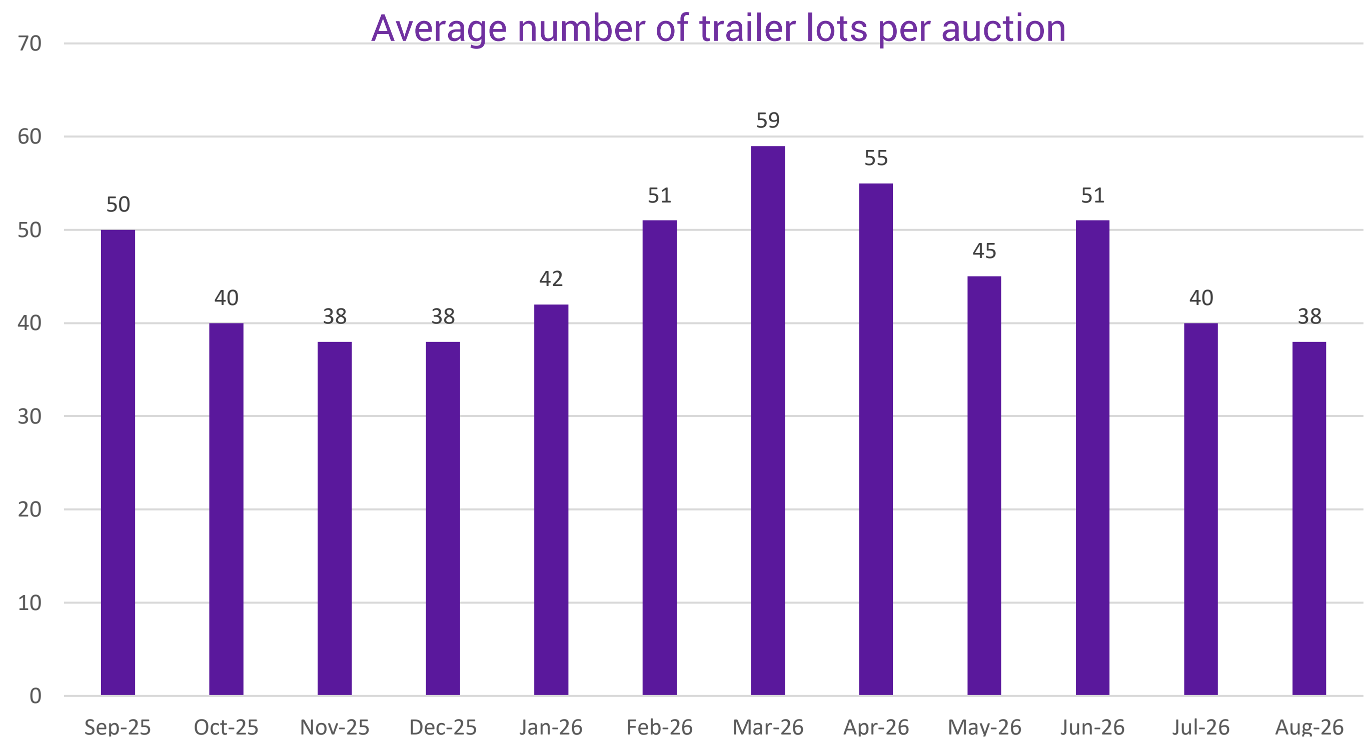
The above statistics are based on five auctions and 909 total truck and trailer lots offered up to and including the 17th August, and as always, we remind you that these are 'hammer sales' on-the-day and provisional sales which are subsequently successfully converted are not included.

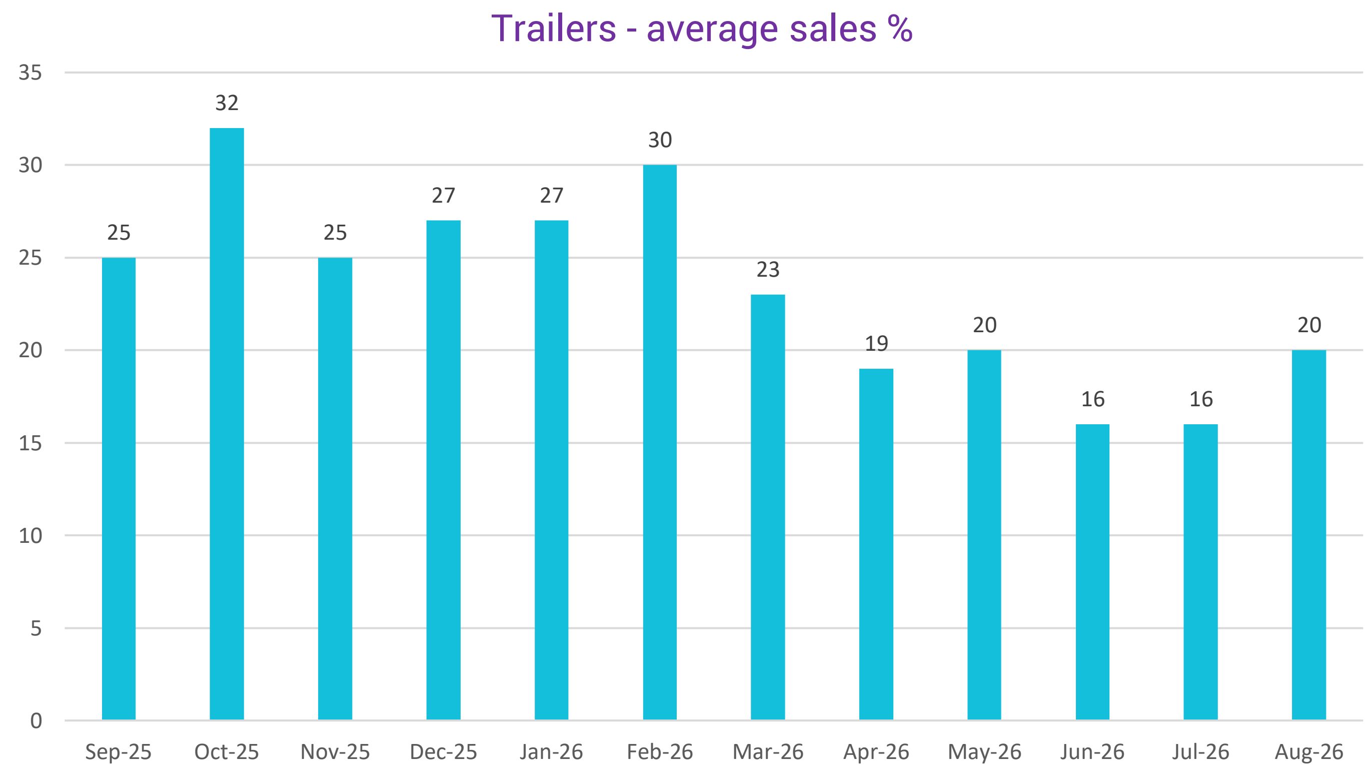
The following two graphs illustrate the average number of truck lots which have been available at auctions each month followed by the average number of truck sales as a percentage of the average number of truck lots.





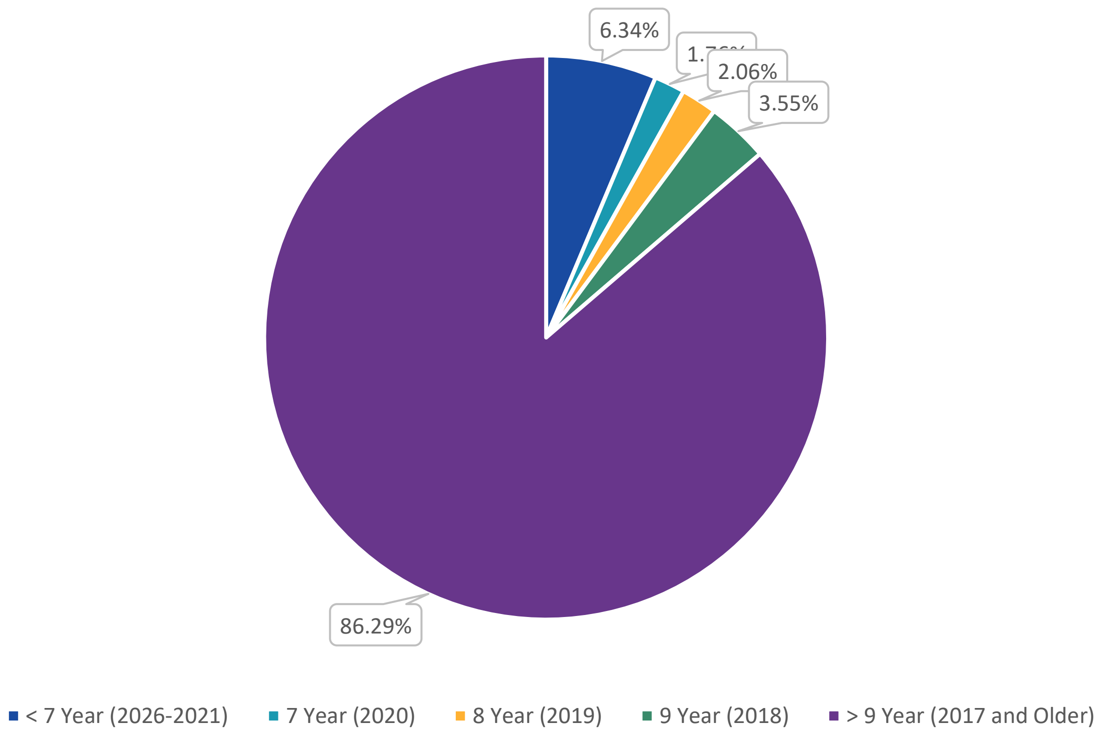
The two graphs below illustrate the average number of trailer lots which have been available at auctions each month followed by the average number of trailer sales as a percentage of the average number of trailer lots.



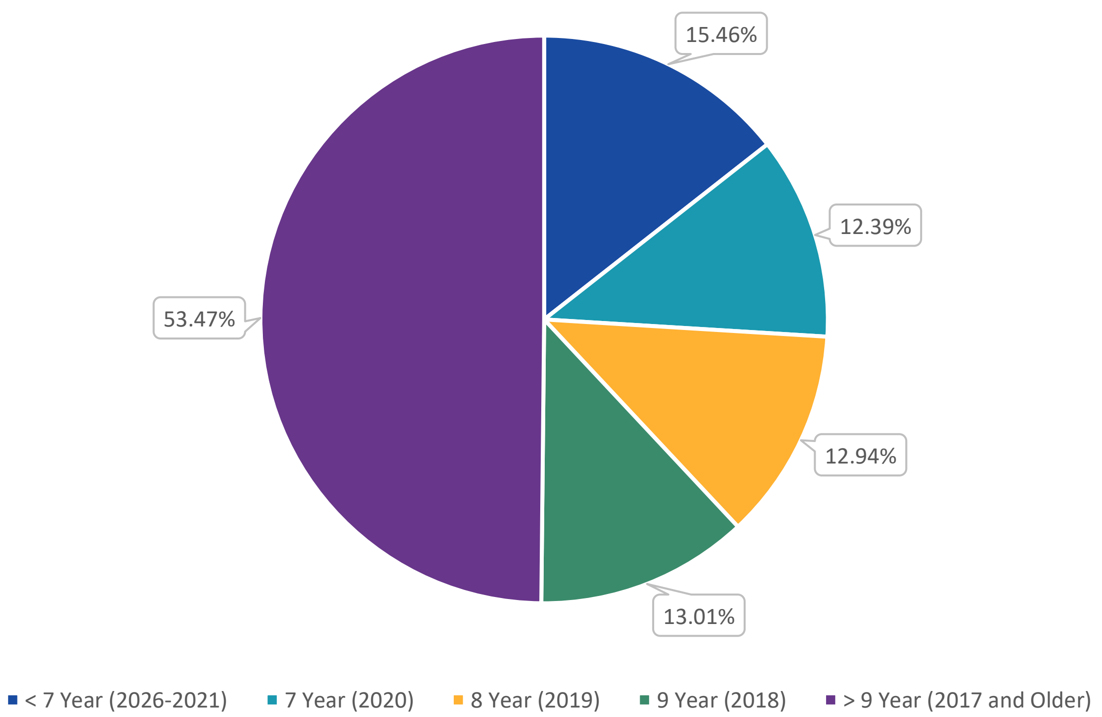


The following illustrates the age profile of trucks and trailers seen at auctions during 2026. The age of entries shown as a percentage of the total truck and trailer lots viewed.

Trailer auction lots by age

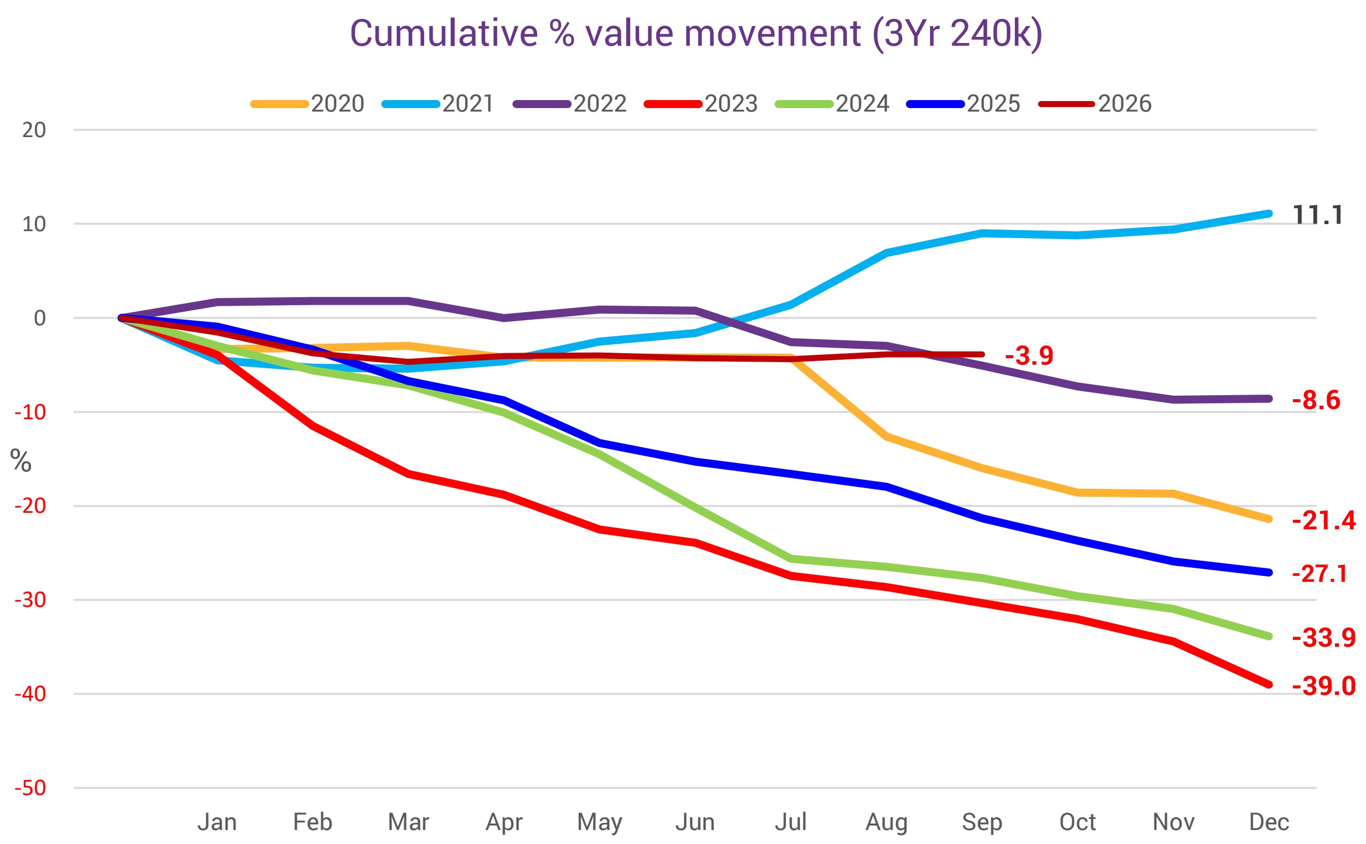


Truck auction lots by age



Statistics for all the above graphs are correct up to and including 17th August 2026.

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



Sector Summary

7.5t to 12t vehicles - Euro 6

- A handful of positive movements tempered by values decreasing for some of the most populous models.

The 7.5 tonne sector continues to struggle a little with plenty of stock available, especially boxes, which are predominantly DAF and Iveco, with result being that their values are fluctuating monthly.

Some older models have been outperforming some newer examples recently, but the values of these are also beginning to see pressure.

Several DAF LF chassis from a well-known bottled gas supplier have recently appeared and proved popular entries, as does anything that is not standard such as dropsides fitted with cranes.

One such dropside crane which sold easily for £22,600 was a 2018 68 plate Iveco Eurocargo ML75E16S with a PALFINGER PK7.001 SLD3 crane and just 47,000 kilometres.

Another vehicle of interest was a 2022 71 plate Fuso Canter 7C18 beavertail with 139,000 kilometres which sold for £16,500.

13t to 18t vehicles - Euro 6

- A similar scenario to the smaller vehicle sector. With the values of most models remaining stable but there are some negative movements together with a similar number of increases.

Values in this sector are behaving like those of their smaller sisters. DAF LF Fridges remain available in abundance from several sources and although most are selling the values of these, and many other LF derivatives are again suffering.

Crash cushion vehicles are also on the increase again. Some tidy fresh examples being available, but sales are slow, possibly due to the lack of work for such vehicles at present.

A couple of removal pantechnicons generated little attention when they appeared at auction. This usually occurs with such vehicles as age and mileage, and often condition, conspire against them making them unattractive propositions.

A few more older fire engines have again been noted on Iveco and Scania chassis, but these too generate little interest and unless someone has a genuine use for one, they will eventually be sold for parts.

An example of a traffic management dropside with a crash cushion was a sleeper cab 17 plate Iveco Eurocargo ML180E25S with 72,000 kilometres which sold for £17,000.

Other interesting vehicles included a 2020 70 plate day cab DAF FA LF290 hotbox with 65,000 which sold for £23,000 and a pair of 2017 67 plate day cab MAN TGM18.250 gritter ploughs. The best of the pair had 57,000 kilometres and it sold for £10,750.

Multi-wheelers - Euro 6

- The values of most three-axle vehicles are again unchanged with a few increased values and just a couple of negative movements. The majority of four axle values are also unchanged except for a handful of models who's values have either slightly increased or fallen.

Three axle vehicles have seen values remain stable with more increases than falls. 8x4 tipper values have remained largely unchanged, as have most other values, the exception being a couple of hook loaders and tipper values which have seen a mix of slight increases or reductions.

A large batch of Renault Trucks C430.32 8x4 tippers from a utility operator are one of the vehicles suffering a reduction in value. Quantity being the spoiler.

Both 6x4 and 8x4 tipper grabs are in demand and create strong interest as they appear at auction and with 6x4 examples being scarce by comparison bids for them can be close to those for 8x4 examples.

Several older fuel tankers recently appeared but proved unpopular lots and refuse trucks seem to be growing in number again and whilst some are selling values are nothing to get excited about.

Beavertail plant carriers always arouse interest, and recent examples included a 2020 70 plate DAF FAX CF410 8x2 day cab with 317,000 kilometres which sold for £46,750.

Other vehicles of note include a 2021 71 plate day cab Volvo FMX440 8x4 tipper grab with 181,000 kilometres which sold for £82,500 and a 2017 66 plate Volvo FH460 8x2 Globetrotter flat with Cormach 75000E7 remote crane with 756,000 kilometres which sold for £68,000.

Tractor units - Euro 6

- 6x2 values are largely unchanged with just a couple of Iveco, MAN and Mercedes-Benz models decreasing, whilst some DAF, Iveco and Renault Trucks models have increased.
  Values of some 4x2's have increased for a few models, but most are unchanged.

Little change here.

6x2 tractor units continue to be in good supply and most values remain stable, although there are some examples where values have increased.

Trailers

- Values of many trailers which recently declined have seen values increase.

Well, what a change in fortunes in just a month!

Trailers which were starting to decline in value have suddenly become more popular and values have bounced back for most types following a 25% increase in sales and a fall in auction entries.

The values of platforms and tippers, which were unaffected by recent events, continue to rise too, so things are just a little rosier in trailer world.

Just as with trucks, it is non-standard equipment that tends to generate most interest. This was the case with a pair of 2019 Dennison triaxle extendable flats which sold for £15,250 and £15,200 respectively.

Rob Smith
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