

August 2024

Future market overview - new light commercial

This is the cap guide to future residual values for light commercial vehicles. Individual forecasts are provided in pounds and percentage of list price for periods of twelve to sixty months with mileage calculations up to 200,000.

Vehicle condition parameters

All prices in LCV Future Residual Values relate to disposal values for models in cap Average Condition - complying with most of the following requirements:

- In a reasonable condition given its age and mileage.
- Requires some work other than routine cleaning and servicing to bring it up to retail standard.
- Mechanically sound.
- Current MOT test certificate or needs only routine wear and tear item replacements to obtain one.
- May require some repainting but not major body repair.
- Vans and pick-ups to be fitted with a full substantial lining from new.
- Interior dirty and untidy, but not damaged.
- Capable of being brought up to 'Clean Condition' with minimal work.
- Including all relevant documentation, especially V5.

Options

There is a facility to add option pricing to the forecasts. These cover a large selection but are by no means exhaustive. Individually, options can both add to and subtract from the value of standard specification models. Many options applied to the same vehicle will not necessarily be worth the sum of their individual values. Therefore, care must be taken with highly specified models. All values provided by cap-hpi assume that a vehicle appears as it would on the manufacturers pricelist and do not include factory fit manufacturer options or other equipment such as load covers, racking, beacons etc.

Vehicle excise duty (road tax)

The cost of vehicle road tax for light goods vehicles and the differences in taxation between light goods vehicles classed as cars are beyond the scope of this document. You can access detailed information from the DVLA by pasting the following link into your browser. <https://www.gov.uk/government/organisations/driver-and-vehicle-licensing-agency>.

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VAT

cap hpi car and VAT Qualifying vans values are inclusive of VAT. The remainder of commercial vehicle values outside our VAT Qualifying sector are exclusive of VAT; however, VAT might not apply in all circumstances where it is included within our values, please refer to the HMRC website. You can access detailed information from the HMRC by pasting the following link into your browser <http://www.hmrc.gov.uk/vat/sectors/motors/what-is-car.htm> to determine your or vehicle sellers/buyers own VAT position regarding the vehicle values. cap hpi shall not be liable in any way whatsoever in respect of any VAT related claims or liabilities, arising either directly or indirectly, from third parties or otherwise. By using cap hpi services, values, data, or products you understand and agree that you shall have the sole accountability and liability in determining your or vehicle seller/buyers VAT positions and that you hereby irrevocably waive all liability and claims against cap hpi concerning any VAT matters.

Company van benefit in kind tax

The rules regarding the differences between cars and vans for tax purposes are complex and best understood by reading the relevant pages on the HM Revenue & Customs website. In summary, different 'benefit in kind' tax rules apply to both company cars and company vans. It is crucial to understand that a van is a vehicle that is primarily suited for the conveyance of 'goods or burden', not people.

New model ranges added for August 2024

BEV – Fiat e-Scudo, Maxus e-Deliver 3, Maxus e-Deliver 9 and Volkswagen ID. Buzz Cargo.

ICE – Fiat Scudo, Ford Transit, Mercedes Vito Tourer, Mercedes Sprinter, Nissan Interstar, Toyota Hilux, Toyota Proace Max, Vauxhall Vivaro and Volkswagen Crafter.

Changes to forecasting

Before any reforecasts or changes to our economic modelling, future residual values in this edition of CAP forecasting are on average 1% lower compared to the July edition reflecting the predicted plate/seasonal trend. Dependent on the extent of any reforecasts and/or changes in our economic mask, the overall final average month on month movement may sometimes be significantly different to the change caused by this seasonal adjustment.

Sector reforecasts

This month, we publish new reforecasts for the Large Van & Over 3.5t sectors. Please note, due to the different types of vehicles in these sectors it is likely that models will have moved differently. Please check the guide for precise details of any changes we have made.

In addition to any amendments carried out, as a result of the continual evaluation process, each sector will be reviewed in line with the reforecasting calendar shown below.

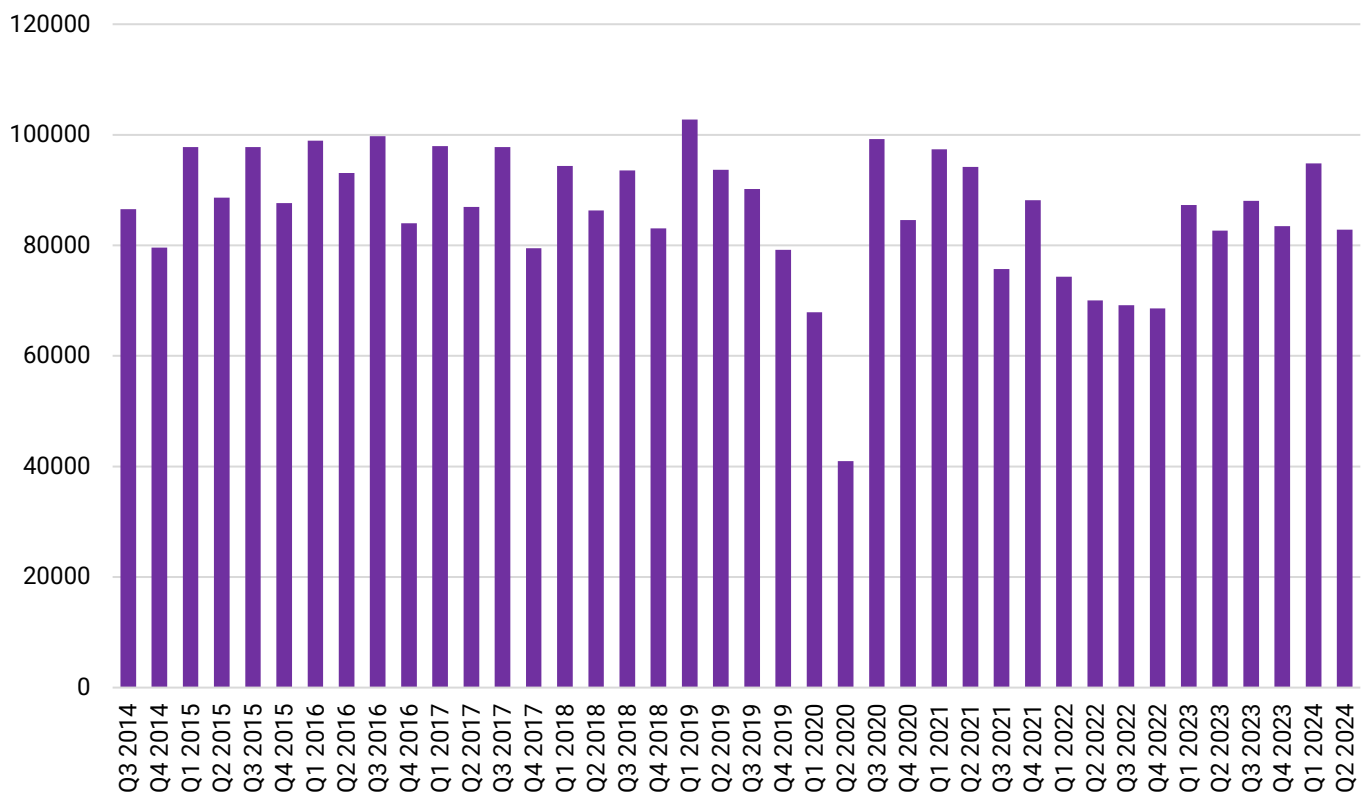
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| MONTHLY PRODUCT | SECTOR |
|-----------------|---|
| Sep-24 | All Terrain Workhorse & All Terrain Lifestyle SUV |
| Oct-24 | Minibus, VAT Qualifying & Electric |
| Nov-24 | Micro Van, City Van |
| Dec-24 | Small Van & Medium Van |
| Jan-25 | Large Van & Over 3.5t |
| Feb-25 | Chassis Derived & Forward Control Vehicles |
| Mar-25 | All Terrain Workhorse & All Terrain Lifestyle SUV |
| Apr-25 | Minibus & VAT Qualifying |
| May-25 | Micro Van, City Van & Electric |
| Jun-25 | Small Van & Medium Van |
| Jul-25 | Large Van & Over 3.5t |
| Aug-25 | Chassis Derived & Forward Control Vehicles |

New LCV registrations by quarter

Quarterly New LCV Registration Volumes



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Forecast changes this month

| SECTOR | MAKE/MODEL | 36Y/60K REFORECAST | SEASONAL % | Average % July 2024 – Aug 2024 |
|-----------------------|------------------------|-----------------------|------------|-----------------------------------|
| All Terrain Workhorse | Dacia Duster | -3.5% | -1.0% | -4.5% |
| All Terrain Workhorse | Land Rover Discovery | -4.7% | -1.0% | -5.7% |
| Chassis Derived | Citroen Relay | -15.0% | -1.0% | -16.0% |
| Chassis Derived | Ford Transit | -4.7% | -1.0% | -5.7% |
| Chassis Derived | Iveco Daily | -1.6% | -1.0% | -2.6% |
| Chassis Derived | Maxus Deliver 9 | -8.3% | -1.0% | -9.3% |
| Chassis Derived | Mercedes Sprinter | -4.0% | -1.0% | -5.0% |
| Chassis Derived | Nissan Interstar | -12.1% | -1.0% | -13.1% |
| Chassis Derived | Vauxhall Movano | -8.6% | -1.0% | -9.6% |
| Chassis Derived | Volkswagen Crafter | -1.9% | -1.0% | -2.9% |
| Chassis Derived | Volkswagen Transporter | -12.2% | -1.0% | -13.2% |
| City Van | Ford Fiesta | -4.6% | -1.0% | -5.6% |
| Forward Control | Isuzu Truck Grafter | -13.7% | -1.0% | -14.7% |
| Large Van | Citroen Relay | -5.2% | -1.0% | -6.2% |
| Large Van | Fiat Ducato | -12.7% | -1.0% | -13.7% |
| Large Van | MAN TGE | -3.0% | -1.0% | -4.0% |
| Large Van | Mercedes Sprinter | -11.5% | -1.0% | -12.5% |
| Large Van | Peugeot Boxer | -5.0% | -1.0% | -6.0% |
| Large Van | Renault Master | -5.2% | -1.0% | -6.2% |
| Large Van | Renault Trucks Master | -4.6% | -1.0% | -5.6% |
| Medium Van | Vauxhall Vivaro | -6.0% | -1.0% | -7.0% |
| Small Van | Citroen Berlingo | -4.9% | -1.0% | -5.9% |

Future light commercial vehicle pricing model

The cap guide to future light commercial vehicle values is based upon a model of the used light commercial vehicle market and its reaction to changes in economic factors and industry trends. Relationships between factors affecting used light commercial vehicle prices and the sensitivity to the changing economy or model trends were derived and expressed in an econometric form.

One of the most important aspects is the information gathered concerning the fundamentals that lie behind each purchase. No one buys a commercial vehicle purely as a cosmetic driven purchase. It is bought primarily to bring an economic return from the purpose for which it is designed. This basic premise is the reason why one vehicle will sell for more, or less, than another given the perception of the buyer as to the fitness of a vehicle to undertake a particular task.

To develop a responsive model the basic approach to the production of future residual values relies on econometric estimation. To facilitate this approach some assumptions obtained from research have been made on what is cause and what is effect. The accuracy of the data is also of primary importance although care must be taken as to their behaviour and underlying reasons for change. Generally, therefore, the approach is empirical with many lessons learned from historical analysis. Overlaying the model are dynamic elements that give rise to clear and explicit predictions.

Many models and theories that use econometric estimation can often be criticised for not incorporating the behaviour of used light commercial vehicle buyers. It is their attitudes, experience and prejudice that determine the values

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attained by a vehicle. To develop a working, effective model of the used light commercial vehicle market the knowledge provided by used light commercial vehicle professionals on the trends in the market are essential.

The working model, therefore, is a logical development of the research carried out on the used light commercial vehicle market and factors affecting values. The economic factors that have been used to forecast forward have been detailed in the earlier sections. The future residual values, in pounds and percentages, are hence dependent upon the views expressed therein on the development of the UK economy and the used light commercial vehicle marketplace.

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