2026

October 2026

Car Market Overview

Vehicle Solutions

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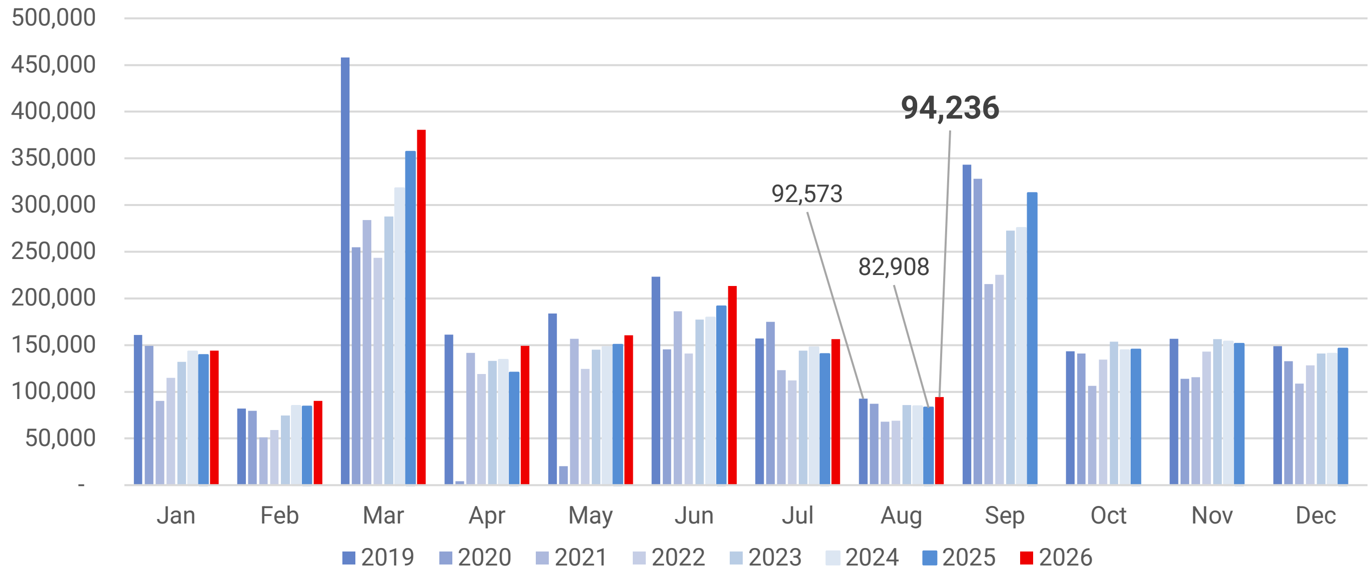
Car market overview

Welcome to this month's update, where we take stock of where the UK new and used car markets stand right now. We bring together the latest new car registration figures through to the end of August 2026 and set them alongside a summary on how the used market is holding up. Everything that follows reflects the market picture as at 24th September 2026.

New car sales

There was more positive news for the new car market in August, which recorded its ninth month of growth in a row, and its best August since the arrival of the biannual plate change. Registrations rose 13.7%, according to the latest data published today by the Society of Motor Manufacturers and Traders (SMMT), as 94,236 new cars were registered. It's an encouraging result given that August is typically one of the market's quietest months, when many buyers hold off for the new September plate. It's also worth noting that August was up 1.8% on 2019, a welcome sign that registration volumes have now returned to pre pandemic levels.



Source: SMMT

The growth was particularly encouraging given its broad-based nature, with all three main sales channels increasing. Fleet volumes rose 10.1% and accounted for 57.2% of registrations, while private buyers drove the strongest growth, with demand up 19.0% year-on-year to reach around a 41% market share. The business sector also performed well, increasing by 14.5% despite representing only 2.0% of total registrations overall.

Petrol aside, growth was seen across every powertrain, though electrified vehicles once again did the heavy lifting. Plug-in Electric Vehicles (PHEVs) recorded the strongest rise, up 39.8% to account for 14.5% of registrations, with Hybrid Electric Vehicles (HEVs) up 26.3% for a 12.7% share. Battery Electric Vehicles (BEVs), meanwhile, grew 27.7% to take 29.8% of overall uptake, and according to the SMMT the second highest monthly share we've seen this year.

Looking at the year as a whole, the market has now reached 1,388,735 registrations, placing it around 10% ahead of the same point in 2025. While this represents steady and encouraging progress, it remains important to keep the longer-term picture in mind, with cumulative registrations still 8.58% below 2019 levels. At a brand level, Volkswagen continues to lead the market with an 8.05% share, comfortably ahead of a closely grouped chasing pack comprising Kia (5.53%), BMW (5.48%), Audi (5.18%) and Ford (5.12%), all of which are operating around the 5% mark.

The more telling story this month, though, is where the share is shifting. The biggest winners year on year are almost exclusively the Chinese marques, led by Jaecoo (+2.22%), Chery (+1.70%) and BYD (+1.55%), while the more established OEMs have gone the other way, with Volkswagen (-1.07%), Nissan (-1.03%), Hyundai (-0.89%), Ford (-0.82%) and BMW (-0.76%) all surrendering ground. That shift is reflected in the wider numbers, with Chinese OEMs now accounting for 16.06% of the market year to date, up from 9.74% across the whole of 2025. In August alone they reached 21.03%, a new high. MG continues to lead the group on 4.39%, with BYD (3.48%) and Jaecoo (3.14%) close behind, and on current trajectory their combined share looks set to keep on climbing through the second half of the year.

Now looking at the year-to-date fuel picture, the shift towards electrification is unequivocal. BEVs have grown to almost 29% to take a 25.6% share, up from 21.9% this time last year, while PHEVs have posted the strongest rise of all, up 37.9% to reach 13.34% (from 10.62%). HEVs have also increased, up 11.2% and now close to a 14% share. The reverse side of this growth story is the continued decline of traditional combustion powertrains. Petrol registrations fell 3.1%, reducing market share from 48.1% to 42.5%, while diesel dropped a further 10.5% to just 4.6% of the market. As a result, electrified vehicles now comfortably account for the majority of registrations, with little indication that this momentum will ease.

Rounding things off with the short-cycle/daily rental market, year-to-date registrations are running 8.9% ahead of 2025, but still sit 26.1% below 2019 levels. August alone was up sharply, rising 47% (739 units) year on year and 18% (347 units) against 2019. Even so, monthly volumes remain relatively low versus earlier in the year, reflecting the fact that September is a key in-fleet month for many operators in this segment.

At the time of writing, early indications suggest that the new car market for September is tracking ahead of last year. As one of the market's most important months, it will be telling on several fronts - whether the run of growth continues as the '76 plate lands, how much further the Chinese marques can push their share as the competitive landscape reshapes at an OEM level, and whether electrified models, already over half the market year to date, can carry that momentum forward. We'll carry out more in-depth analysis next month, but it's worth remembering that, cliché as it may be, today's new cars are tomorrow's used cars, and what happens in September can shape the used market through the final quarter and for years to come.

Used car retail activity

Used car retail activity has been somewhat mixed throughout September, with many retailers describing trading conditions as inconsistent rather than uniformly strong or weak. Quieter periods have often been punctuated by bursts of stronger demand, suggesting buyers remain active but are becoming less predictable in their purchasing behaviour. Well-presented, competitively priced vehicles with a clear value proposition continue to perform strongly, while older, higher-mileage stock is proving more challenging unless condition and pricing are closely aligned with current market expectations.

The headline days-to-sell data supports this measured picture. HEVs and BEVs remain the quickest-selling fuel types overall, averaging 32 and 33 days respectively during September so far. Petrol and PHEV’s have both averaged 36 days, while diesel has taken the longest at 41 days so far. These figures show only modest overall change, but there is greater variation beneath the market averages.

Car supermarkets continue to achieve the quickest stock turn, with average selling periods ranging from 27 to 35 days across the fuel types. Franchised retailers have also remained comparatively consistent, with petrol vehicles averaging 34 days and HEVs 31 days, both unchanged from August. Their relative stability is positive during the September plate-change month, when retailer focus is often weighted towards new-car activity.

Independent retailers have generally experienced longer selling periods, reflecting an older and higher-mileage stock profile. However, feedback indicates that demand remains healthy for clean vehicles capable of retailing below £10,000, particularly small automatics. Preparation costs continue to influence buying decisions, with retailers remaining cautious where mechanical or cosmetic work could quickly erode the potential margin.

BEVs remain one of the quicker-selling areas of the market, despite average days to sell increasing from 31 days in August to 33 days throughout September thus far. Anecdotal feedback from many retailers has been particularly positive, with BEV demand reported to be outstripping supply with replacement vehicles generally becoming more expensive to source. Retailers have also reported that BEVs are selling more quickly than petrol and diesel vehicles and generating healthy margins. Customer concerns around charging infrastructure and battery degradation appeared to be reduced, with purchase price and potential running-cost savings becoming much more prominent considerations.

September's new-car activity is expected to generate additional part exchanges and improve used vehicle availability in the coming weeks and with that inventory discipline will remain important. Some retailers are deliberately operating with leaner stockholdings and are unwilling to discount simply to support volume, helping margins remain resilient throughout September. Against this backdrop, part exchanges remain a preferred source of stock for some retailers, reflecting their potentially lower acquisition and preparation costs, as well as stronger opportunities for finance attachment and margin.

Overall, the used car retail market remains steady but inconsistent. Headline stock-turn movements have been relatively small, but trading conditions beneath the averages are more selective. Affordable cars, small automatics, carefully chosen premium models and BEVs continue to perform, while older or higher-mileage vehicles require particularly realistic pricing and careful appraisal.

Used car remarketing activity

The wholesale market began the month on a relatively positive footing, with improving conversion and encouraging buyer engagement continuing the upbeat sentiment seen towards the end of the previous month. Clean, desirable and retail-ready vehicles have remained in demand, particularly for younger examples with sensible mileage and limited preparation requirements. Buyers remain prepared to compete for the right stock, although accurate appraisal and realistic reserve setting continue to be important in securing a sale, and at the first attempt.

As the month has progressed, trading conditions have become a little more mixed. By mid-September, increasing stock availability has provided buyers with greater choice, allowing them to become more selective about condition, specification and price. This does not represent a widespread deterioration in demand, but it has reinforced the market's existing two-tier nature. Vehicles with good provenance and a straightforward retail proposition continue to attract interest, while older, higher-mileage and less retail-ready stock remains more challenging.

The latest auction data nevertheless provides some evidence of improving sales efficiency. Vehicles have averaged 1.6 sales attempts through auction in September so far, compared with 1.7 in August, interrupting the gradual increase seen through much of the previous six months. Although the improvement is modest, vehicles are currently requiring slightly less auction exposure before selling than during the previous month.

The improvement has been evident across most fuel types. Diesel vehicles have averaged 1.7 sales attempts in September to date, down from 1.8 in August, while petrol has reduced from 1.8 to 1.7. PHEVs have also improved, moving from 1.6 attempts to 1.4, while HEVs have remained unchanged at 1.4. The positives that can be drawn from this that no principal fuel type within the current data has required more sales attempts than during August.

BEVs continue to require the fewest auction entries, averaging 1.2 sales attempts in September so far, compared with 1.3 in August and 1.5 back in March. This is the clearest longer-term movement within our fuel-type data. With geopolitical uncertainty maintaining the focus on fuel costs, the running-cost proposition of electric vehicles remains relevant, while the substantial adjustment in used BEV values over recent years means many models continue to offer attractive value for money. Although performance still varies by model, age and price point, the latest auction data suggests that well-priced used BEVs are continuing to find buyers relatively efficiently.

Vehicle condition remains an important differentiator. Average sales attempts have reduced slightly across each of the five NAMA grades compared with August, but a clear gap remains between the strongest and weakest stock. NAMA Grade 1 vehicles have averaged 1.3 attempts in September so far, compared with 1.8 for Grade 5 vehicles. Grade 2 averages 1.5 attempts, while Grades 3 and 4 both average 1.7, showing that poorer-condition vehicles typically take more attempts to sell, a theme that has been present in the market for some time.

The lower grades sit disproportionately with older, higher-mileage vehicles, an area that has presented challenges for a while now. Reconditioning costs continue to narrow potential profit margins, particularly where mechanical and cosmetic preparation is required. With buyers able to choose from a growing number of comparable vehicles, stock requiring additional investment is more dependent on a reserve that properly reflects the work involved. Near-identical vehicles can therefore produce different outcomes according to condition, presentation and vendor expectations.

Car Market Overview

By cap hpi

Consumer-sourced vehicles continue to provide an important stream of wholesale stock, but their performance can also vary considerably. Clean, accurately described vehicles with sensible reserve setting can attract healthy interest, while vehicles requiring preparation or carrying ambitious expectations are more likely to need repeated exposure. As purchasing platforms and other consumer-facing channels bring stock into the trade, careful appraisal remains essential to ensure that pricing reflects the vehicle's true retail potential.

Fleet and leasing stock has remained comparatively well positioned, particularly where vehicles offer sensible mileage, good provenance and limited refurbishment needs. These are the sort of cars that can be prepared and advertised quickly. As September has progressed, though, the prospect of higher fleet, rental, part-exchange and other short-cycle disposal volumes has moved up the agenda, with buyers mindful of the volumes that could arrive over the coming weeks and months.

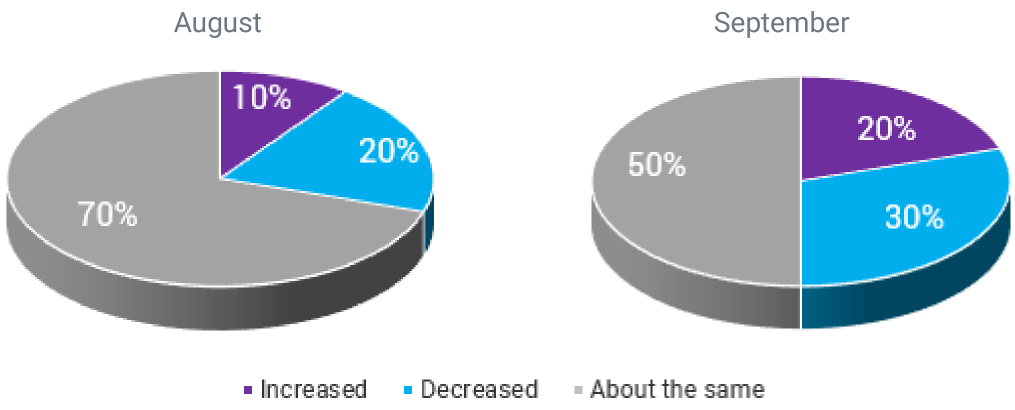
A strong new car market is also expected to generate good levels of part-exchange stock, much of which franchised retailers will pick through and look to retail themselves. Where retailers are already carrying additional vehicles from registration activity or manufacturer-led programmes, their ability to absorb further stock may become more limited, reducing their appetite to buy in the wholesale market at a time when volumes are rising.

Overall, the wholesale market has remained relatively positive during September so far. Buyers continue to engage with desirable stock, while the reduction in average sales attempts points to a modest improvement in sales efficiency compared with August. That improvement has been spread across fuel types and condition grades, but it has not removed the underlying divide between clean, retail-ready vehicles and stock requiring greater preparation. Conversion rates have strengthened through the month, averaging between 70% and 80% depending on the sale type.

Looking ahead, rising part-exchange and defleet volumes could test this stability as the market moves towards October and the final quarter of the year. Greater choice is likely to place further emphasis on condition, provenance and price, particularly for older and higher-mileage vehicles. Sensible reserve setting will remain central to maintaining sales efficiency and limiting unnecessary re-entry as additional stock reaches wholesale channels.

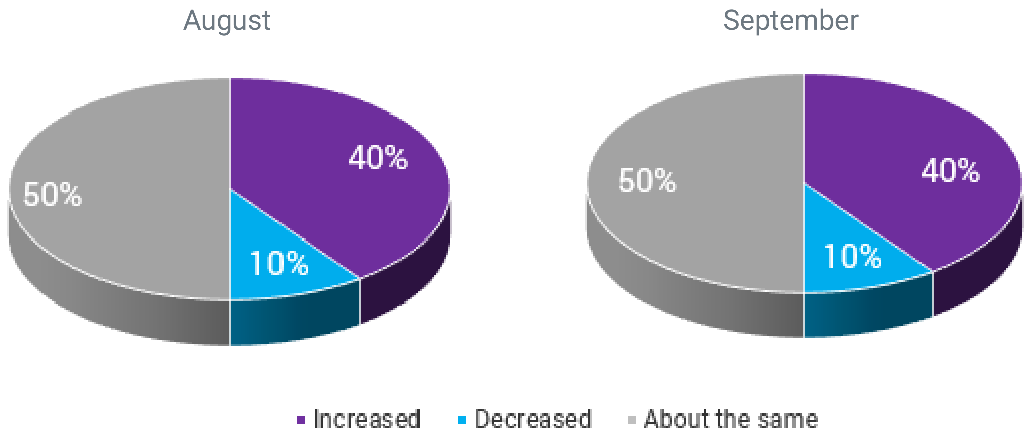
Below are the results from September's auction survey:

How do your current stock levels compare to last month?



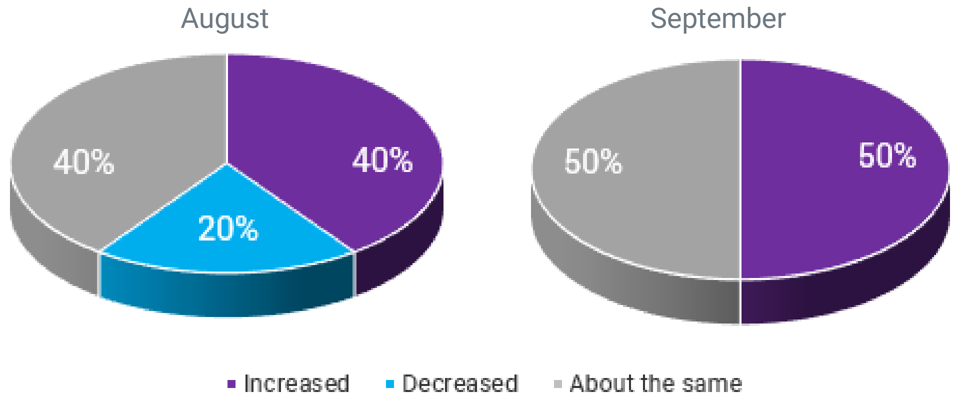
September has seen the supply picture become a little more mixed. Half of auction partners reported stock levels in line with last month, down from seven in ten in August, with three in ten now seeing volumes fall and two in ten reporting an increase. That points to a market where stock is being worked through rather than building up, and it follows a similar theme to last month where a growing number of remarketers were noting volumes easing back.

How does your current overall demand compare to last month?



September has seen demand sentiment unchanged from August, with the survey returning an identical split: four in ten auction partners describing demand as higher, five in ten as about the same and one in ten as lower. There is no month-on-month movement in the picture at all, and against a stock position that has shifted noticeably, that stability stands out. Taken together, the two measures point to a market absorbing the stock available to it rather than one losing momentum, with buyers engaging consistently across the plate change month.

How do your conversion rates compare to last month?



Conversion rates offer the most positive reading of the three measures. Half of auction partners reported conversions higher than last month and the other half described them as about the same, with no partner reporting a decline. That is a clear improvement on August, when one in five were seeing conversions fall, and it is the strongest indication yet that the steady demand reported through the month is translating into cars sold rather than simply into activity.

Set against the stock and demand results, the picture is a consistent one. With more partners reporting stock reducing, demand sentiment unchanged and conversions edging up, September points to a market absorbing the stock available to it at realistic levels. The question for October is whether that conversion performance holds once the part-exchange and defleet volumes generated during September arrives, and whether it is sustained across older, higher mileage stock as well as the cleaner, retail-ready cars.

Used cars – trade values

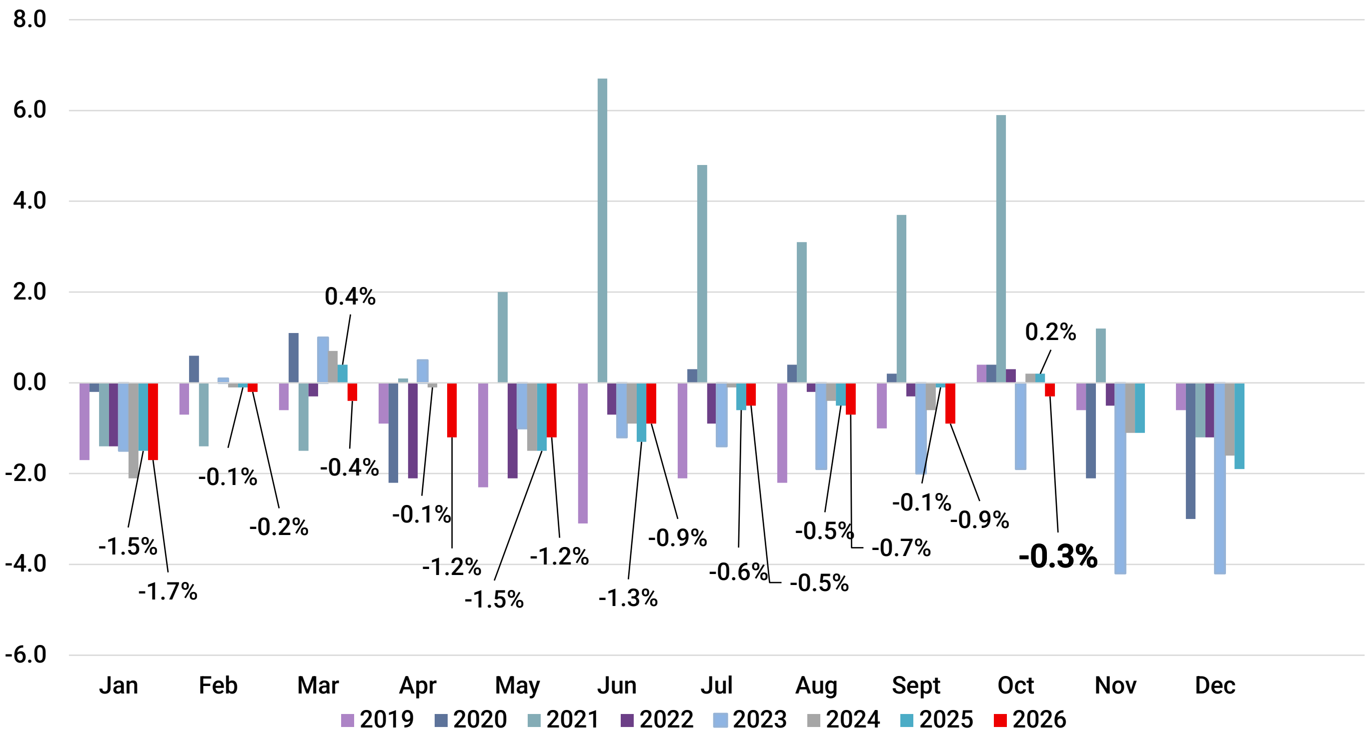
Against a backdrop of relatively stable retail and trade markets, average values have moved only marginally this month. At the benchmark of three years and 60,000 miles, values have fallen by 0.3%, or just over £90, following a 0.9% reduction in September. That sits broadly in line with the seasonal average reduction of 0.1% once the exceptional COVID-affected years of 2020 and 2021 are excluded.

Car Market Overview

By cap hpi

Looking back at previous October movements, values rose in eight of the 14 years between 2012 and 2025, fell in five and remained level once. The largest increase was 5.9% in 2021, at the height of the pandemic-driven market, and the largest reduction 1.9% in 2023, when used values underwent a significant realignment in the second half of the year, particularly in the final quarter, following the increases seen during the pandemic and the associated new-vehicle supply shortages.

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



Movements are still relatively small at the younger end of the market and get bigger as we work our way up the age and mileage profiles. One year old vehicles with 10,000 miles are down 0.2% on average. The bigger movements sit with the older, higher-mileage vehicles, where five year old cars with 80,000 miles reduced by 0.8% and ten year old cars with 100,000 miles moved back by 2.0%. The same pattern shows up by price band, with sub-£5k stock down 3.4% and £5-10k down 1.9%, while everything above £15k sits between -0.7% and -0.8%. This reflects the same two-tier market we're seeing in the wholesale channels, where the clean, retail-ready cars keep finding buyers and the older, higher-mileage stock is much more challenging to sell.

Looking at the movements by sector at three year old point, City Car lead the way at 0.7% up, with Supermini not far behind at 0.5%. Both reflect the continued trade and retail appetite for affordable, cheap running costs, retail-ready stock at the cheaper end of the market, while Supercars on the other end of the spectrum are the only other sector in positive territory at 0.2%.

The remaining sectors were clustered much more closely together, with Coupe Cabriolet recording a modest decline of just 0.1%. Executive, Lower Medium and SUV all reduced by 0.3%, while Sports & Large Executive fell 0.4%, leaving very little to separate these segments. Beyond that, movements became slightly more pronounced, with MPV values down 0.6% with Luxury Executive, Convertible and Upper Medium all recording the largest falls by around 1.0%. The decline in Convertibles is largely seasonal, reflecting the end of the summer trading period. A full breakdown of sector movements, along with the most notable individual performers, can be found at the end of this overview.

Finally, looking at fuel type at three years and 60,000 miles, hybrid is the strongest performer, up 0.5%, with BEV also in positive territory at 0.3%. PHEV is the weakest at 0.8% down, while Petrol and Diesel both move back by 0.5% & 0.6% respectively.

Diesel remains the weakest-performing fuel type and has now occupied the bottom spot for five consecutive months. Much of this can be attributed to rising pump prices, with diesel now reaching around 195p per litre, on average across the UK - now at as its highest level since July 2022, and approximately 23p more expensive than petrol. The RAC has also warned that prices could now exceed £2 per litre, if ongoing supply disruptions persist. At current rates, filling an average-sized fuel tank costs around £105, a figure that is becoming increasingly difficult for buyers to overlook when assessing running costs. Retailers are reaching similar conclusions, which is reflected in subdued demand for diesel stock unless vehicles are particularly desirable or priced competitively.

As noted earlier, BEV values have recorded another modest increase at the three-year, 60,000-mile benchmark this month, further extending the period of stability that has been evident since June. Following value increases of 1.2% and 0.8% in June and July respectively, movements have remained notably subdued, with a 0.2% decline in August, a 0.1% rise in September and a further 0.3% increase this month. This marks a clear shift from the first five months of 2026, when values declined on a monthly basis, and represents the most stable June-to-October period since 2022. Indeed, over the past three months, values have moved by no more than 0.3% in either direction, highlighting a BEV market that has become considerably more settled following several years of volatility.

This stability is all the more notable given the continued growth in BEVs entering wholesale channels. Year-to-date disposal volumes are running around 50% above the same period in 2025, with every completed month exceeding its equivalent last year, and we have already surpassed the total volume received across the whole of 2025. April set a new monthly record of 16,448 vehicles and volumes have remained elevated through the summer. Despite the additional supply, BEVs continue to require the fewest auction entries, averaging 1.2 sales attempts in September so far, and at retail they remain among the quickest selling fuel types.

Higher disposal volumes, low auction attempts and more stable values together give an encouraging indication that the market is absorbing the growing supply of used BEVs. The substantial adjustment in values over recent years means many models now offer genuine value for money, and their running cost advantages look increasingly relevant with diesel at around 195p a litre and petrol not far behind.

In summary, values have remained remarkably stable this month, reinforcing the view that the market has settled into more typical seasonal patterns following the volatility of recent years. Beneath the headline figure, however, the familiar two-tier market remains evident, with clean, retail-ready stock continuing to attract strong demand while older, higher-mileage vehicles face greater pressure. City Cars and Superminis led sector performance as buyers continued to favour affordable, economical motoring, while hybrids and BEVs outperformed conventional fuel types. Indeed, one of the most encouraging themes remains the growing resilience of the used EV market. Despite wholesale volumes running around 50% higher than last year, BEV values have remained largely stable since June, supported by strong retail demand, low auction sale attempts and increasingly attractive value-for-money propositions. Against a backdrop of rising fuel prices, particularly for diesel, the market appears to be absorbing the growing supply of used electric vehicles with increasing confidence, suggesting a more mature and balanced landscape is beginning to emerge.

What next?

Last month, our prediction was:

“As is typical, vehicle numbers will build as the month progresses, with trade-ins and fleet and rental returns coming back to market. In a normal year, this additional supply does little to push prices down during September itself. This year, however, there is scope for slightly more pressure than we have seen over recent years. The three-year-old market still has the potential to perform relatively close to seasonality, but the older end could continue to see the larger movements, with supply and demand for these vehicles remaining unbalanced. With supply only likely to grow from here, values at that end of the market could well remain under pressure”

Looking ahead, wholesale supply is expected to increase throughout the final quarter of the year. Three years ago, new vehicle registrations began to recover following the supply constraints that characterised the post-pandemic market, and those vehicles are now returning in greater numbers. Alongside growing levels of fleet and leasing defleet stock, September's plate change is also expected to generate additional part-exchange volumes, increasing the availability of stock across auctions, direct remarketers and other wholesale channels.

Car Market Overview

By cap hpi

While we are not forecasting a repeat of the market correction experienced during the final quarter of 2023, when values declined by around 10.5% between October and December, the coming months could still prove challenging. November has historically signalled the beginning of a softer trading period and, looking back to 2012 while excluding the exceptional market conditions experienced during 2020 and 2021, three-year-old vehicles at 60,000 miles recorded an average November movement of -1.4%. As supply levels rise and buyers are presented with more choice, maintaining values may become increasingly difficult across some sectors of the market.

The highly competitive new car market remains another factor to watch. Last autumn, many franchised retailers and dealer groups were carrying significant volumes of part exchange vehicles, demonstrator and pre-registered stock, reducing both their appetite and ability to replenish used vehicle inventories. Despite a requirement for three to five-year-old stock, elevated stockholding positions restricted buying activity as retailers focused on clearing existing inventory. With attractive manufacturer offers still prevalent, there is potential for similar conditions to emerge again this year, adding further pressure to the wholesale market as disposal volumes increase through Q4.

BEVs are expected to remain one of the more resilient sectors of the wholesale market. Whilst increasing volumes continue to enter the remarketing arena, improving retailer confidence, stronger consumer awareness and a more established used EV market should help support demand for the right products.

Attention will also turn to the Chancellor's Budget on 28th October, with the automotive sector watching closely for any announcements relating to vehicle taxation, fleet operators and the wider transition to electrification. Equally important will be any measures aimed at easing cost-of-living pressures and supporting consumer confidence, both of which remain key drivers of retail demand.

For vendors, the key to navigating what is likely to be a more challenging final quarter will be making full use of the market intelligence available to them. Accurate valuations, careful appraisal of vehicle condition and a clear understanding of live market dynamics will all play an increasingly important role as supply grows. Cap Live continues to provide valuable insight into daily market movements, helping vendors remain aligned with changing conditions. Furthermore, whilst it may be a well-worn remarketing cliché, the phrase "your first bid is often your best bid" can become especially relevant in a declining market, where holding out for yesterday's price can quickly become an expensive decision.

As we move towards year-end, Cap Live will continue to monitor used car pricing closely. Historically, the final quarter has often delivered some of the most challenging trading conditions of the year, and increasing supply levels suggest that 2026 may be no exception. We will continue to provide timely insight and analysis as market conditions evolve.

Current used valuations October 2026 - average value movements

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
City Car	1.2%	0.7%	0.2%	(1.3%)
Supermini	0.4%	0.5%	0.1%	(1.6%)
Lower Medium	(0.4%)	(0.3%)	(1.4%)	(3.5%)
Upper Medium	(0.9%)	(1.0%)	(1.2%)	(0.4%)
Executive	0.2%	(0.3%)	(1.6%)	(2.6%)
Large Executive	(0.5%)	(0.4%)	(0.5%)	(1.4%)
MPV	(0.4%)	(0.6%)	(0.6%)	(1.1%)
SUV	(0.1%)	(0.3%)	(0.8%)	(2.3%)
Convertible	(1.5%)	(1.1%)	(0.8%)	(3.2%)
Coupe Cabriolet	(1.0%)	(0.1%)	(0.0%)	(4.6%)
Sports	(0.2%)	(0.4%)	0.1%	(0.0%)
Luxury Executive	(1.5%)	(1.0%)	(0.3%)	(0.1%)
Supercar	(0.6%)	0.2%	0.5%	2.0%
Overall Avg Book Movement	**(0.2%)**	**(0.3%)**	**(0.8%)**	**(2.0%)**

( ) Denotes negative percentages

	1 YR/10K	3 YR/60K	5 YR/80K	10 YR/100k
MPV Small			10.9%	(2.3%)
MPV Medium	(0.3%)	0.0%	(0.4%)	(0.7%)
MPV Large	(0.5%)	(1.0%)	(1.3%)	(1.8%)
SUV Small	(0.2%)	(0.1%)	(0.6%)	(0.9%)
SUV Medium	(0.1%)	(0.3%)	(0.8%)	(3.0%)
SUV Large	(0.1%)	(0.4%)	(0.7%)	(1.4%)

( ) Denotes negative percentages

Notable Movers 1-yr 20k

	MIN £	MAX £	AVG £
AUDI Q5 (16-25) DIESEL	450	600	533
CITROEN SPACE TOURER (16-) DIESEL	450	550	489
FIAT PANDA (12-25)	(300)	(225)	(262)
MAZDA MX-5 (15-)	(950)	(700)	(812)
PORSCHE BOXSTER (16-)	(1,800)	(1,100)	(1,412)
SKODA KAROQ (17-) Diesel	600	700	637
TOYOTA COROLLA (18-) Hybrid	350	500	431
VAUXHALL MOKKA (20-) Electric	200	300	261
VOLKSWAGEN ID.4 (21-) Electric	200	300	250
VOLVO XC90 (14-25) DIESEL	(1,200)	(1,200)	(1,200)

( ) Denotes negative value

Notable Movers 3-yr 60k

	MIN £	MAX £	AVG £
BMW 3 SERIES (18-)	(1,250)	(900)	(1,001)
HYUNDAI KONA (18-24) Electric	175	250	218
JAGUAR XF (15-24) DIESEL	(1,150)	(650)	(865)
MERCEDES-BENZ E CLASS COUPE (16-23) DIESEL	550	1,550	1,090
PEUGEOT 108 (14-23)	(250)	(225)	(241)
TOYOTA BZ4X (21-) Electric	400	550	481
TOYOTA PROACE VERSO (16-23) DIESEL	600	850	666
VOLKSWAGEN ID.3 (20-24) Electric	200	800	608
VOLKSWAGEN TIGUAN (16-24) DIESEL	(200)	(150)	(181)
VOLVO XC90 (14-) HYBRID	(700)	(600)	(644)

( ) Denotes negative value