

J.D. POWER

USED CAR AND LIGHT TRUCK GUIDELINES

Industry Update

OCTOBER 2017

Wholesale Prices Decline in September

Prices fall by an average of 1.1%

Used Vehicle Price Index Increases

Index climbs 1.6% to 113.4

New Vehicle Deliveries Rise

Sales increase by 6%, new vehicle SAAR reaches 18.47M

Incentive Spending Continues Upward Trend

Incentives increase for 30th straight month

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NADA Used Car Guide] | nada.com/b2b**

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NEW & USED MARKET TRENDS

USED MARKET UPDATE

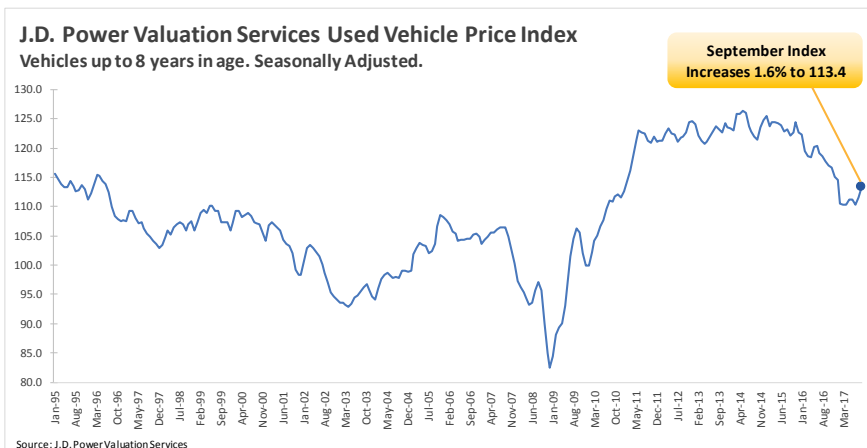
Wholesale prices of used vehicles up to 8 years in age fell by 1.1% in September. As expected, used vehicle prices performed exceptionally well due in large part to significant decreases in supply and increase in demand stemming from disruptions of Hurricane Harvey and Irma. Historically over the past 5 years, losses for the period averaged a larger 3.1%.

As a result of the month's stronger than normal performance, J.D. Power Valuation Services' Seasonally Adjusted Used Vehicle Price Index increased 1.6% to 113.4. This was the second month in a row the index grew. Through the first 9 months of the year, the index is down 6.6% compared to the same period in 2016. The movement is a 0.4% improvement compared to where the index sat in August.

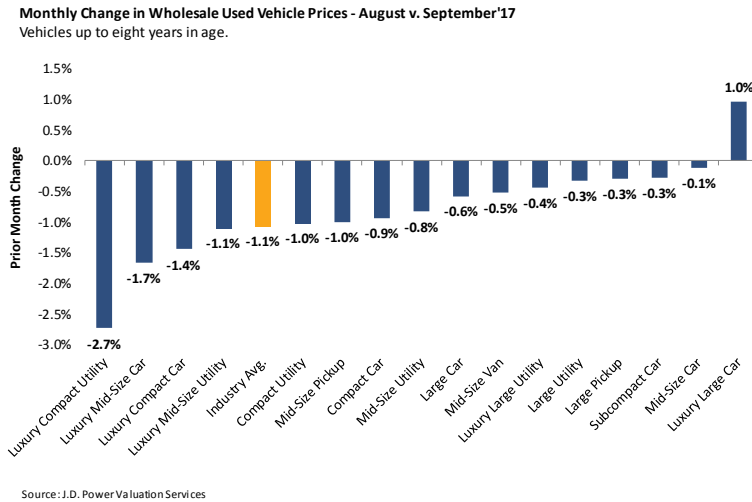
At the segment level, mainstream car losses were mild in September and fell within a tight range of 0.1% [Mid-Size Car] to 1% [Compact Utility]. Losses across the mainstream board were all significantly lower than what's typically observed for the period. Compact Utility and Mid-Size Pickup prices fell the most on the mainstream side, however each fell by only 1%. However, on the

opposite end of the mainstream spectrum, Mid-Size Car prices remained essentially flat [down a slight 0.1%]. In comparison, prices for the group typically fall by around 3% in September.

On the luxury side of the market, premium segment average losses were greater than their mainstream counterparts in September. Luxury Compact Utility prices declined the most in the entire industry for the month, down a significant 2.7%. The



New & Used Market Trends [cont.]



Compact Utility segment continues to struggle from an influx of late-model auction volume, which has helped depress prices. Losses for remaining luxury segments were all less, ranging from 0.4% [Luxury Large Utility] to 1.7% [Luxury Mid-Size Car]. The only segment to experience a lift in prices was Luxury Large Cars. Prices for the group grew by 1%, which was a sharp departure from their historic 3% loss averaged over the past 5 years for the period.

AUCTION VOLUME TRENDS

Late-model vehicle volume was disrupted by the effects of Hurricanes Harvey and Irma in September. As a result, volume for units up to 3 years old in

September reached only 213,950 units, a figure 18.1% less than August's 261,220 units, and 9.3% less than September 2016's 235,937 unit figure. Late model volume now sits at 2,161,467 units through the first 9 months of 2017. In comparison, mid-year late model volume in 2016 sat at a lesser 2,058,557 units, a figure 5% under 2017's 9-month level.

At the segment level year-to-date, some of the largest volume increases occurred in the truck and SUV segments. Luxury Compact Utility volume is up 53.3%, followed by a 45.1% increase among Mid-Size Pickups. On the opposite end of the spectrum, Luxury Mid-Size Car volume has declined by 18.8%, and Large Car volume is down 15.9% so far in 2017.

In terms of volume share, used cars continue to dominate at 54% of the market while truck share lags behind at 46%. The trend is a reversal of what's occurring on the new vehicle side of the market.

OCTOBER 2017 USED VEHICLE PRICE FORECAST

For October, wholesale prices of vehicles up to 8 years in age are expected to decline by approximately 1.6%. October's expected loss is significantly less than the 3.7% drop recorded during the period in 2016. At the segment level, car losses are still expected to outpace those of trucks and SUVs. Continuing the trend of recent months, losses for luxury segments are forecast to fall by slightly more than the industry average for the month.

J.D. Power Valuation Services continues to track the continuing impacts to the new and used vehicle markets as a result of Hurricanes Harvey and Irma. As a result, we have altered our full-year expectations. Used prices are expected to decline by around 5.3% on an index-basis in 2017.

New & Used Market Trends [cont.]

The year's anticipated result is 1.2-points worse than 2016's 4.1% loss. Looking further out, losses in 2018 are expected to decelerate to under 3%.

NEW VEHICLE SALES BENEFIT FROM HURRICANE RECOVERY

Major automakers reported higher U.S. new vehicle sales in September as consumers in hurricane-hit parts of the country replaced flood-damaged cars. Additionally, higher fleet volume, a five-weekend sales month, and more effective incentives contributed to a jump in sales.

After falling 2.1% in August, light vehicle sales in the U.S. improved year-over-year for the first time this year. For the period, new deliveries rose 6% compared to the same period last year. September's result brought 2017's year-to-date tally to 12.8M units, down 1.9% compared to the

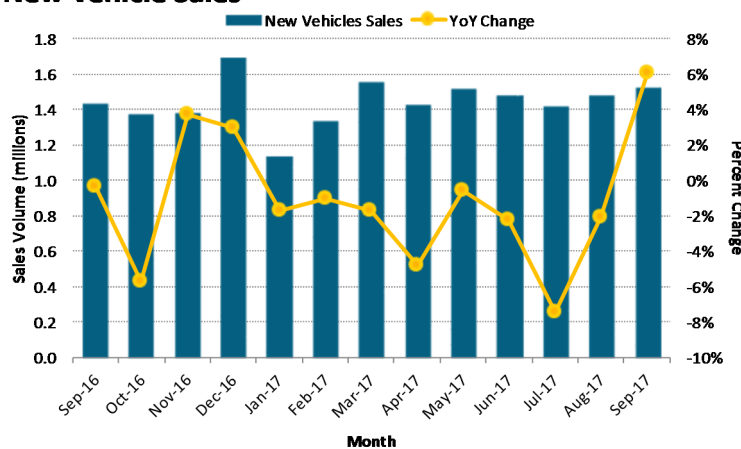
same 9-months period in 2016. As a result of the month's upbeat performance, the seasonally adjusted annual rate (SAAR) reached 18.47M units, up from 16.02M units in August. It was the highest SAAR since 20.61M units recorded in July 2005 and the sixth-highest SAAR on record. This September's SAAR was also much higher than the 17.65M performance witnessed in September 2016.

September was a particularly strong month for light trucks, with sales increasing 12.3% while car sales remained weak and decreased by 3.8% compared to September 2016 levels. The share of new truck deliveries accounted for 64.8% of the market, while cars trailed behind with 35.2%. Looking back a year to August 2016, trucks accounted for 61.1% of the market, while cars accounted for 38.9% of total new sales.

NEW VEHICLE SALES

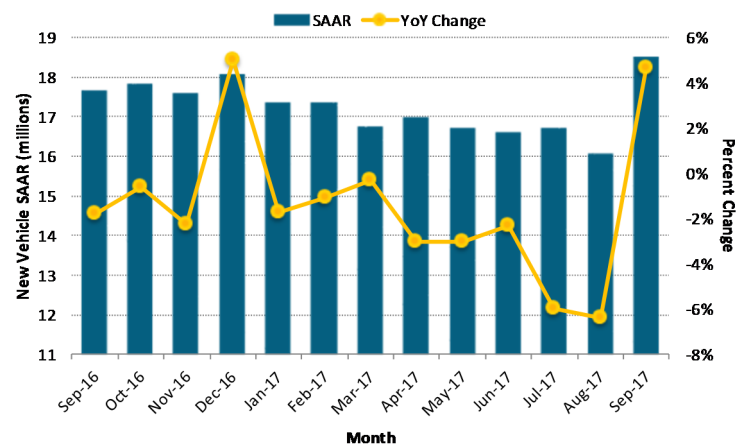
General Motors generated its best September sales in 9 years after a moderate start to 2017. The manufacturer reported 279,230 new vehicle deliveries in the U.S market for the month, an 11.8% increase compared to September 2016. Sales increased at Chevrolet [17.3%], GMC [9.4%], and Cadillac [1.1%] compared to a year ago, while volume

New Vehicle Sales



Source: WardsAuto

New Vehicle SAAR



Source: WardsAuto

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New & Used Market Trends [cont.]

was down 20% at Buick. The month's showing brought GM's year-to-date sales tally to 2.19M units or 0.8% below the same period in 2016.

Ford Motor Company sales rose by 8.5% in September. Through the first nine months of the year, sales for the automaker are down 2.9%. Looking at mainstream sales, Blue Oval deliveries increased by 8.9% compared to September 2016 levels. Ford's Lincoln luxury brand saw deliveries rose by 0.1% during September. On the truck side, sales of Ford F-Series, September's best-selling vehicle in the U.S., soared 20.8%, benefiting from the popularity of pickups in Texas.

FCA reported a large 9.8% sales decline for the September 2017 period. At the brand level, sales were down for every make with the exception of Alfa Romeo. Dodge brand sales fell by 30.3%, followed by a 24.3% decline at Fiat. For the year, FCA's deliveries reached nearly 1.57M units, but are 8.0% lower than the first 9 months of 2016.

Mainstream Brand Performance (Units Sold)

	Sep-17	Sep-16	CYTD-17	CYTD-16	Y/Y Change	CYTD/CYTD Change
Buick	16,737	20,922	159,830	169,767	-20.0%	-5.9%
Chevrolet	199,634	170,221	1,514,702	1,531,896	17.3%	-1.1%
Chrysler	15,759	18,797	143,809	186,497	-16.2%	-22.9%
Dodge	29,938	42,935	365,790	394,940	-30.3%	-7.4%
Fiat	2,206	2,913	21,252	25,099	-24.3%	-15.3%
Ford	206,564	189,750	1,795,341	1,854,688	8.9%	-3.2%
GMC	47,329	43,268	405,634	391,432	9.4%	3.6%
Honda	129,776	120,842	1,117,477	1,108,653	7.4%	0.8%
Hyundai	55,271	65,399	496,638	584,980	-15.5%	-15.1%
Isuzu Truck	269	508	2,136	3,072	-47.0%	-30.5%
Jeep	73,409	76,331	622,242	707,106	-3.8%	-12.0%
Kia	52,468	49,220	457,930	491,764	6.6%	-6.9%
Mazda	25,738	24,889	220,297	224,267	3.4%	-1.8%
Mini	3,736	4,024	34,787	38,911	-7.2%	-10.6%
Mitsubishi	8,430	7,191	79,195	74,351	17.2%	6.5%
Mitsubishi Fuso	12	10	78	78	20.0%	0.0%
Nissan	127,187	116,384	1,082,527	1,086,249	9.3%	-0.3%
Ram	50,491	50,791	405,950	389,459	-0.6%	4.2%
Scion	8	740	197	50,510	-98.9%	-99.6%
Smart	241	605	2,635	4,044	-60.2%	-34.8%
Subaru	55,120	54,918	478,848	446,887	0.4%	7.2%
Toyota	200,428	170,719	1,611,623	1,535,716	17.4%	4.9%
Volkswagen	32,112	24,112	252,456	231,268	33.2%	9.2%

Source: WardsAuto

Luxury Brand Performance (Units Sold)

	Sep-17	Sep-16	CYTD-17	CYTD-16	Y/Y Change	CYTD/CYTD Change
Acura	12,946	12,813	114,126	119,727	1.0%	-4.7%
Alfa Romeo	1,268	41	7,352	418	2992.7%	1658.9%
Audi	19,308	17,617	160,914	152,179	9.6%	5.7%
BMW	25,571	25,389	220,175	230,133	0.7%	-4.3%
Cadillac	15,530	15,368	113,846	119,286	1.1%	-4.6%
Genesis	1,736	1,211	15,102	2,708		
Infiniti	12,745	11,413	113,714	96,775	11.7%	17.5%
Jaguar	3,296	2,662	30,228	20,349	23.8%	48.5%
Land Rover	6,407	5,637	54,481	54,391	13.7%	0.2%
Lexus	26,196	25,801	219,659	236,193	1.5%	-7.0%
Lincoln	8,802	8,797	82,722	80,435	0.1%	2.8%
Mercedes-Benz	32,096	32,470	267,477	274,360	-1.2%	-2.5%
Porsche	5,059	4,479	41,237	40,246	12.9%	2.5%
Tesla	4,036	4,913	31,834	29,048	-17.9%	9.6%
Volvo	7,900	5,608	56,966	58,532	40.9%	-2.7%

Source: WardsAuto

In September, Toyota sales rose 14.9%, with deliveries rising 17.4% at the Toyota brand and 1.5% at Lexus. RAV4 sales were up 44.0% to reach 42,395 in September, which helped push the mainstream brand's year-to-year-date tally 4.9% above the same period in 2016.

American Honda sales rose by 6.8% in September. While the mainstream Honda brand saw a 7.4% increase in deliveries, its luxury Acura brand posted a 1.0% increase in units sold. American Honda's yearly tally now sits a slight 0.3% above 2016's level. For the year, Acura sales are down 4.7% and Honda brand sales increased slightly by 0.8%.

Nissan North America's sales improved by 9.5% in September and sales for the Tennessee-based automaker are up 1.1% for the year. Mainstream Nissan brand saw an increase of 9.3%, while luxury arm Infiniti posted an 11.7% increase. Infiniti sales are now up 17.5% in 2017, while mainstream Nissan brand sales are down 0.3% so far in 2017.

INCENTIVES GROW BY 5.4%

Automakers grew incentive spending once again in September, making it the 30th month in a row spending

New & Used Market Trends [cont.]

increased. On average, according to Autodata, spending reached \$3,889 per unit versus \$3,690 per unit in September 2016.

Among the U.S. Big Three, GM increased incentives by 12.6% in September to an average of \$5,214 per unit. Spending at Ford Motor Company grew by 0.5% to \$4,473 per unit, while FCA increased their incentives by 4.6% to an average of \$4,619 per unit.

As for import automakers, Toyota Motor Sales raised incentives by 5.4% in September, reaching an average of \$2,783 per unit. American Honda grew incentives by 3.4% to \$1,959, while Nissan North America increased spending by 5.5% to \$4,471 per unit.

Luxury automaker BMW cut back on incentives by 27.9% to an average of \$5,536 in September. Audi decreased spending by 5.8% to \$3,499 per unit, while Mercedes grew spending by 8.3% to \$5,000.

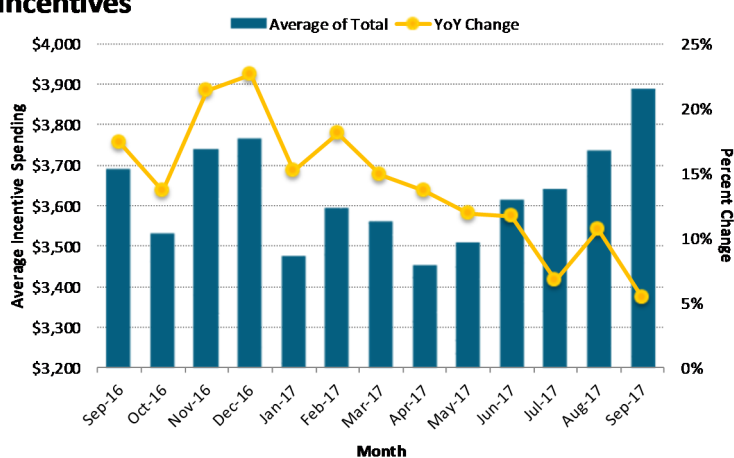
At the mainstream brand level, Ram's \$6,263 average incentive spend was the highest among non-luxury nameplates. Dodge, Smart, Chrysler, and Buick each spent more than \$4,500 per unit on incentives in September. At the other end of the spectrum, Subaru spent only \$1,077 per unit, down by 1% compared to the same period in 2016.

SEPTEMBER INVENTORY DECREASED TO 64 DAYS

Compared to August, days' supply decreased by 6 days in September. The total supply level landed at 64 days for the period, reaching the same level of carried supply as September 2016 according to WardsAuto.

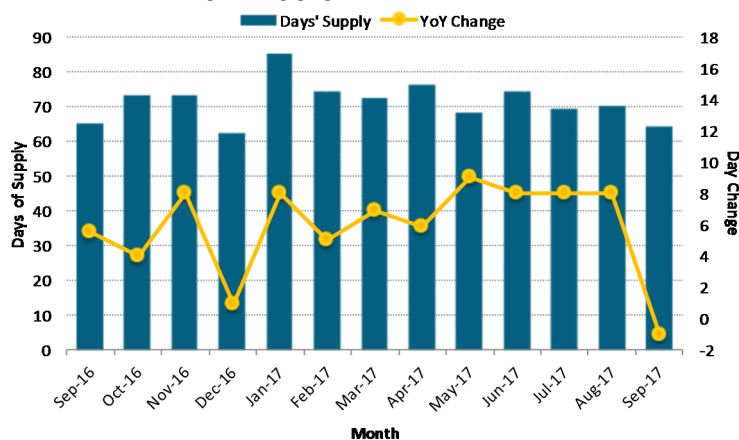
General Motors' inventories dropped to 76 days, down from 87 days at the end of August. Buick's 117 days of supply decreased from 134 days in August, but remained highest of the industry. Ford Motor Company's supply went down by 9 days to 72 days, while FCA's inventory decreased by 1 day to 76 days. Meanwhile, Nissan North America's supply decreased by 23 days and reached 62 days.

Incentives



Source: Autodata

New Vehicle Days' Supply



Source: WardsAuto

New & Used Market Trends [cont.]

Inventory for American Honda Motors decreased by 2 days to 55 days, while Toyota Motor Sales' supply dropped by 3 days to 47 days.

Subaru's 41 days of supply remained lowest on the mainstream side of the industry. As for luxury automakers, BMW's inventory fell to the lowest in the industry at 38 days [except Tesla's 3-day inventory].

ECONOMIC UPDATE

The Bureau of Economic Activity maintained its estimate of second quarter GDP growth at 3% as private investment increased more than previously projected but not enough to impact the current pace of economic growth. The unemployment rate declined to 4.2% in September despite total non-farm payroll employment losing 33,000 jobs. This decline in employment occurred in the food and services sector as many businesses were impacted by both Hurricane Harvey and Irma. The Bureau of Labor Statistics posits that since there was no real effect on unemployment numbers, the loss of jobs was temporary and localized as a result of both hurricanes. The U-6 unemployment rate which measures discouraged, part-time, or underemployed workers in the economy, is at 8.3% which is down from 8.6% last quarter.

Employment in many major industries such as mining, construction, wholesale trade and retail remained flat in September while professional and business services and healthcare services provided the biggest boost for the month. 105,000 jobs were lost [off payroll] in the food and services sector in the month of September; whereas, in the past year 24,000 jobs were added per month. The BLS revised total nonfarm payroll employment for July down from 189,000 to 138,000 while increasing August's estimates from 156,00 to 169,000. After revisions, job gains have averaged less than 100,000 in the past 3-months showing signs of decelerating growth since the start of the year. Wage growth continued to stall in September, with average hourly earnings increasing by \$.12 from \$26.43 to \$26.55 and average weekly earnings have increased a little over \$4 from \$909.20 to \$913.30. This is still a marginal increase in wage growth with not much change from August's average growth in wages.

The National Association of Realtors reported home sales at a seasonally adjusted annual rate of approximately 5.35 million homes during the month of August. This was a decrease of 1.7% from July and an increase of 0.01% from August of last year. The median home price decreased to \$253,500 in August, which was down 4% from July and up 6.9% from August of last year. There was a 6.1-month supply of housing inventory in August, which was up 7% from July. The total number of available homes for sale increased by 19% compared to August of last year.

Energy prices broke with recent and seasonal trends and increased substantially this month due to Hurricane Harvey and Irma directly impacting refineries in the U.S. Gas prices increased roughly \$0.27 per gallon [11.3%] to \$2.65 per gallon. The year-over-year increase in gas prices was approximately \$0.43 per gallon [19.3%] higher than the prior year. WTI futures reached an average of \$49.75 per barrel in September and Brent futures neared \$56.15 per barrel during the same timeframe. Despite both hurricanes, U.S. production increased in September indicating that refineries affected by the hurricanes rebounded rather quickly. October data suggests gas prices have dropped from \$0.10- \$0.15 per gallon already. Despite IEA and EAI claims of an uptick in global demand for oil, import prices and inventories suggest that not much has changed with global demand in the past few months.

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OFFICIAL USED CAR GUIDE® TRENDS

Monthly Change in NADA Used Car Guide Value: September vs. October 2017

NADA Segment	2010MY	2011MY	2012MY	2013MY	2014MY	2015MY	2016MY*
Compact Car	⇒ 0.0%	⇒ 0.0%	⇒ -0.2%	⇒ -0.2%	↔ 0.8%	⇒ -0.1%	↔ 0.5%
Compact Utility	↘ -1.1%	⇒ -0.2%	⇒ 0.3%	⇒ 0.2%	↔ 0.8%	↔ 0.7%	↔ 0.9%
Large Pickup	↘ -1.0%	⇒ 0.0%	↔ 0.7%	↔ 0.7%	↔ 0.6%	⇒ 0.2%	⇒ 0.2%
Large SUV	⇒ -0.3%	↔ 1.2%	↔ 0.8%	↔ 1.3%	↔ 1.1%	↔ 1.1%	↔ 1.7%
Luxury Compact Car	↘ -1.1%	↘ -1.3%	⇒ -0.4%	⇒ -0.2%	↔ -0.4%	⇒ -0.5%	↘ -0.6%
Luxury Compact Utility	↘ -0.7%	↘ -1.6%	↘ -1.1%	⇒ -0.5%	⇒ 0.0%	⇒ 0.0%	⇒ 0.4%
Luxury Mid-Size Car	↘ -1.6%	⇒ -0.4%	⇒ -0.2%	⇒ 0.0%	⇒ 0.5%	⇒ 0.2%	⇒ 0.1%
Luxury Mid-Size Utility	↘ -0.9%	⇒ 0.0%	↘ -0.9%	↔ 0.6%	⇒ -0.1%	↔ 0.6%	⇒ 0.0%
Mid-Size Car	↘ -0.6%	↔ -0.3%	↔ 1.0%	↔ 0.7%	↔ 1.4%	↔ 1.1%	↔ 1.2%
Mid-Size Utility	⇒ -0.3%	↘ -0.8%	⇒ -0.1%	⇒ -0.4%	↔ 0.7%	↔ 0.7%	↔ 0.8%
Mid-Size Van	↘ -3.8%	⇒ 0.2%	⇒ -0.1%	↘ -0.9%	↔ 0.6%	⇒ 0.3%	↔ 0.7%
Premium Luxury Large Car	↘ -1.3%	↘ -0.7%	⇒ 0.1%	⇒ 0.1%	⇒ -0.3%	⇒ 0.0%	⇒ -0.4%
Subcompact Car	⇒ -0.4%	⇒ -0.2%	⇒ 0.4%	⇒ -0.1%	↔ 0.6%	⇒ 0.5%	↔ 1.8%

*Value movement can be influenced by newly valued vehicles.

Annual Change in NADA Used Car Guide Value: October, 2016 vs. 2017

NADA Segment	7YR	6YR	5YR	4YR	3YR	2YR	1YR
Compact Car	9.6%	5.3%	3.7%	4.2%	1.6%	4.8%	-1.0%
Compact Utility	-2.1%	-2.8%	-3.3%	-3.5%	1.2%	-3.9%	-1.0%
Large Pickup	-3.6%	9.0%	4.9%	7.3%	8.1%	8.1%	6.0%
Large SUV	-7.3%	-7.9%	-5.9%	-4.2%	-3.2%	14.0%	5.7%
Luxury Compact Car	5.3%	-9.0%	0.2%	-5.6%	-1.9%	-3.9%	5.1%
Luxury Compact Utility	-9.9%	-9.5%	2.8%	-1.2%	5.6%	-3.1%	5.6%
Luxury Mid-Size Car	-1.4%	-8.3%	-2.2%	0.9%	5.7%	2.1%	5.0%
Luxury Mid-Size Utility	1.5%	-7.6%	-3.5%	1.8%	5.5%	3.0%	17.0%
Mid-Size Car	9.7%	-4.3%	-3.3%	-1.6%	3.5%	2.1%	-1.2%
Mid-Size Utility	-1.0%	-4.3%	-4.6%	-0.1%	2.7%	4.5%	3.6%
Mid-Size Van	-2.3%	12.2%	-2.8%	0.5%	-8.0%	-4.8%	-5.8%
Premium Luxury Large Car	-11.0%	-13.1%	-7.0%	-0.9%	-10.0%	1.8%	10.4%
Subcompact Car	-6.7%	-17.4%	-15.4%	-0.5%	-4.1%	1.8%	-1.8%

*Value differences can be the result of changes in segment mix (i.e. models entering/leaving), model redesigns, and overall market performance.

YTD Change in NADA Used Car Guide Value: January — October 2017

NADA Segment	2010MY	2011MY	2012MY	2013MY	2014MY	2015MY	2016MY*
Compact Car	-12.1%	-11.6%	-12.4%	-10.1%	-7.9%	-8.9%	-8.4%
Compact Utility	-16.6%	-15.7%	-12.8%	-12.4%	-8.7%	-9.1%	-8.7%
Large Pickup	-7.8%	-4.6%	-4.2%	-3.8%	-1.7%	-1.8%	-2.3%
Large SUV	-14.4%	-13.1%	-14.7%	-13.1%	-8.7%	-4.2%	-6.8%
Luxury Compact Car	-15.2%	-14.7%	-13.7%	-12.2%	-11.0%	-8.9%	-10.9%
Luxury Compact Utility	-15.5%	-16.9%	-17.6%	-12.7%	-9.4%	-11.1%	-10.2%
Luxury Mid-Size Car	-19.5%	-17.3%	-13.9%	-11.9%	-8.8%	-9.5%	-10.3%
Luxury Mid-Size Utility	-16.6%	-14.2%	-14.6%	-10.6%	-8.0%	-8.4%	-10.0%
Mid-Size Car	-16.1%	-16.1%	-14.1%	-13.6%	-10.3%	-11.4%	-11.3%
Mid-Size Utility	-15.6%	-16.5%	-14.3%	-12.8%	-5.6%	-5.5%	-6.0%
Mid-Size Van	-18.4%	-13.9%	-12.5%	-11.6%	-7.2%	-6.8%	-5.3%
Premium Luxury Large Car	-17.3%	-18.3%	-17.7%	-17.5%	-13.8%	-11.8%	-13.7%
Subcompact Car	-17.7%	-18.2%	-12.1%	-12.0%	-12.1%	-11.8%	-9.6%

*Value movement can be influenced by newly valued vehicles.

AT J.D. POWER VALUATION SERVICES (FORMERLY NADA USED CAR GUIDE)

What's New

J.D. Power is pleased to offer a new **Residual Values** product suite designed to help manufacturers, captive finance companies, and lenders make informed decisions on residual setting, lease support, and risk management. This benchmark product incorporates industry-leading data from three trusted sources. Coupled with a seasoned team of data scientists and analysts, the product suite's sophisticated valuation forecast methodology provides a fresh, reliable approach based on objective expertise and complete transparency.

For more information go to www.nada.com/residualvalues.



On the Road

Learn about the residual value market from *Jonathan Banks, vice president of vehicle analysis and analytics*, at the Automotive Consumer Vehicle Lessors

About J.D. Power

J.D. Power is a global leader in consumer insights, advisory services, and data and analytics to help clients measure and improve the key performance metrics that drive growth and profitability. J.D. Power's industry benchmarks, robust proprietary data, advanced analytics capabilities, and reputation for independence and integrity has established the company as one of the world's most well-known and trusted providers of consumer and market insights for more than a dozen industries. Established in 1968, J.D. Power is headquartered in Costa Mesa, California, and has 17 global locations serving North/South America, Asia Pacific, and Europe.

About J.D. Power Valuation Services (formerly NADA Used Car Guide)

J.D. Power Valuation Services (formerly NADA Used Car Guide) is a leading provider of vehicle valuation products, services and information to businesses. Its team collects and analyzes over 1 million combined automotive and truck wholesale and retail transactions per month, and delivers a range of guidebooks, auction data, analysis and data solutions. J.D. Power acquired NADA Used Car Guide in 2015, forming a powerful combination that brings the automotive industry rich data sets, strong analytics and over 130 years of market experience. Residual Values is the first product to be launched by J.D. Power Valuation Services.

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CONSULTING SERVICES

J.D. Power Valuation Services' market intelligence team leverages a database of nearly 200 million automotive transactions and more than 100 economic and automotive market-related series to describe the factors driving current trends to help industry stakeholders make more informed decisions. Analyzing data at both wholesale and retail levels, the team continuously provides content that is both useful and usable to the automotive industry, financial institutions, businesses and consumers.

Complemented by J.D. Power Valuation Services' analytics team, which maintains and advances its internal forecasting models and develops customized forecasting solutions for automotive clients, the market intelligence team is responsible for publishing white papers, special reports and the Used Car & Truck Blog. Throughout every piece of content, the team strives to go beyond what is happening in the automotive industry to confidently answer why it is happening and how it will impact the market in the future.

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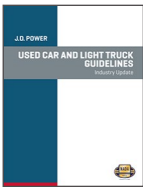
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ADDITIONAL RESOURCES



Guidelines

Updated monthly with a robust data set from various industry sources and J.D. Power Valuation Services' proprietary analysis, *Guidelines* provides the insight needed to make decisions in today's market.



Perspective

Leveraging data from various industry sources and J.D. Power Valuation Services' analysts, *Perspective* takes a deep dive into a range of industry trends to determine why they are happening and what to expect in the future.



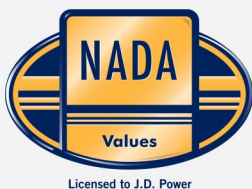
White Papers

J.D. Power Valuation Services' white papers and special reports aim to inform industry stakeholders on current and expected used vehicle price movement to better maximize today's opportunities and manage tomorrow's risk.



Used Car & Truck Blog

Written and managed by the Market Intelligence team, the Used Car & Truck Blog analyzes market data, lends insight into industry trends and highlights relevant events.



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