



October 2026 Commercial Vehicle Market Overview



| cap hpi

LCV Market Overview

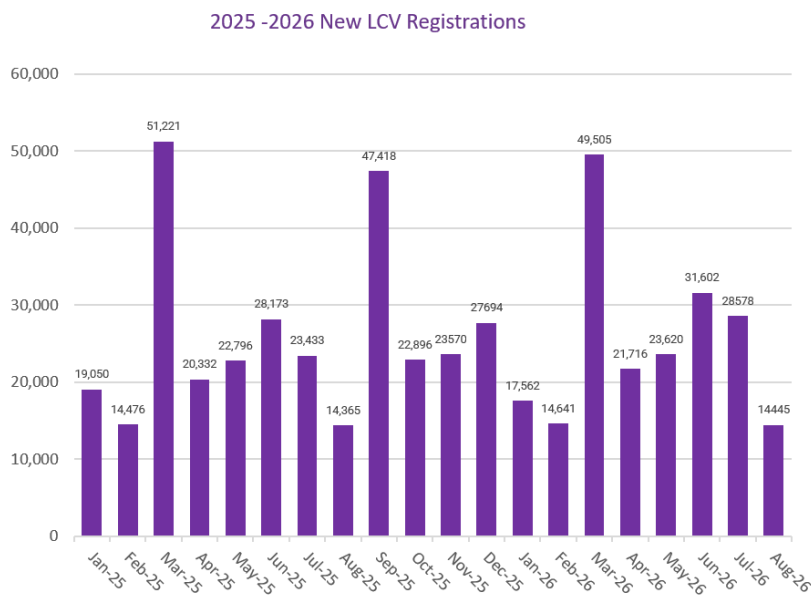


| cap hpi

October 2026

LCV Market Overview

August's drop in new LCV registrations came as no surprise.



According to the latest report from the SMMT, new LCV registrations in August were down 49% month-on-month.

This decline is to be expected, as August traditionally coincides with the peak holiday season and comes immediately before the introduction of the new September registration plate.

Compared to August 2025 registrations were up 80 units.

For what it's worth

Views from the block – no sign of the traditional seasonal lull in auction activity

Feedback from industry contacts over the past month suggests that market conditions have remained relatively stable, with little overall movement in used market prices. This is supported by our research data, which indicates that only minor guide price adjustments were necessary, affecting a relatively small number of models.

Retail demand for used LCVs remained resilient despite the seasonal slowdown typically associated with late summer. Similarly, the wholesale market showed little sign of the traditional lull, with strong attendance and bidding activity at both physical and online auctions.

Of particular note is the renewed interest in minibuses. Following several months of declining demand and falling guide values, market sentiment appears to be improving, with evidence emerging of an upward movement in market prices.

Less noise over damaged stock

Whilst damaged stock continues to present challenges to auctioneers and vendors alike, fewer concerns have been raised over the past month and there have been reports of such stock selling more easily. Since high mileages, damage and general wear and tear tend to go hand in hand, recent adjustments we've made to mileage depreciation

rates have resulted in lower guide values beyond the 80,000 mile mark. This has enabled vendors to set more realistic reserve prices, reducing the gap between their selling price aspirations and buyer demand.

Auction officials continue to remind us that trade buyers are placing increasing importance on documented evidence that servicing has been completed in line with the manufacturer's recommendations. This is particularly important on vehicles that may have an unexpired portion of the manufacturer's warranty, which is only transferable to a subsequent owner if the service schedules have been strictly adhered to.

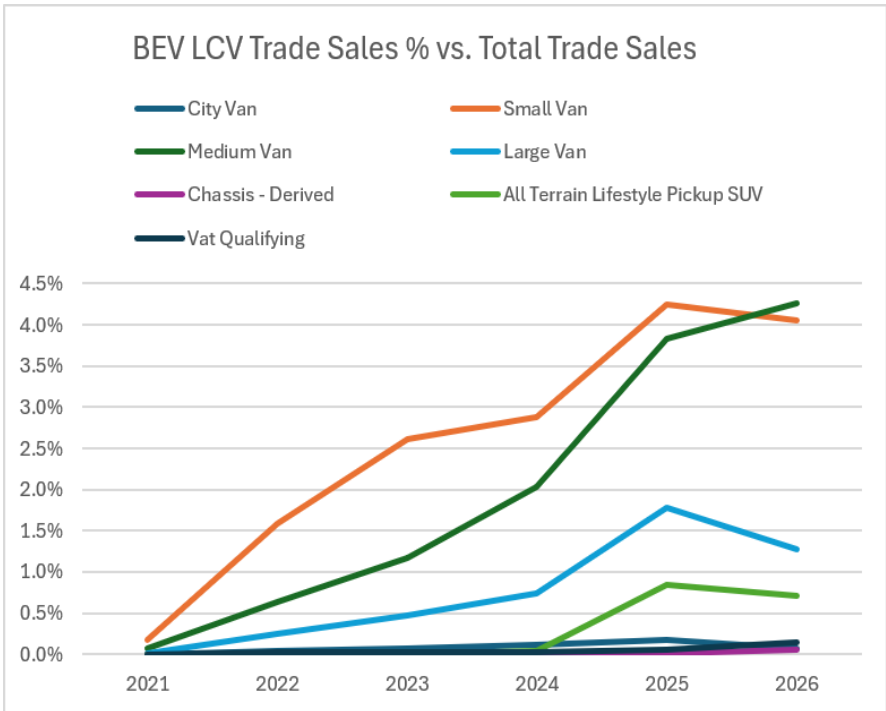
Trade buyers are also naturally cautious about vehicles fitted with wet timing belts. This isn't suprising when considering reports of catastrophic damage to engines when such belts fail and the generally high cost of scheduled belt replacement.

Growth in used BEV LCV Sales

The chart opposite shows how trade sales of BEV LCVs have increased over the past 5 years, expressed as a percentage of the total trade sales.

In the early days, publishing used guide values for battery electric (BEV) LCVs was a significant challenge, and in some sectors it remains so today.

Limited market evidence, combined with rapid advances in battery technology and vehicle design, meant that established valuation processes could not always be relied upon. In many cases, monthly pricing reviews had to be conducted with little or no supporting market data.



As time progressed, however, increasing numbers of BEV models began entering the used market, providing a stronger foundation for valuation decisions and improving confidence in the guide values.

Auction company contacts report a clear shift in buyer behaviour towards BEV LCVs. What was once a market dominated by a small number of buyers cautiously "dipping their toe in the water" has developed into one supported by a much broader and more diverse buyer base.

Commercial Editorial

By cap hpi

Guide price changes in this edition

Indicative guide price movements by sector

LCV Sector	3Yr60k	Overall
Micro Van		-1.2%
City Van	-0.4%	-0.3%
Small Van	-1.0%	-0.9%
Medium Van	0.7%	0.5%
Large Van	-0.9%	-0.7%
E City Van		-1.0%
E Small Van	0.2%	0.2%
E Medium Van	0.6%	0.4%
E Large Van	0.0%	0.0%
E Chassis - Derived	-1.3%	-1.2%
E 4x4 Pick-up Lifestyle SUV	7.9%	4.5%
E Mini-bus		0.0%
E Vat Qualifying	-1.0%	-0.9%
Over 3.5T	-2.7%	-2.6%
All Terrain Workhorse	-0.6%	-0.7%
Forward Control Vehicle	-4.4%	-3.2%
Chassis - Derived	-0.7%	-0.7%
All Terrain Lifestyle	0.7%	0.7%
Mini-bus	3.9%	4.0%
Vat Qualifying	0.2%	-0.1%
Overall Average Movements	-0.7%	-0.7%

With guide price adjustments of **-0.7%** at 3 year / 60K and **-0.7%** overall for the October edition, the movements we've made reflect the relatively stable current market conditions.

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	-0.4%	-0.4%	-0.7%	-0.9%	-1.1%
Electric	-0.4%	-0.3%	-0.2%	-0.1%	-0.2%
Petrol	-0.5%	-0.7%	-0.6%	-0.7%	-0.6%
Petrol Parallel PHEV	0.8%	1.0%	2.7%		-1.1%
Petrol Series PHEV	-5.2%	-4.7%	-4.9%	-3.5%	-0.7%
Petrol/Electric Hybrid	3.0%	5.0%	5.0%	5.0%	

Indicative guide price movements BEV sector

BEV Sector	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
E City Van	-1.0%			-1.0%	-1.0%
E Small Van	0.4%	0.3%	0.2%	0.0%	0.1%
E Medium Van	-0.2%	0.3%	0.8%	1.5%	1.0%
E Large Van	0.0%	0.0%	0.0%	0.0%	0.0%
E Chassis - Derived	-1.4%	-1.1%	-1.3%	-1.0%	-1.0%
E 4x4 Pick-up Lifestyle SUV	2.0%	7.7%	7.9%	8.0%	
E Mini-bus	0.0%	0.0%			
E Vat Qualifying	-0.1%	-0.6%	-1.0%	-4.1%	-1.7%

Commercial Editorial

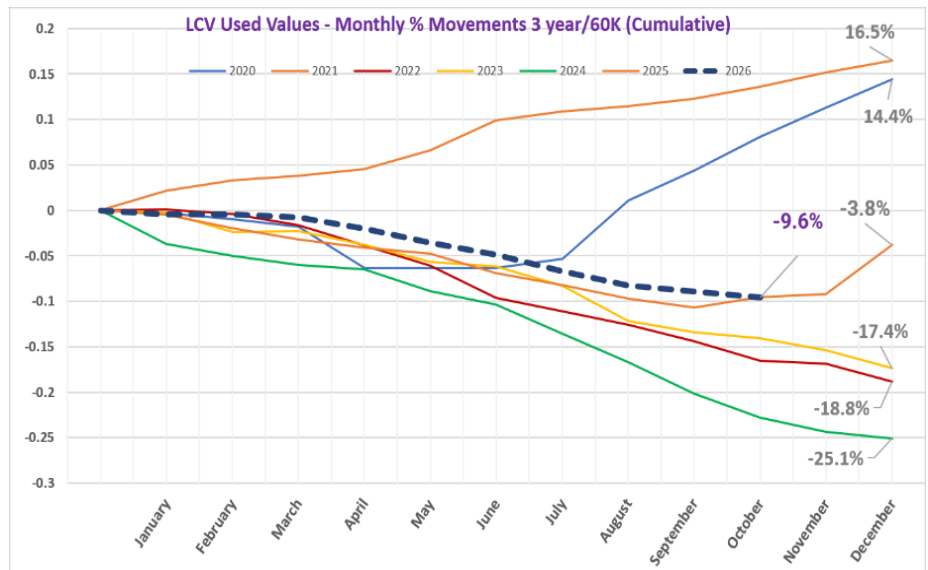
By cap hpi

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

The chart opposite 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 **-9.6%**.

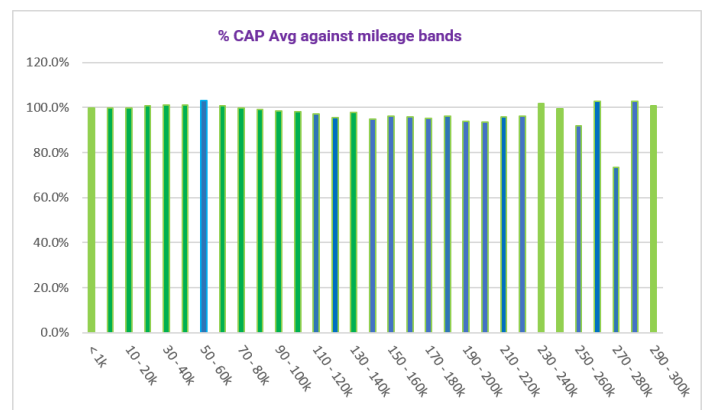
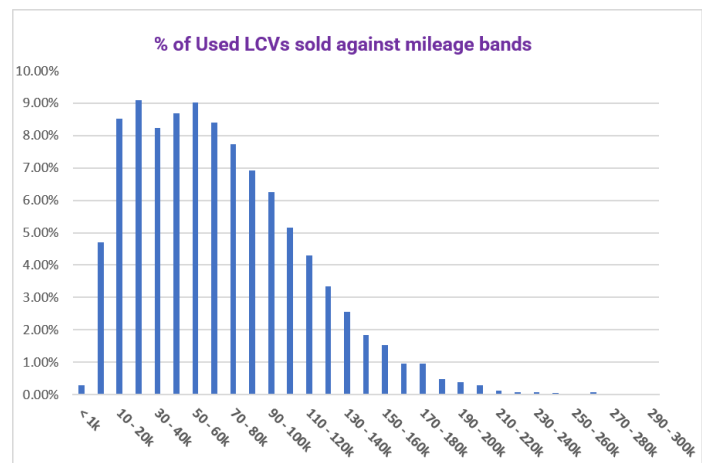


Analysis of guide price performance of higher mileage vehicles

The charts opposite 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.

As this analysis shows, whilst the research data volume drops off dramatically at the higher mileage bands, only a relatively low number sales records fall outside acceptable parameters. Those parameters being between 98% and 102% of CAP Average.

Anecdotal evidence from our meeting with trade contacts would suggest that, overall, the guide values are more accurate than ever at the higher mileage points. However, we are well aware of how volatile the market can be which is why mileage depreciation rates are under constant review across all sectors and model ranges.



Commercial Editorial

By cap hpi

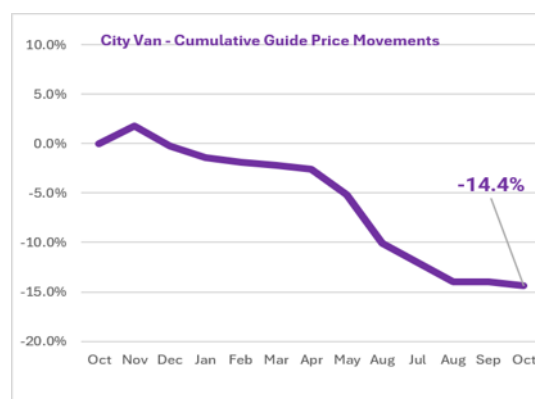
Sectors – what you need to know

Best-selling City Vans by sales volume

42522	TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Trend Van [6 Speed] (18-23)
43639	FIESTA DIESEL (2018 - 2020) - 1.5 TDCi Van (18-20)
41923	CORSAVAN DIESEL (2014 - 2018) - 1.3 CDTi 16V 95ps ecoTEC Van [Start/Stop] (17-18)
45293	TRANSIT COURIER PETROL (2014 - 2023) - 1.0 EcoBoost Leader Van [6 Speed] (19-23)
26324	FIESTA DIESEL (2012 - 2017) - 1.5 TDCi Van (12-17)
42524	TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi 100ps Limited Van [6 Speed] (18-23)
42519	TRANSIT COURIER PETROL (2014 - 2023) - 1.0 EcoBoost Limited Van [6 Speed] (18-23)
55439	COROLLA PETROL (2022 - 2023) - 1.8 VVT-i Hybrid Commercial Auto (22-23)
30871	TRANSIT COURIER DIESEL (2014 - 2023) - 1.5 TDCi Trend Van (14-18)
26326	FIESTA DIESEL (2012 - 2017) - 1.6 TDCi ECOnetic Van (12-15)

City van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
FIAT			-0.9%	-0.9%	-1.0%
FORD	0.3%	-0.7%	-0.6%	-0.5%	-0.8%
TOYOTA	5.0%	5.0%	5.0%	5.0%	

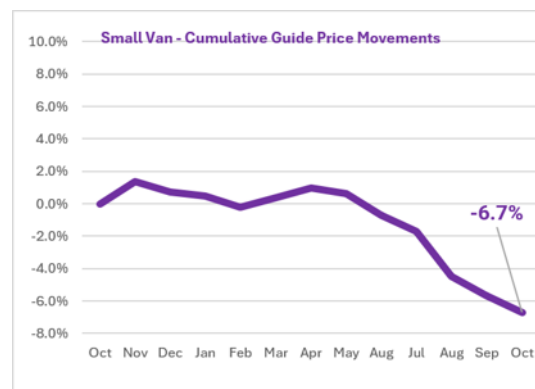


Best-selling Small Vans by sales volume

34775	CADDY MAXI C20 DIESEL (2015 - 2020) - 2.0 TDI BlueMotion Tech 102PS Startline Van (15-20)
56316	BERLINGO M DIESEL (2018 - 2024) - 1.5 BlueHdi 1000Kg Enterprise Ed 100ps 6 Speed S/S (22-24)
44398	PARTNER STANDARD DIESEL (2018 - 2024) - 1000 1.5 BlueHdi 100 Professional Van (19-21)
54104	PROACE CITY L1 DIESEL (2019 - 2025) - 1.5D 100 Icon Van [6 Speed] (21-24)
56336	PARTNER STANDARD DIESEL (2018 - 2024) - 1000 1.5 BlueHdi 100 Professional Premium + Van (22-24)
42529	TRANSIT CONNECT 200 L1 DIESEL (2018 - 2021) - 1.5 EcoBlue 75ps Van (18-19)
56150	COMBO CARGO L1 DIESEL (2018 - 2024) - 2300 1.5 Turbo D 100ps H1 Prime Van (22-24)
42534	TRANSIT CONNECT 200 L1 DIESEL (2018 - 2021) - 1.5 EcoBlue 120ps Limited Van (18-21)
58101	PARTNER LONG DIESEL (2024 - 2026) - 1.5 BlueHdi 100 Asphalt Van (24-26)
53412	BERLINGO M DIESEL (2018 - 2024) - 1.5 BlueHdi 1000Kg Enterprise Pro 100ps [6 Speed] (21-22)

Small van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-2.0%	-2.0%	-2.0%	-2.1%	-2.0%
FIAT	-2.0%	-2.0%	-2.0%	-1.4%	-1.0%
FORD	-1.2%	-0.5%	0.0%	0.0%	0.0%
MERCEDES-BENZ	1.0%	1.0%	1.0%		-1.7%
NISSAN	-2.0%	-2.0%	-2.0%	1.6%	3.0%
PEUGEOT	-2.0%	-2.0%	-2.0%	-2.0%	-2.0%
RENAULT	-2.0%	-2.0%	-2.0%	-2.1%	-2.0%
TOYOTA	-2.0%	-1.4%	0.0%	0.0%	0.0%
VAUXHALL	-2.0%	-2.0%	-2.0%	-2.0%	-2.0%
VOLKSWAGEN	0.0%	0.0%	0.0%	0.0%	0.0%



Commercial Editorial

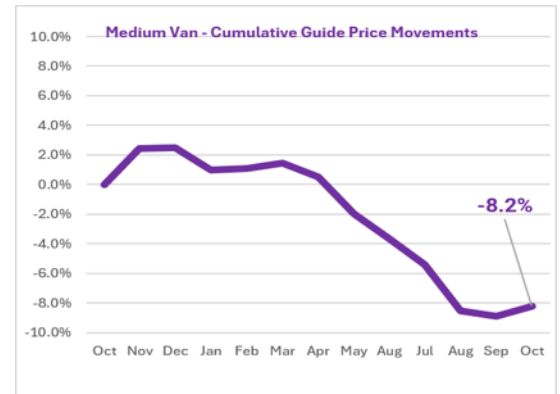
By cap hpi

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)
42069	TRANSIT CUSTOM 300 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)
39597	EXPERT STANDARD DIESEL (2016 - 2024) - 1400 2.0 BlueHDi 120 Professional Van (16-21)
56177	VIVARO L1 DIESEL (2019 - 2024) - 2900 1.5d 100PS Prime H1 Van (22-24)
44322	VIVARO L2 DIESEL (2019 - 2024) - 2900 1.5d 100PS Sportive H1 Van (19-22)
58245	DISPATCH M DIESEL (2024 —) - 1.5 BlueHDi 120ps Van Enterprise (24-25)
53724	EXPERT STANDARD DIESEL (2016 - 2024) - 1000 1.5 BlueHDi 100 Professional Premium Van (21-22)
57322	TRANSIT CUSTOM 280 L1 DIESEL FWD (2023 —) - 2.0 EcoBlue 136ps H1 Van Limited (23-)

Medium van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	0.9%	0.4%	0.4%	0.0%	0.0%
FIAT	0.9%	0.3%	-1.4%	-1.4%	-3.0%
FORD	0.5%	1.8%	2.6%	2.6%	3.0%
MAXUS	-1.0%	-0.7%			
MERCEDES-BENZ	-2.0%	-2.0%	-2.0%	-2.0%	-2.0%
NISSAN	0.0%	0.0%	0.0%	0.0%	0.0%
PEUGEOT	0.9%	0.4%	0.5%	0.0%	0.0%
RENAULT	-2.3%	-2.3%	-2.0%	-2.0%	-0.8%
RENAULT TRUCKS UK	0.0%	0.0%	0.0%	0.0%	0.0%
TOYOTA	0.9%	0.5%	0.0%	0.0%	0.0%
VAUXHALL	0.7%	0.4%	0.3%	0.0%	0.0%
VOLKSWAGEN	0.0%	0.0%	0.0%	0.0%	0.0%

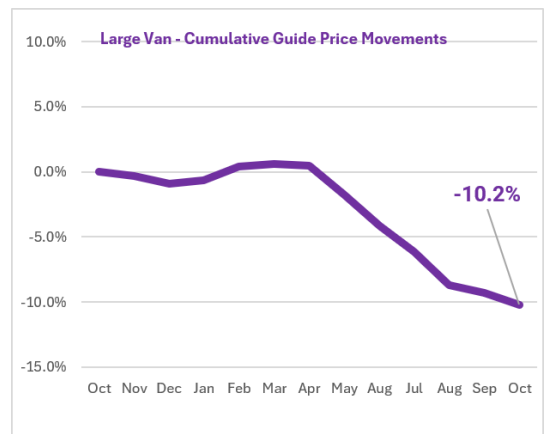


Best-selling Large Vans by sales volume

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)
44591	TRANSIT 350 L3 DIESEL FWD (2019 —) - 2.0 EcoBlue 130ps H3 Leader Van (19-24)
55899	DELIVER 9 LWB DIESEL FWD (2020 - 2024) - 2.0 D20 150 High Roof Van (21-24)
44275	RELAY 35 L3 DIESEL (2014 - 2024) - 2.2 BlueHDi H2 Van 140ps Enterprise (19-23)
61978	TRANSIT 350 L3 DIESEL FWD (2019 —) - 2.0 EcoBlue 130ps H3 Leader Van [DAP] (23-)
44585	TRANSIT 350 L3 DIESEL FWD (2019 —) - 2.0 EcoBlue 130ps H2 Leader Van (19-24)
49244	SPRINTER 315CDI L3 DIESEL RWD (2020 - 2023) - 3.5t H2 Progressive Van (20-23)
45054	MASTER LWB DIESEL FWD (2019 - 2025) - LM35dCi 135 Business+ Medium Roof Van (19-23)

Large van - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
CITROEN	-1.0%	-1.9%	-3.8%	-3.1%	-2.3%
FIAT	-1.7%	-0.4%	-0.2%	0.0%	0.0%
FORD	-0.3%	-0.9%	-1.2%	-1.3%	-1.2%
IVECO	-3.0%	-3.0%	-3.0%	-3.0%	-3.0%
MAN	0.0%	0.0%	0.0%	0.0%	0.0%
MAXUS	0.0%	0.0%	0.0%	0.0%	0.0%
MERCEDES-BENZ	0.0%	0.0%	0.0%	0.0%	0.0%
NISSAN	0.0%	0.0%	0.0%	0.0%	0.0%
PEUGEOT	-1.1%	-0.9%	-0.9%	0.0%	0.0%
RENAULT	-0.6%	-1.0%	-1.9%	-2.0%	-2.1%
RENAULT TRUCKS UK	0.0%	0.0%	0.0%	-2.8%	0.0%
TOYOTA	-2.0%	-1.9%			
VAUXHALL	-0.9%	-0.7%	-0.6%	0.0%	-1.3%
VOLKSWAGEN	2.0%	2.0%	2.0%	2.0%	2.0%



Commercial Editorial

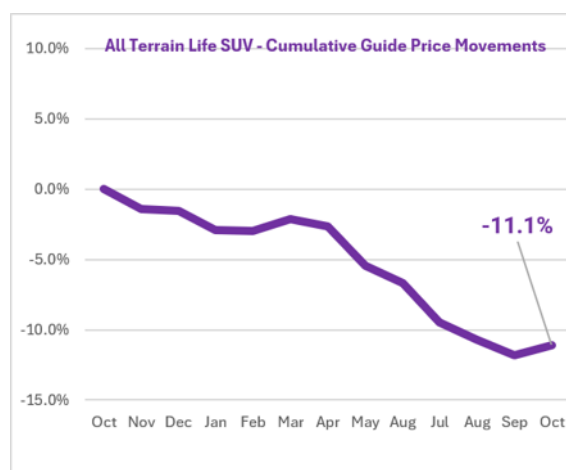
By cap hpi

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-)
45402	NAVARA DIESEL (2016 - 2022) - Double Cab Pick Up Tekna 2.3dCi 190 TT 4WD Auto (19-22)
39511	NAVARA DIESEL (2016 - 2022) - Double Cab Pick Up Tekna 2.3dCi 190 4WD Auto (16-19)
44061	RANGER DIESEL (2019 - 2022) - Pick Up Double Cab Limited 1 2.0 EcoBlue 170 Auto (19-22)
51387	HILUX DIESEL (2020 —) - Icon 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					0.0%
FORD	0.0%	0.0%	0.0%	0.0%	0.0%
GWM	0.0%	0.0%			
ISUZU	0.0%	0.0%	0.0%	0.0%	0.0%
KGM	0.0%	0.0%			
MAXUS	0.0%	0.0%			
MERCEDES-BENZ					0.0%
MITSUBISHI					1.8%
NISSAN				1.9%	2.1%
SSANGYONG		0.0%	0.0%	0.0%	0.0%
TOYOTA	3.0%	2.9%	3.0%	3.0%	2.7%
VOLKSWAGEN	0.0%	0.0%	0.0%		

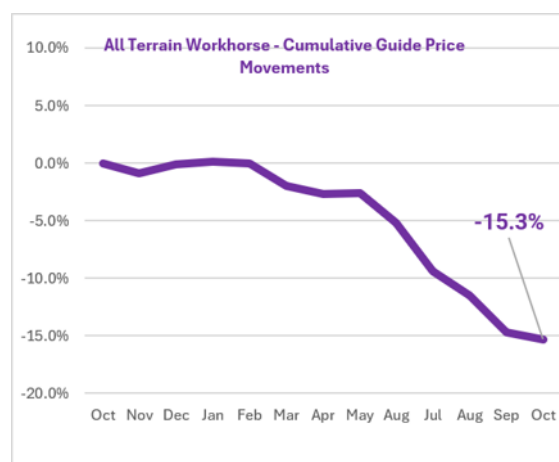


Best-selling All Terrain Workhorse by sales volume

60938	DEFENDER 90 DIESEL (2020 —) - 3.0 D250 Hard Top S Auto [3 Seat] (24-)
38351	HILUX DIESEL (2016 - 2020) - Active D/Cab Pick Up 2.4 D-4D (16-20)
60941	DEFENDER 90 DIESEL (2020 —) - 3.0 D350 Hard Top X-Dynamic HSE Auto [3 Seat] (24-)
51383	HILUX DIESEL (2020 —) - Active D/Cab Pick Up 2.4 D-4D (20-24)
51518	D-MAX DIESEL (2020 - 2025) - 1.9 Utility Double Cab 4x4 (20-25)
60937	DEFENDER 90 DIESEL (2020 —) - 3.0 D250 Hard Top X-Dynamic HSE Auto [3 Seat] (24-)
38349	HILUX DIESEL (2016 - 2020) - Active Extra Cab Pick Up 2.4 D-4D (16-20)
49086	DISCOVERY DIESEL (2018 - 2020) - 3.0 SD6 HSE Commercial Auto (19-20)
54096	DEFENDER 90 DIESEL (2020 —) - 3.0 D250 Hard Top Auto (21-24)
60934	DEFENDER 90 DIESEL (2020 —) - 3.0 D250 Hard Top S Auto (24-)

All Terrain Workhorse - guide price adjustments by manufacturer

Manufacturer	1Yr20k	2Yr40k	3Yr60k	4Yr80k	5Yr100k
DACIA	-1.0%	-1.0%	-1.1%	-1.0%	-1.0%
FORD	-1.0%	-0.9%	-1.1%	-1.0%	-1.0%
INEOS	-1.0%	-1.0%			
ISUZU	1.9%	3.0%	3.1%	3.0%	3.0%
KGM	-1.0%				0.0%
LAND ROVER	-1.3%	-1.6%	-1.4%	-1.4%	-1.1%
MITSUBISHI					-1.1%
NISSAN				-1.0%	-1.1%
SUZUKI		-0.8%	-0.9%	-0.8%	-0.7%
TOYOTA	-1.0%	-1.0%	-1.0%	-0.9%	-1.0%



Ken Brown

LCV Valuations Editor

2026

October 2026 HGV Market Overview



| cap hpi

HGV Market Overview

With a decrease in truck auction entries and with sales unchanged along with some strong prices being paid, the result is that there has been a respectable number of values increasing this month which is good news.

Trailers also fared much better as entries fell again and sales made a significant increase. However, whilst sales increased, values have remained steady.

Lower stocks have not deterred buyers from some competitive bidding at auctions, and on the whole most of the auctions we viewed appeared to have a good contingent of buyers willing to bid on most entries, which considering some of the auctions can last for several hours is a benefit of being able to bid on-line, only viewing the sale as your desired lot enters the ring.

Auction entries that grab the most attention is fresh stock which is clean, tidy and with reasonable mileage, in which case age is not necessarily a barrier to completing a purchase. Providing auctions can produce such stock on a regular basis buyer interest will be maintained.

However, fresh stock can soon turn stale, and it is often the case that entries which do not sell first time are destined for regular appearances until such time someone swallows a pill and allows a sale, often at a value much lower than the original bid.

The coming months are traditionally the busier months of the year as we lead up to Christmas so one must hope that business increases further, which could help strengthen some values.

Used truck & trailer statistics

Over the last month the average number of truck entries at auctions decreased by 14.9%, whilst the number of on-the-day sales remained unchanged. Sales were 2.6% higher than in September 2025 when the average number of entries per auction was 9.6% more than this year.

Trailer entries decreased by 5.1% last month whilst sales increased by 66.6%. Sales were 20% more than last September when the average number of entries was 26.0% more than this year.

Over the previous month the number of vehicles under seven years of age increased by 6.7%, whilst those over nine years old decreased by 2.6%. Trailers saw an increase of 16.9% in those under seven years of age and those over nine-year-old decreased by 1.6%.

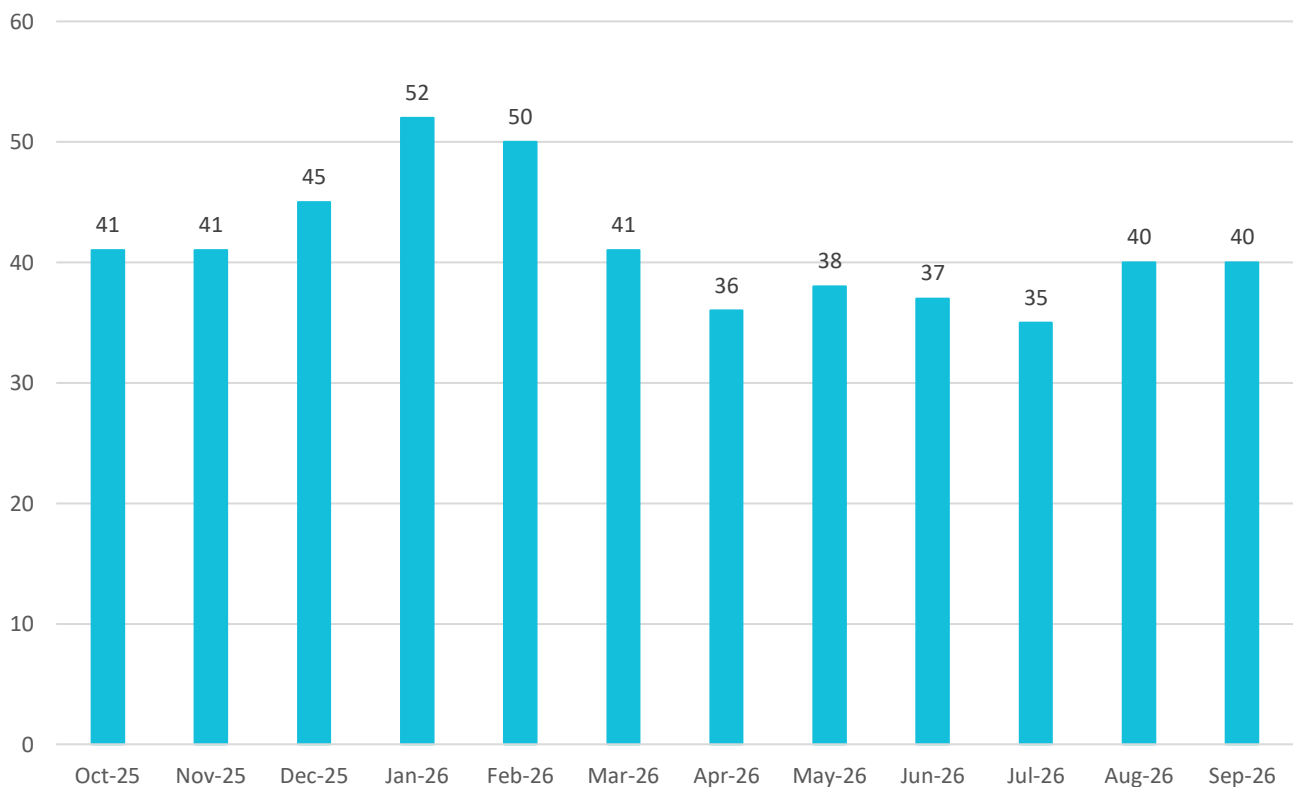
The above statistics are based on five auctions and 754 total truck and trailer lots offered up to and including the 21st September, and as always, we remind you that these are 'hammer sales' on-the-day and provisional sales which are subsequently successfully converted are not included.

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.

Average number of truck lots per auction



Trucks - Average sales %

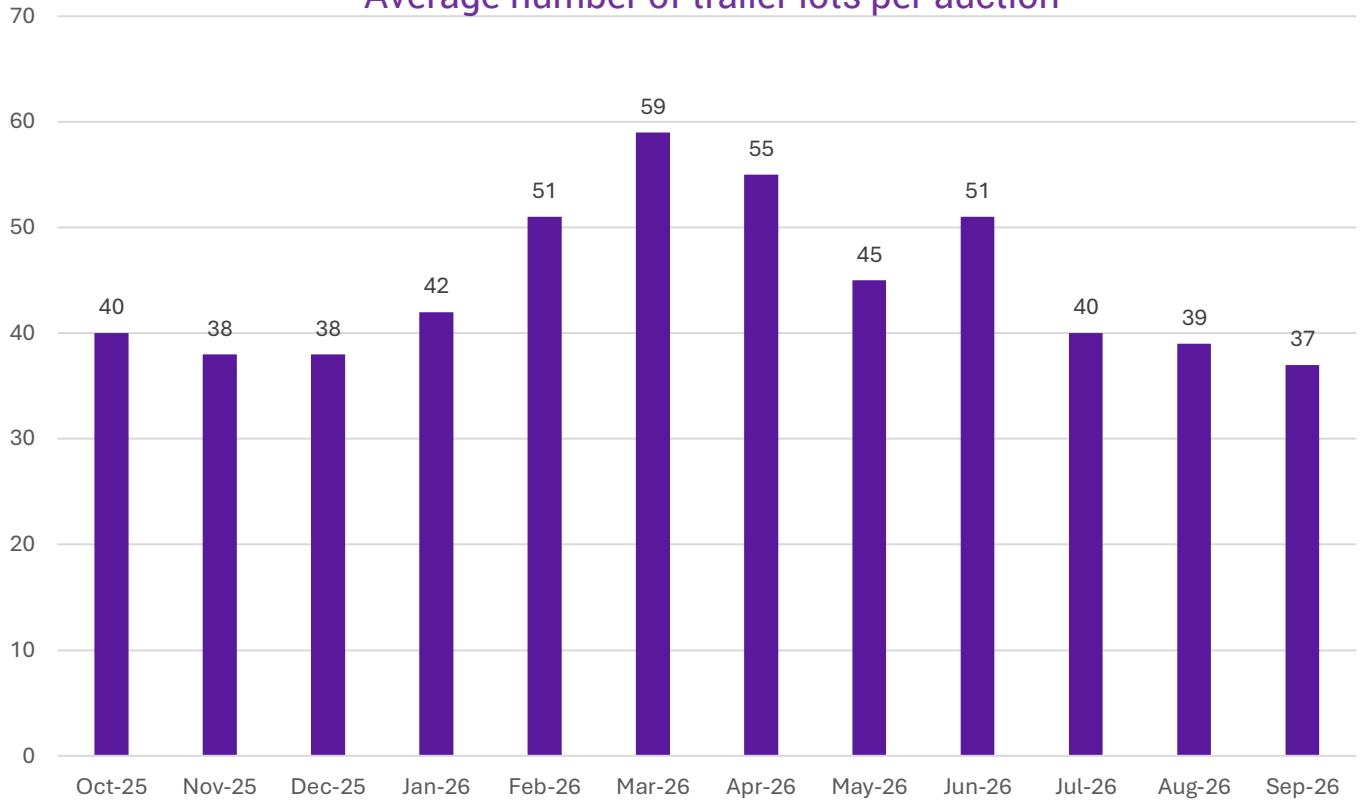


Commercial Editorial

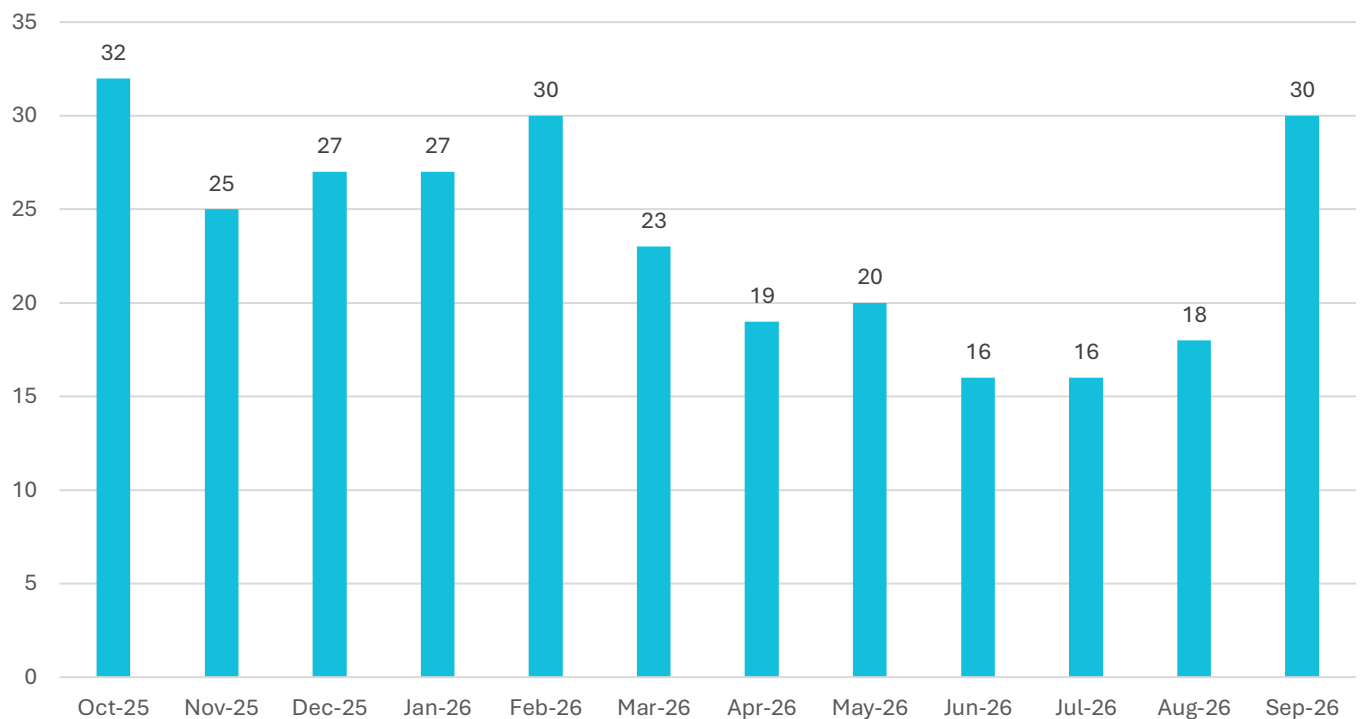
By cap hpi

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.

Average number of trailer lots per auction

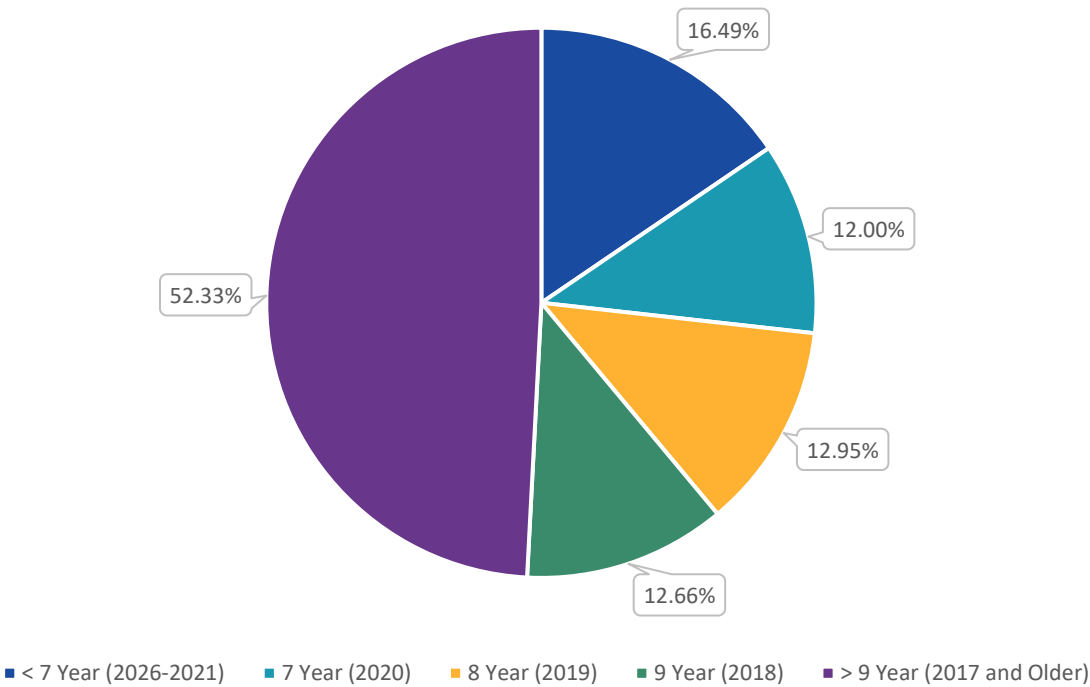


Trailers - average sales %

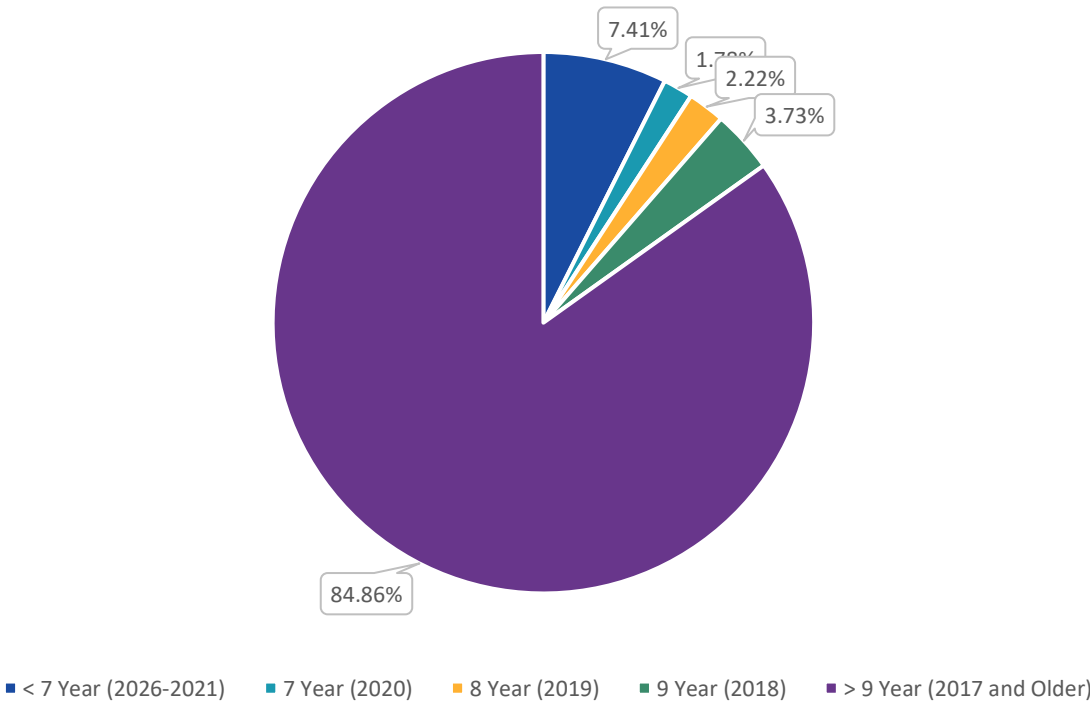


The following illustrates the age profile of trucks and trailers seen at auctions during 2026. The age of entries shown as a percentage of the total truck and trailer lots viewed.

Truck auction lots by age



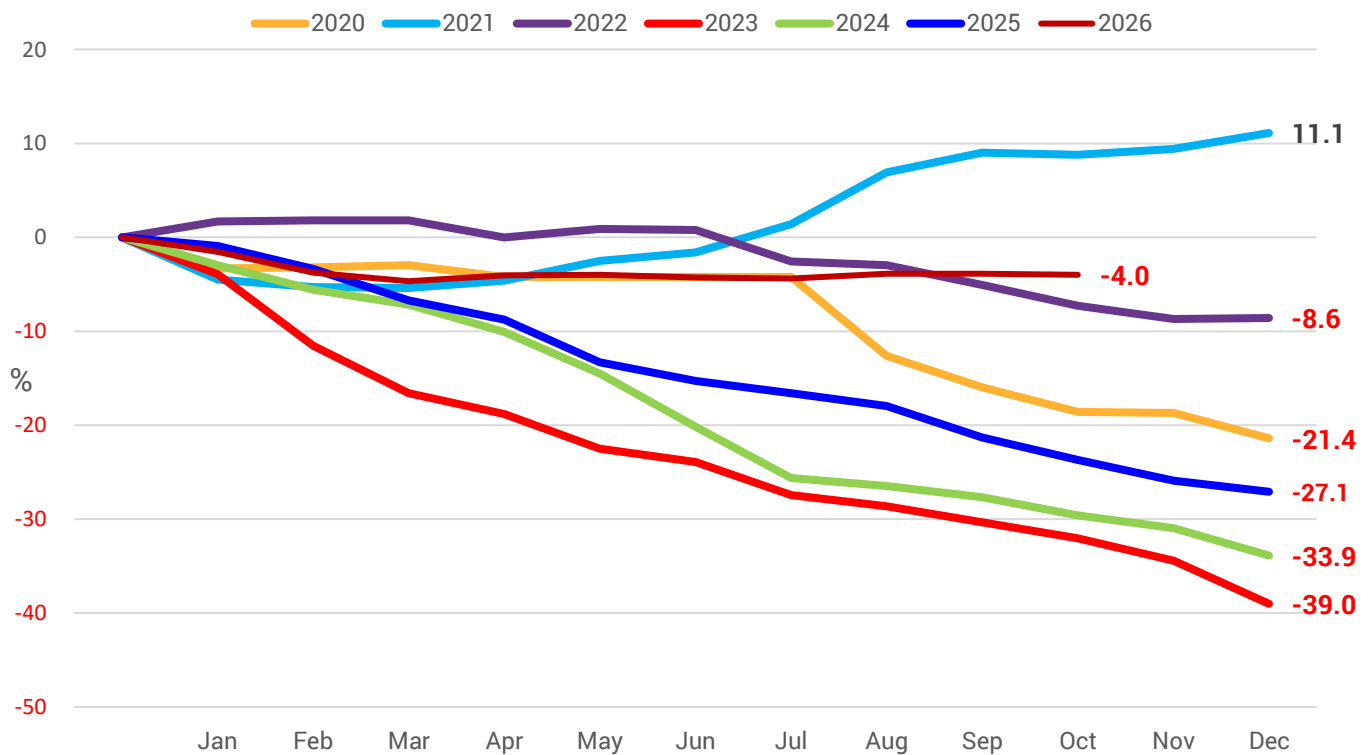
Trailer auction lots by age



Statistics for all the above graphs are correct up to and including 21st September 2026.

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

Cumulative % value movement (3Yr 240k)



Sector Summary

7.5t to 12t vehicles - Euro 6

- A couple of negative movements outnumbered this month by several positive movements although many values remain stable.

Plenty more 7.5 tonne boxes have hit the market and whilst many are selling, values for some are under pressure. Older boxes are readily available, so buyers have a wide selection to choose from. Other types of 7.5 tonne vehicles are less numerous which helps sales, but some values do struggle, however, some are currently thriving.

Several run of the mill vehicles with sleeper cabs have been in auctions recently with a Volvo FL example having an unusual pod sleeper. As we have noted before that sleepers usually have higher mileage and generally do not attract any additional attention.

Tippers, particularly late examples, are currently low in number and continue to prove popular lots, but this may change as we move further into autumn.

Some specialist vehicles such as dropsides with cranes are finding the market tough at present. These often sought after vehicles are currently struggling, possibly due to high vendor expectation, even four-year old examples with negligible mileage are not selling.

A couple that did sell were pole carriers. Both were 24 plate Mercedes Atego 816 with 16,000 kilometres which sold for £23,800 and £23,200, respectively.

Vehicles of interest included a 16 plate DAF FA LF210 12 tonne tipper grab with 127,000 kilometres sold for £18,400. Another was a 2017 66 plate MAN TGL12.180 car lift with 271,000 kilometres which sold for £17,750 and a 2023 72 plate DAF FA LF210 12 tonne removal box with sleeper pod and 61,000 kilometres which sold for £36,500.

13t to 18t vehicles - Euro 6

- Just a few value changes with an equal number of negative and positive movements, whilst the majority are unchanged.

This sector is very much reflective of the 7.5tonne to 12 tonne sector, in that boxes curtains and fridges of around six to ten years old are readily available on a variety of chassis. However, buyers currently prefer newer vehicles which are less in number, but even so some fresher examples are not selling so easily.

DAF LF Fridges of around four to seven years of age continue to be available in number. Older ones are struggling whilst values of newer examples continue to increase. There appears to be an increasing appetite for curtains as some models have performed well recently.

The crash cushion vehicles which we referred to last month seem to have had their reserve values reduced as some have recently sold, but at lower values than was previously offered.

Gritters are appearing in increasing numbers and pick of the bunch last month were a pair of DAF FA LF260 18 tonne extended day cab examples with 51,000 kilometres which sold for £19,000 each.

Multi-wheelers - Euro 6

- The values of most three-axle vehicles are again unchanged with just a couple of changes to record. Similarly, four axle values are also largely unchanged except for a couple of derivatives whose values have either slightly increased or fallen.

Interest in 8x4 tippers has fallen a little flat and with plenty of late registered examples available some values are starting to decline. Interest is less than it was only a couple of months ago unless they are in exceptional condition or they carry a crane, in which case the opposite can be true. The situation was not helped by a recent large batch of Renault C tippers from a water company.

6x2 distribution vehicles remain relatively stable although there is a reasonable supply of fridges on a variety of chassis and of varying age and quality. Dropsides with cranes and refuse vehicles are the most numerous 6x2 vehicles on offer at present.

Some refuse trucks can be picked up for scrap value. That said, of the many 6x2 and 6x4 examples noted at auctions recently, several were recorded as being sold under the hammer.

Further 8x4 cement mixers of varying ages and differing chassis have appeared at auction and interest was low, and sales failed to materialise. One that did find a new home was a 16 plate Scania P410 with 268,000 kilometres which sold for £11,000.

Vehicles of interest at auction included an 18 plate Mercedes-Benz Antos 2535L day cab beavertail with 368,000 kilometres which achieved £22,000 and a 17 plate Volvo FM 370 8x2 day cab beavertail with 445,000 kilometres which changed hands for £29,750.

Finally, back to gritters and a pair of 2017 67 plate Renault C320.26 day cabs, the best of which had 95,000 kilometres which sold for £17,750.

Tractor units - Euro 6

- 6x2's have seen a couple of negative movements outnumbered this month by some positive movements although many remain stable.
Values of some 4x2's have decreased for a few models, but here too most values are unchanged.

Once again, little change here.

6x2 tractor units remain in good supply and are selling and although most values remain stable, there are several models where values have increased.

Trailers

- Values remain unchanged.

The volume of trailers decreased slightly last month and despite increased sales, values remain unchanged.

Almost 85% of the stock is over nine years of age, and it is the less numerous, more youthful trailers which attract most attention.

Large batches of curtains and Euroliners have been available recently, which would often adversely affect their values but not last month. Interest in platforms, which have previously been good sellers, has dwindled a little. Most other types have been steady away.

Rob Smith

HGV Valuations Editor