



Journal of Turkish Operations Management

Monthly automobile sales prediction in Turkey

Bülent Sezen^{1*}, Mert Tekin²

¹Gebze Technical University, Kocaeli

e-mail: bsezen@gtu.edu.tr, ORCID No: <https://orcid.org/0000-0001-7485-3194>

²Akpınar Mh. Hasan Basri Cd. No:2 Sancaktepe, İstanbul

e-mail: merttekin@gtu.edu.tr, ORCID No: <https://orcid.org/0000-0002-5968-7789>

Article Info

Article History:

Received: 08.12.2021

Revised: 08.07.2022

Accepted: 08.07.2022

Keywords:

Sales prediction,
Artificial neural network,
Regression analysis

Abstract

Meeting customer needs in a timely manner has a significant impact on customer satisfaction. For this reason, the planning process has successfully influenced the success of sales activities. The crucial point for the success of the planning process depends on the sales forecasts. Sales forecasting estimates the quantity required by the customer needs. It helps in determining sales targets as campaigns, pricing, brand and product communication, and distribution channels are incorporated in the sales forecast. In this paper, we use regression and artificial neural networks to predict automobile sales in Turkey. The performance of regression is compared with that of an artificial neural network, and it is shown which network is able to predict. Thus, the result of the study, automobile sales in Turkey, was predicted and compared with the actual sales for 2020. The result is that the best prediction method will determine the automobile sales in Turkey.

1. Introduction

The ability of companies to forecast sales helps them achieve top rankings in their sectors. Therefore, all companies follow different strategies to stay ahead of the competition. Successfully predicting the future of sales not only helps them to improve sales performance but also to manage the business effectively. In addition, it is important to identify early warning signs and risks in the sales pipeline.

There are two primary methods of demand forecasting: qualitative and quantitative. Qualitative methods are generally used for studies based on subjective thoughts and surveys. However, quantitative methods are very suitable for sales forecasting. One of the quantitative methods is regression analysis. This method was selected in this study to determine the relationship between the relevant independent variables. Artificial neural networks are also used to predict sales volume because they are used in too many different fields.

Depending on the method of calculation, there are many methods of regression analysis that are also evaluated. The best method selected to compare with the results is the artificial neural network. At the same time, the collected data were processed using SPSS to find the best method for regression analysis. In addition, some of the independent variables were eliminated because the regression analysis did not affect the results too much. The study continued with six independent variables. The independent variables used in this study are consumer price index, consumer price index (motor vehicle cost), Brent gasoline futures, dollar exchange rate, unit import index, unit export index, industrial production index, economic confidence index, lending rates, deposit rates, total money supply, and unemployment rate.

The choice of artificial neural network analysis method in MATLAB was related to the studies conducted previously. According to recent studies, there is no particular relationship between the number of hidden networks and the results and recommends a heuristic approach. For this reason, different iterations were created with

different sets of neurons and a different ratio of validation to testing. All predictions were compared with the actual results, and the iteration with the best error rate was selected.

The datasets were taken from TUIK (Turkish Statistical Institute) and the EVDS system (Turkish Central Bank). They cover the data between January 2009 and December 2020. For each independent variable, the data are taken as the average of the relevant months. In this way, peaks and troughs are eliminated.

In this paper, the best method is determined using linear regression and artificial neural network results. We have chosen linear regression as one of the forecasting methods because of its popularity in recent studies. Moreover, artificial neural networks are widely used in previous studies. When we compared them in terms of the time taken to achieve prediction, linear regression seems to take a fast path to prediction. However, it was expected that ANN could adapt to the nonlinearities in the dataset to outperform linear regression. Therefore, we decided to compare them to see how the errors change. Moreover, the peaks of the error are interpreted to develop a systematic prediction for automobile sales in Turkey.

2. Literature Survey

Herrera (2010) addressed the prediction of water consumption and demand in an urban area of a city in southeastern Spain. Their models were built using time series data of water consumption. All the prediction models such as artificial neural networks (ANN), Projection pursuit regression (PPR), Multivariate adaptive regression splines (MARS), Support vector regression (SVR), Random forecast, and Weighted pattern-based model for predicting water demand were evaluated using an experimental methodology, so this study is very important.

Yücesoy (2011), in addition to the identification of artificial neural networks and demand forecasting, an application was also created for this study. It is used to predict the annual sales volume of cleaning paper in Turkey. The data used for this study are from 1981 to 2010, and independent variables are production volume, import volume, the price index of the paper and printing industry, gross domestic product, population, urban population, and literacy rate. In addition, the performance of simple regression, multiple regression, and artificial neural networks is shown. In conclusion, the compared results show that artificial neural networks are an efficient tool for forecasting.

Wu & Liu (2012) in this study, have worked on a car fuel consumption prediction system using radial basis function network and backpropagation neural network. Mainly five kinds of engineering variables affect the fuel consumption used for the calculations. The result of this study is that the proposed neural network system is effective and satisfactory in predicting fuel consumption.

Kılıç (2015), the researcher has worked on the study of predicting the daily food demand in the dining hall of PAU. This study is different from the others in terms of data preparation. The intelligent identity database system recorded all the data. They were processed using SPSS, and the relationship between the data was tested. According to the relationship, the data is divided into two parts with the help of tests & training. Consequently, the researcher obtained better results by artificial intelligence methods.

Akyurt (2017), this study aimed to predict the automobile production values of Turkey in 2023. The input value of the study is the monthly sales figures between January 2011 and September 2015. A feed-forward neural network model trained with a backpropagation algorithm was used to estimate demand for this time series - the performance of the model was measured using MAPE and MSE.

Santoni (2020) aimed to create a neural network trained to predict the occurrence of kidney cancer in the US. Their method chooses three layers for computation and changes the number of neurons of the hidden layer, starting with five and increasing. Mean square normalized error performance and correlation coefficients for linear regression were used to assign a value to learning performance. The results show that the prevention of hypertension has the greatest impact on reducing the incidence of renal cell carcinoma. In contrast, preventing obesity and smoking would have a smaller effect.

Yazıcıoğlu (2010) has also worked with data from the automotive industry, but the main differences are the data range used and the focused data set. In contrast, the searcher focused on predicting the value of automobile production in Turkey. It can also be very useful in helping industrial companies manage their pre-production phases. Another difference is the scope of data in this study. Most studies on these areas show that the data breadth should be as large as possible.

Wang (2011) has dealt with the prediction of automobile sales in Taiwan. The study used several independent variables, such as the current number of automobile sales, coincidence indicator, leading indicator, wholesale price index, and income. The first step of the study is a stepwise regression analysis to determine the main output variables. Then select the variables, input, and output in adaptive network based fuzzy inference system (ANFIS). The third step of the study is to compare this model with two forecasting models: autoregressive integrated moving average model (ARIMA) and artificial neural network (ANN). Finally, better results were obtained with the ANFIS method.

Loureiro (2018) This study investigates the use of a deep learning approach to predict sales in the fashion industry to predict the sales of new individual products in future seasons. Five types of prediction methods are used: Decision Trees, Random Forest, Support Vector Regression, Artificial Neural Networks, and Deep Neural Networks. Also, work to determine the best method. Distinguish this from the other studies by diversifying the independent variables for each method. The result of the study: if R^2 is used as a measure of accuracy, Random Forest can be considered the best technique. When the decision is based on error related metrics, Random Forest shares the lead with the deep neural network as each of these techniques gives the best results for two out of four metrics.

This study differs from others, not only in terms of the subject but also in the elimination method used in the regression analysis. The results of backward elimination of irrelevant independent variables were never used for prediction. In addition, related studies primarily focused on predicting production quantity; however, the main objective of this study is to explain the relationship between quantity-based sales and economic indicators. It aimed to see the overall picture of the market.

3. Dataset

The source of the data used in this study is shown in Table 1. The data collected from EVDS and TUIK were created as monthly averages, and the data collected from Investing show the first day of the month. The missing cells were calculated using the simple moving average method and filled in yellow in Table 15.

Table 1. Variables

	Independent Variables	Source
X1	Consumer Price Index	EVDS
X2	Consumer Price Index (Automobile expenses)	EVDS
X3	Brent Petrol futures	Investing.com
X4	Rates of US Dollars	EVDS
X5	Unit import index	TUIK
X6	Unit export index	TUIK
X7	Industrial production index	EVDS
X8	Economic confidence index	EVDS
X9	Interest rates of loans	EVDS
X10	Interest rates of deposits	EVDS
X11	Total money supply	EVDS
X12	Unemployment rate	EVDS
Y1	Automobile Sales in Turkey	Otomotivanaliz.com

4. Calculations

4.1 Regression Analysis

All independent and dependent variables are used in the first step of the regression analysis, as listed in Table 1.

Table 2. Variables Entered / Removed

Model	Variables Entered	Variables Removed	Method
1	X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4, X1 ^b	.	Enter

a. Dependent Variable: Y1

b. All requested variables entered.

Table 3. Anova

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	19675786590,607	12	1639648882,551	9,360	,000 ^a
	Residual	22949300526,973	131	175185500,206		
	Total	42625087117,580	143			

a. Dependent Variable: Y1

b. Predictors: (Constant), X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4, X1

The regression model with automobile sales as the dependent variable and X1...X12 as the independent variables is shown in Table 2 and the sig. level found below 0.01 ($p < 0.01$) was significant.

Table 4. Coefficients

Model		Unstandardized Coefficients		Standardized Coefficients	t	Sig.
		B	Std. Error	Beta		
1	(Constant)	-89880,006	67459,432		-1,332	,185
	X1	408,285	9501,614	,042	,043	,966
	X2	-1036,168	1138,106	-,291	-,910	,364
	X3	584,649	1461,084	,130	,400	,690
	X4	-131,866	118,371	-,722	-1,114	,267
	X5	-76,567	109,360	-,425	-,700	,485
	X6	158,578	1168,062	,017	,136	,892
	X7	644,198	130,512	,736	4,936	,000
	X8	-244,332	158,726	-,373	-1,539	,126
	X9	471,667	260,917	,194	1,808	,073
	X10	1,594E-5	,000	,714	,651	,516
	X11	-665,305	567,664	-,437	-1,172	,243
	X12	1562,385	906,837	,686	1,723	,087

a. Dependent Variable: Y1

The coefficients on Table 4 shows that the positive effect of X7 on the dependent variable is significant ($B=644.198$, $p < 0.01$). In his way, the hypothesis is supported, and the main argument explaining the dependent variable is X7.

Table 5. Model Summary

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	,679 ^a	,462	,412	9223,37203685 4777000

a. Predictors: (Constant), X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4, X1

Found that the independent variables included in the model explained 41% of the variance in automobile sales. Using the backward elimination method, a reanalysis was performed, eliminating variables that frequently affect the dependent variable. The end of the seven steps shows that the most influential independent variables in the model are X2, X4, X7, X8, X9, and X12.

Table 6. Variables Entered / Removed (Backward Elimination)

Model	Variables Entered	Variables Removed	Method
1	X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4, X1 ^b	.	Enter
2	.	X1	Backward (criterion: Probability of F-to-remove >= ,100).
3	.	X6	Backward (criterion: Probability of F-to-remove >= ,100).
4	.	X3	Backward (criterion: Probability of F-to-remove >= ,100).
5	.	X5	Backward (criterion: Probability of F-to-remove >= ,100).
6	.	X10	Backward (criterion: Probability of F-to-remove >= ,100).
7	.	X11	Backward (criterion: Probability of F-to-remove >= ,100).

a. Dependent Variable: Y1
 b. All requested variables entered.

Table 7. Model Summary (Backward Elimination)

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate	R Square Change	Change Statistics			
						F Change	df1	df2	Sig. F Change
1	,679 ^a	,462	,412	9223,37	,462	9,360	12	131	
2	,679 ^b	,462	,417	9223,37	,000	,002	1	131	
3	,679 ^c	,462	,421	9223,37	,000	,020	1	132	
4	,679 ^d	,461	,425	9223,37	-,001	,164	1	133	
5	,677 ^e	,459	,427	9223,37	-,002	,490	1	134	
6	,676 ^f	,457	,429	9223,37	-,001	,371	1	135	
7	,672 ^g	,452	,428	9223,37	-,006	1,449	1	136	

a. Predictors: (Constant), X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4, X1
 b. Predictors: (Constant), X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4
 c. Predictors: (Constant), X12, X7, X2, X9, X10, X8, X3, X11, X5, X4
 d. Predictors: (Constant), X12, X7, X2, X9, X10, X8, X11, X5, X4
 e. Predictors: (Constant), X12, X7, X2, X9, X10, X8, X11, X4
 f. Predictors: (Constant), X12, X7, X2, X9, X8, X11, X4
 g. Predictors: (Constant), X12, X7, X2, X9, X8, X4

Table 8. ANOVA (Backward Elimination)

Model		Sum of Squares	df	Mean Square	F	Sig.
1	Regression	19675786590,607	12	1639648882,551	9,360	,00
	Residual	22949300526,973	131	175185500,206		
	Total	42625087117,580	143			
2	Regression	19675463123,871	11	1788678465,806	10,288	,00
	Residual	22949623993,709	132	173860787,831		
	Total	42625087117,580	143			
3	Regression	19672046376,856	10	1967204637,686	11,399	,00
	Residual	22953040740,724	133	172579253,690		
	Total	42625087117,580	143			
4	Regression	19643726600,779	9	2182636288,975	12,727	,00
	Residual	22981360516,801	134	171502690,424		
	Total	42625087117,580	143			
5	Regression	19559618579,500	8	2444952322,438	14,310	,00
	Residual	23065468538,080	135	170855322,504		
	Total	42625087117,580	143			
6	Regression	19496187574,949	7	2785169653,564	16,377	,00
	Residual	23128899542,631	136	170065437,813		
	Total	42625087117,580	143			
7	Regression	19249758236,546	6	3208293039,424	18,803	,00
	Residual	23375328881,033	137	170622838,548		
	Total	42625087117,580	143			

a. Dependent Variable: Y1

b. Predictors: (Constant), X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4, X1

c. Predictors: (Constant), X12, X7, X2, X9, X6, X10, X8, X3, X11, X5, X4

d. Predictors: (Constant), X12, X7, X2, X9, X10, X8, X3, X11, X5, X4

e. Predictors: (Constant), X12, X7, X2, X9, X10, X8, X11, X5, X4

f. Predictors: (Constant), X12, X7, X2, X9, X10, X8, X11, X4

g. Predictors: (Constant), X12, X7, X2, X9, X8, X11, X4

h. Predictors: (Constant), X12, X7, X2, X9, X8, X4

Table 9. Coefficients

Model	Unstandardized Coefficients		Standardized Coefficients	t	Sig.		
	B	Std. Error	Beta				
1	(Constant)	-89880,006	67459,432		-1,332	0,185	
	X1	408,285	9501,614	0,042	0,043	0,966	
	X2	-1036,168	1138,106	-0,291	-0,91	0,364	
	X3	584,649	1461,084	0,13	0,4	0,69	
	X4	-131,866	118,371	-0,722	-1,114	0,267	
	X5	-76,567	109,36	-0,425	-0,7	0,485	
	X6	158,578	1168,062	0,017	0,136	0,892	
	X7	644,198	130,512	0,736	4,936	0	
	X8	-244,332	158,726	-0,373	-1,539	0,126	
	X9	471,667	260,917	0,194	1,808	0,073	
	X10	1,59E-05	0	0,714	0,651	0,516	
	X11	-665,305	567,664	-0,437	-1,172	0,243	
	X12	1562,385	906,837	0,686	1,723	0,087	
2	(Constant)	-89000,202	64033,698		-1,39	0,167	
	X2	-1020,691	1075,519	-0,287	-0,949	0,344	
	X3	584,896	1455,538	0,13	0,402	0,688	
	X4	-132,196	117,674	-0,724	-1,123	0,263	
	X5	-75,301	104,921	-0,418	-0,718	0,474	
	X6	162,601	1159,892	0,017	0,14	0,889	
	X7	642,998	127,006	0,735	5,063	0	
	X8	-242,991	155,038	-0,371	-1,567	0,119	
	X9	471,74	259,923	0,194	1,815	0,072	
	X10	1,67E-05	0	0,748	1,003	0,318	
	X11	-656,879	530,702	-0,431	-1,238	0,218	
	X12	1543,544	790,787	0,677	1,952	0,053	
	3	(Constant)	-83801,257	52008,267		-1,611	0,109
X2		-1022,514	1071,47	-0,287	-0,954	0,342	
X3		587,401	1450,055	0,131	0,405	0,686	
X4		-130,727	116,774	-0,716	-1,119	0,265	
X5		-74,508	104,381	-0,413	-0,714	0,477	
X7		634,704	111,967	0,725	5,669	0	
X8		-243,041	154,465	-0,371	-1,573	0,118	
X9		461,703	248,944	0,19	1,855	0,066	
X10		1,66E-05	0	0,744	1,002	0,318	
X11		-654,294	528,424	-0,43	-1,238	0,218	
X12		1519,143	768,544	0,667	1,977	0,05	
4		(Constant)	-86116,972	51531,655		-1,671	0,097
		X2	-629,39	452,73	-0,177	-1,39	0,167
	X4	-111,47	106,326	-0,61	-1,048	0,296	
	X5	-72,811	103,971	-0,404	-0,7	0,485	
	X7	641,377	110,403	0,733	5,809	0	
	X8	-248,814	153,325	-0,38	-1,623	0,107	
	X9	470,168	247,29	0,194	1,901	0,059	
	X10	1,43E-05	0	0,64	0,921	0,359	
	X11	-584,799	498,239	-0,384	-1,174	0,243	
	X12	1441,544	741,963	0,633	1,943	0,054	
	5	(Constant)	-86850,487	51423,679		-1,689	0,094
		X2	-816,815	364,461	-0,23	-2,241	0,027
		X4	-120,674	105,312	-0,661	-1,146	0,254
X7		634,462	109,753	0,725	5,781	0	
X8		-268,289	150,497	-0,409	-1,783	0,077	
X9		441,72	243,47	0,182	1,814	0,072	
X10		6,97E-06	0	0,312	0,609	0,543	
X11		-593,785	497,133	-0,39	-1,194	0,234	
X12		1506,341	734,78	0,661	2,05	0,042	
6		(Constant)	-94422,174	49784,137		-1,897	0,06
		X2	-915,508	325,734	-0,257	-2,811	0,006
		X4	-58,504	26,004	-0,32	-2,25	0,026
		X7	612,097	103,194	0,699	5,932	0
	X8	-286,055	147,304	-0,437	-1,942	0,054	
	X9	438,03	242,832	0,181	1,804	0,073	
	X11	-597,007	495,954	-0,392	-1,204	0,231	
	X12	1558,288	728,128	0,684	2,14	0,034	
	7	(Constant)	-87892,362	49568,756		-1,773	0,078
		X2	-975,386	322,441	-0,274	-3,025	0,003
		X4	-60,376	25,999	-0,331	-2,322	0,022
		X7	625,64	102,747	0,715	6,089	0
		X8	-376,042	127,134	-0,574	-2,958	0,004
X9		487,937	239,658	0,201	2,036	0,044	
X12		935,725	513,373	0,411	1,823	0,071	

Dependent Variable: Y1

The equation indicating the number of vehicle sales according to the results of the regression analysis using the backward elimination method;

$$-87893.392 + (X2)*(-975.386) + (X4)*(-60.376) + (X7)*(625.64) + (X8)*(-376.042) + (X9)*(487.937) + (X12)*(935.725).$$

4.2 Artificial Neural Network

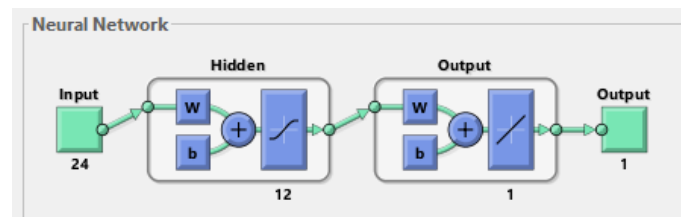
Artificial neural networks are flexible and nonparametric modeling tools. Artificial neural networks are known as a method developed by simulating the brain's cognitive learning process. It is very effective in complex problems. It can find solutions to many problems such as estimation, classification, clustering. The most important property of neural networks is that they can solve the problem by learning based on the past knowledge of complex systems by example.

Artificial neural networks consist of simple elements connected in parallel. These elements have a similar structure to the biological nervous system. The large-scale connections between these elements make up the function of the network. By adjusting the weighting values with which the elements are connected, the network is trained to perform a particular function. In this way, a net output is produced in response to a given input.

With the help of artificial neural networks, many problems can be solved. Different network structures are used to solve each problem. Which network is more suitable for which decision maker is determined by the nature of the problem. In this study, the Multilayer Perceptron Model (MPM) was used because this network structure is commonly used, especially in problems such as classification and estimation.

The MPM was developed by Rumelhart et al. in 1986. This model is also known as the error propagation model or backpropagation network. The backpropagation algorithm is used in the MPM. This algorithm is a robust learning algorithm used in artificial neural networks with middleware. This algorithm allows artificial neural networks to be used to learn the relationship between complex, nonlinear, and process parameters. Artificial neurons, created by mimicking the biological neuron, assemble to form the artificial neural network in Figure 1. These layers are input, output, and intermediate layers. The input layer receives the external information and passes it to the intermediate layer - the information processed in the intermediate layer is sent to the output layer.

Figure 1. Neural Network



The output layer receives the output generated for the pattern set presented by the input layer. It facilitates the learning process by classifying the data into itself. The weights of the network should be adjusted to get the correct output in the learning process. The learning rule of the MPM network is a generalization of the delta learning rule based on the least squares method. Therefore, the learning rule is also called as "generalized delta rule". The "delta rule" used in the backpropagation algorithm is a rule based on the idea of constantly adjusting and improving the input connections, i.e., weights, to reduce the difference between the actual output value of a neuron and the desired output value.

In this rule, the optimal value for the weights is found by constantly changing the connection weights during learning. In this network structure, the method of "instructive learning" is used. Each vector associated with the target output values is presented to the network for learning in instructive learning. The weights are corrected based on the established learning rule.

According to previous studies, we preferred to iterate because there is no linear relationship between the number of hidden neurons and the error. The iteration table is as follows Table 10.

Table 10. Iterations

	Hidden neurons	Training	Validations	Testing
1	4	60	20	20
2	8	60	20	20
3	12	60	20	20
4	16	60	20	20
5	4	70	15	15
6	8	70	15	15
7	12	70	15	15
8	16	70	15	15
9	4	80	10	10
10	8	80	10	10
11	12	80	10	10
12	16	80	10	10
13	12	65	15	20
14	12	65	20	15

5. Results and comparison

When the linear regression analysis was estimated using the backward elimination method with the coefficients from Table 9, the error rate was 16.41%. Then, the error rate was recalculated with all iteration results, and the improvements in the estimates were examined using the linear regression method. In the 13th iteration, 12 hidden neurons were used. The distributions of the training, validation and test data were 65-15-20, respectively. Compared with the linear regression method, the lowest error rate and the most significant improvement were obtained.

Moreover, the success rates in the 13th iteration with 11 internal iterations with the best results can be seen in Table 11-12-13-14.

Table 11. Results of Iterations

	Hidden neurons	Training	Validations	Testing	Error	Improvement
1	4	60	20	20	17,89%	-1,48%
2	8	60	20	20	15,75%	0,66%
3	12	60	20	20	19,15%	-2,74%
4	16	60	20	20	23,60%	-7,19%
5	4	70	15	15	28,35%	-11,94%
6	8	70	15	15	24,04%	-7,63%
7	12	70	15	15	12,58%	3,83%
8	16	70	15	15	38,65%	-22,24%
9	4	80	10	10	25,66%	-9,25%
10	8	80	10	10	25,87%	-9,46%
11	12	80	10	10	20,62%	-4,21%
12	16	80	10	10	12,95%	3,46%
13	12	65	15	20	12,05%	4,36%
14	12	65	20	15	14,64%	1,77%
Linear Regression	-	-	-	-	16,41%	

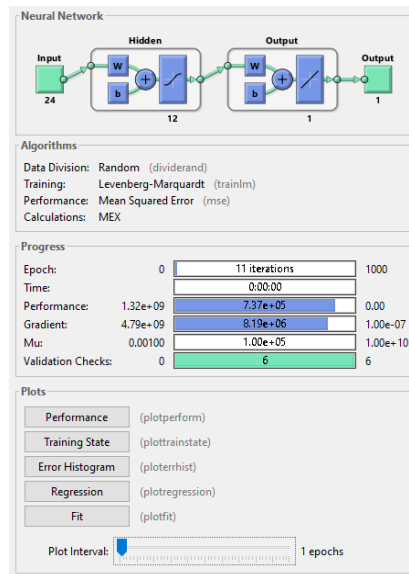


Figure 2. Calculation parameters

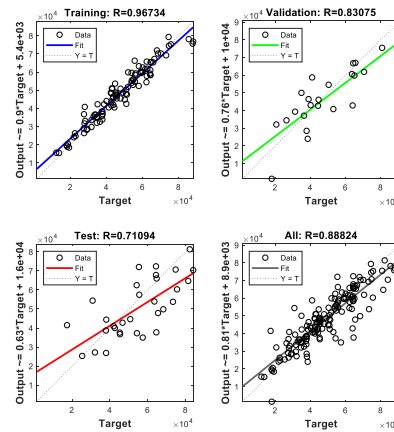


Figure 3. Distribution of improved result

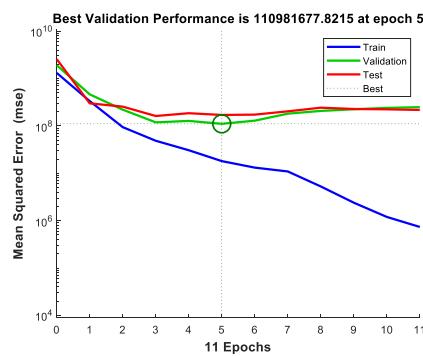


Figure 4. Best Validation Performance

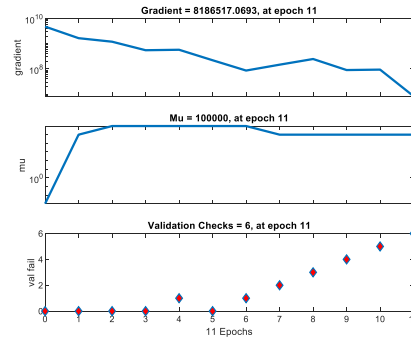


Figure 5. Gradient/Mu/Validation Checks

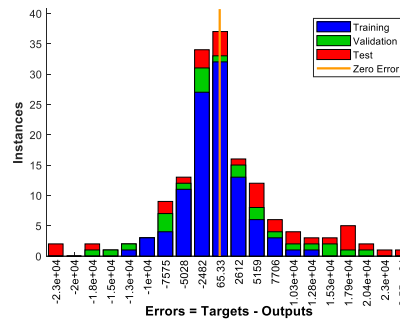


Figure 6. Error Histogram with 20 Bins

6. Discussion

The first estimate of ODD for 2021, which conducts the most detailed research on the automotive industry in Turkey, was published in September 2020. With the data announced after this estimate, the estimate made with the September 2020 data using the Ann method is shown in Table 12 below. As shown in the table, the absolute error rate of ODD in the first eight months estimate was 28.28%, while the absolute error rate in the Ann method used in this study was 5.4%.

For both estimates, the highest error rate was found in March. As the source of this error, the volatility of the dollar exchange rate, the dependent variable that has the most significant effect on the independent variable, was further examined in the regression analysis. It was found that March was the month with the highest USD/TRY volatility at 17.63%. Moreover, in 2012, when the error rate was the lowest, it was found that the volatility was the lowest among the 20-year data, and the relationship between the two factors was confirmed.

Therefore, it is expected that the success of this study will increase in future studies when the estimation of USD/TRY rate is also investigated, and the estimation is improved in this direction.

Table12. Comparison of Estimations

	ODD Pred. By Sep '20	Ann Pred. By Sep '20	TUIK - 2021	Error (Monthly)	
				ODD	Ann
Jan	27702	105186	97198	-71,5%	8,2%
Feb	37217	54211	54574	-31,8%	-0,7%
Mar	57283	60517	98306	-41,7%	-38,4%
Apr	62065	63938	70182	-11,6%	-8,9%
May	55228	65476	48166	14,7%	35,9%
Jun	65139	52304	63703	2,3%	-17,9%
Jul	58312	74718	81399	-28,4%	-8,2%
Aug	48513	66384	60201	-19,4%	10,3%
Sep	58890	56046			
Oct	64651	58353			
Nov	76574	65370			
Dec	119926	56447			
Aug YTD	411459	542734	573729		
Error (Aug YTD)	-28,28%	-5,40%			

ODD: Automotive Distributors Association
TUIK: Statistical Institute of Turkey



Figure 7. USD/TRY Exchange Rate

7. Conclusion

It was observed that the estimation ability increased with the increase in the number of hidden neurons. However, beyond a certain point, the increase in this number began to affect the prediction. In particular, as can be seen in the 13th and 14th iterations, the test rate was slightly higher than the validation rate, which had a significant impact on the prediction success. Since the error rate increases rapidly as the training rate increases, diversifying the iterations with the information obtained from this study will allow the system to make more accurate estimates.

As a continuation of this study, by automating the flow of data and transferring all results into the system BI, creating dashboards, and controlling the data, management decision making is greatly facilitated.

Moreover, the success of the system is enhanced by periodically re-questioning the independent variables identified and working with new independent variables according to the changing trend.

Contribution of researchers

Authors have equal contribution in all the sections.

Conflicts of interest

The authors declared that there is no conflict of interest.

References

Akyurt. (2017). Talep Tahminin Yapay Sinir Ağlarıyla Modellenmesi: Yerli Otomobil Örneği. İstanbul Üniversitesi İktisat Fakültesi Ekonometri ve İstatistik Dergisi, November 2015.

Herrera, M., Torgo, L., Izquierdo, J., & Pérez-García, R. (2010). Predictive models for forecasting hourly urban water demand. *Journal of Hydrology*, 387(1–2), 141–150. <https://doi.org/10.1016/j.jhydrol.2010.04.005>

Kılıç, G. (2015). Yapay Sinir Ağları ile Yemekhane Günlük Talep Tahmini

Loureiro, A. L. D., Miguéis, V. L., & da Silva, L. F. M. (2018). Exploring the use of deep neural networks for sales forecasting in fashion retail. *Decision Support Systems*, 114(August), 81–93. <https://doi.org/10.1016/j.dss.2018.08.010>

Santoni, M., Piva, F., Porta, C., Bracarda, S., Heng, D. Y., Matrana, M. R., Grande, E., Mollica, V., Aurilio, G., Rizzo, M., Giulietti, M., Montironi, R., & Massari, F. (2020). Artificial Neural Networks as a Way to Predict Future Kidney Cancer Incidence in the United States. *Clinical Genitourinary Cancer*, 1–8. <https://doi.org/10.1016/j.clgc.2020.10.008>

Wang, F. K., Chang, K. K., & Tzeng, C. W. (2011). Using adaptive network-based fuzzy inference system to forecast automobile sales. *Expert Systems with Applications*, 38(8), 10587–10593. <https://doi.org/10.1016/j.eswa.2011.02.100>

Wu, J. Da, & Liu, J. C. (2012). A forecasting system for car fuel consumption using a radial basis function neural network. *Expert Systems with Applications*, 39(2), 1883–1888. <https://doi.org/10.1016/j.eswa.2011.07.139>

Yazıcıoğlu, N. (2010). Yapay Zeka ile Talep Tahmini. In *International Institute for Environment and Development*: Vol. 07/80 (Issue 2). <https://arxiv.org/pdf/1707.06526.pdf><https://www.yrpri.org><http://weekly.cnbnews.com/news/article.html?no=124000><https://www.fordfoundation.org/>http://bibliotecavirtual.clacso.org.ar/Republica_Dominicana/ccp/20120731051903/rep<http://webpc.cia>

Yücesoy. (2011). Temizlik Kağıtları Sektöründe Yapay Sinir Ağları İle Talep Tahmini. *Istanbul Teknik Üniversitesi- Fen Bilimleri Enstitüsü*.

Uluslararası Yönetim İktisat ve İşletme Dergisi, Cilt 8, Sayı 17, 2012, ss. 87-100 91 *Int. Journal of Management Economics and Business*, Vol. 8, No. 17, 2012, pp. 87-100

Table 13. Data Set (2009-01/2012-12)

Tarih	X1	X2	X3	X4	X5	X6	X7	X8	X9	X10	X11	X12	Y1
2009-01	1,59	21,65	15,67	160,90	109,32	14,10	52,52	45,88	65,57	460587164,80	92,42	95,13	27391
2009-02	1,65	20,88	13,03	160,35	111,74	14,80	50,45	46,35	69,00	470279207,50	90,63	90,94	12126
2009-03	1,70	20,07	12,00	162,12	104,82	14,70	56,90	49,23	71,44	473549882,20	90,17	89,84	31679
2009-04	1,60	18,63	11,74	162,15	99,75	13,80	57,79	50,80	85,54	467303012,95	89,61	91,67	34884
2009-05	1,55	18,33	11,33	163,19	100,90	12,70	61,00	65,52	84,97	471327888,90	86,36	93,78	38006
2009-06	1,54	18,24	11,34	163,37	104,82	12,20	65,20	69,30	86,67	475738436,00	89,46	96,38	41216
2009-07	1,51	18,22	11,03	163,78	107,37	12,10	65,79	71,70	87,45	477200014,20	90,15	97,12	13728
2009-08	1,48	16,89	9,97	163,29	107,99	12,60	61,84	69,65	86,46	482703790,70	92,27	98,64	25362
2009-09	1,49	15,67	9,17	163,93	108,13	12,50	61,49	69,07	85,61	493154743,40	93,34	100,20	31699
2009-10	1,46	15,02	8,46	167,88	113,70	12,20	69,97	75,20	85,21	498127945,60	96,94	101,48	29043
2009-11	1,48	14,07	8,08	170,01	115,19	12,20	63,65	78,47	84,48	510997266,80	98,68	103,32	17363
2009-12	1,50	13,13	8,39	170,91	113,19	12,60	69,58	77,93	85,68	519002519,78	97,39	102,19	22842
2010-01	1,47	13,18	8,18	174,07	115,11	13,60	56,84	71,46	90,22	518304595,80	97,83	100,93	44988
2010-02	1,51	13,27	7,95	176,59	115,06	13,50	57,51	77,59	89,80	527424195,80	97,83	98,62	21887
2010-03	1,53	12,73	8,17	177,62	115,63	12,80	68,08	82,70	94,07	534197571,10	98,53	98,69	27523
2010-04	1,49	12,01	8,15	178,68	115,92	11,30	66,12	87,44	98,02	532706354,60	100,66	99,68	38114
2010-05	1,53	11,74	8,42	178,04	116,20	10,30	69,05	74,65	95,02	541863016,50	98,98	97,91	34581
2010-06	1,57	11,75	8,62	177,04	115,53	9,90	72,17	75,01	95,38	557691010,30	96,66	96,14	32789
2010-07	1,54	11,38	8,38	176,19	115,86	9,90	72,69	78,18	95,41	558998046,80	97,03	98,79	34895
2010-08	1,50	10,87	8,19	176,90	115,50	10,60	70,04	74,64	96,60	562595448,50	98,41	98,15	57371
2010-09	1,49	10,79	8,13	179,07	114,82	10,60	67,70	82,31	99,04	571710763,60	99,51	99,45	38459
2010-10	1,42	10,60	7,98	182,35	115,23	10,50	77,30	83,15	98,15	578725018,70	104,43	103,66	45242
2010-11	1,43	10,26	8,07	182,40	114,34	10,20	70,03	85,92	100,17	586342271,50	105,19	104,11	49096
2010-12	1,51	9,67	7,93	181,85	112,91	10,60	85,12	94,75	101,14	615442813,06	104,94	103,89	50103
2011-01	1,55	10,28	7,30	182,60	114,60	11,10	70,72	101,01	104,80	615214329,63	107,67	106,98	90685
2011-02	1,58	10,44	7,41	183,93	118,84	10,70	68,54	111,80	103,09	630657604,98	110,71	109,46	34627
2011-03	1,57	10,51	7,60	184,70	119,99	10,10	79,03	117,36	102,54	643048030,00	113,52	111,74	50775
2011-04	1,52	10,69	7,84	186,30	121,66	9,30	76,03	125,89	102,23	648847488,80	117,49	114,58	50361
2011-05	1,56	10,95	8,09	190,81	121,96	8,90	79,55	116,73	102,42	663763929,92	116,83	114,02	55731
2011-06	1,59	11,37	8,34	188,08	122,75	8,70	82,98	112,48	103,33	673338087,56	116,68	114,66	42620
2011-07	1,65	12,48	8,69	187,31	122,77	8,60	81,88	116,74	101,96	682778896,31	116,88	114,72	59196
2011-08	1,74	12,82	8,49	188,67	125,79	8,50	78,88	114,85	99,07	696129835,29	118,70	113,52	42724
2011-09	1,79	12,98	8,17	190,09	129,67	8,20	80,91	102,76	101,94	698058557,57	116,29	110,71	37919
2011-10	1,83	12,97	8,17	196,31	130,95	8,40	89,86	109,56	97,47	691402320,37	116,30	109,28	43639
2011-11	1,80	13,42	8,70	199,70	130,49	8,40	80,14	110,52	98,68	695623224,03	114,74	109,51	45550
2011-12	1,86	12,02	9,71	200,85	130,35	9,00	92,09	107,38	98,60	708766659,76	112,86	108,25	38958
2012-01	1,84	15,04	10,03	201,98	132,71	9,30	74,98	110,98	92,50	695782874,10	110,98	108,24	74749
2012-02	1,75	14,82	10,00	203,12	132,40	9,60	73,39	122,66	93,80	699951645,01	112,66	109,75	27576
2012-03	1,78	13,39	9,72	203,96	131,80	9,10	83,77	122,88	93,19	709526905,63	114,57	109,34	44347
2012-04	1,78	13,17	9,73	207,05	132,34	8,20	80,30	119,47	88,71	714190305,85	115,21	109,24	42372
2012-05	1,80	12,99	9,98	206,61	132,32	7,60	86,81	101,87	91,93	723723921,82	112,56	107,60	50904
2012-06	1,82	12,99	10,27	204,76	132,39	7,30	86,15	97,80	91,42	735844371,18	110,31	106,47	37848
2012-07	1,80	13,38	9,81	204,29	132,32	7,60	85,43	104,92	92,50	737187297,51	108,78	106,86	56119
2012-08	1,79	13,38	9,21	205,43	132,23	8,00	76,45	114,57	90,28	746358754,20	109,72	107,73	44626
2012-09	1,80	13,00	8,52	207,55	131,31	8,30	87,10	112,39	89,02	759423992,30	111,85	108,75	40021
2012-10	1,79	12,77	7,94	211,62	131,36	8,30	84,84	108,70	84,87	766222192,64	111,88	108,92	46708
2012-11	1,79	12,07	7,64	212,42	130,25	8,60	91,38	111,23	89,88	764900065,75	111,70	108,20	51959
2012-12	1,78	11,01	7,51	213,23	129,92	9,30	91,67	111,11	89,07	783455076,71	112,69	109,83	42015

Table 14. Data Set (2013-01/2018-12)

2013-01	1,76	11,06	7,17	216,74	130,62	9,70	78,18	115,55	91,52	786170788,19	111,89	110,80	74538
2013-02	1,77	10,91	6,87	217,39	133,56	9,70	77,04	111,38	91,76	794838821,03	114,00	111,03	33957
2013-03	1,81	10,48	6,55	218,83	133,85	9,40	85,94	110,02	92,06	806033273,52	111,99	109,29	50790
2013-04	1,80	10,30	6,41	219,75	134,00	8,70	87,08	102,37	92,71	814526896,79	111,09	108,36	54717
2013-05	1,82	9,88	5,95	220,07	134,70	8,20	91,88	100,39	95,53	835241603,74	109,33	108,12	75505
2013-06	1,89	9,61	6,14	221,75	134,85	8,10	91,22	102,16	94,70	849475857,57	108,80	108,60	27951
2013-07	1,93	10,10	6,95	222,44	138,11	8,60	93,69	107,70	96,54	870469348,87	107,53	107,53	75620
2013-08	1,95	10,60	7,56	222,21	139,20	9,00	77,59	114,01	95,29	889675766,98	108,89	108,16	47741
2013-09	2,02	11,46	7,99	223,91	142,30	9,20	96,31	108,37	91,43	903561042,43	108,83	107,44	51276
2013-10	1,99	11,81	7,78	227,94	144,18	9,10	87,73	108,84	93,34	909555599,18	110,36	107,47	44319
2013-11	2,02	11,28	7,58	227,96	143,45	9,30	100,39	109,69	96,78	918359122,88	108,80	107,46	60040
2013-12	2,06	10,99	7,87	229,01	143,25	9,60	100,92	110,80	94,16	948561344,63	110,16	108,16	51840
2014-01	2,22	12,84	8,20	233,54	151,68	10,30	87,54	106,40	91,54	965478573,89	108,86	109,25	80785
2014-02	2,21	15,09	9,98	234,54	161,10	10,20	83,36	109,07	89,21	964416666,72	109,62	108,26	27807
2014-03	2,22	15,21	10,62	237,18	166,94	9,70	93,89	107,76	92,43	965242047,59	110,24	107,58	35050
2014-04	2,13	14,91	10,43	240,37	167,83	9,00	92,89	108,07	97,37	970058514,76	109,48	107,95	40128
2014-05	2,09	14,29	9,96	241,32	166,66	8,80	94,26	109,41	95,11	966337733,23	107,99	108,02	42924
2014-06	2,12	13,31	9,58	242,07	164,96	9,10	95,71	112,36	93,50	985377927,18	108,48	108,71	37497
2014-07	2,12	12,79	8,92	243,17	164,87	9,80	90,64	106,02	93,73	1009206293,71	108,17	109,52	62284
2014-08	2,16	12,84	8,53	243,40	164,79	10,10	89,34	103,19	93,65	1014270568,80	107,43	107,31	43463
2014-09	2,20	12,72	8,60	243,74	164,83	10,50	102,30	94,67	94,02	1038568395,68	105,69	105,50	45649
2014-10	2,26	12,37	8,76	248,37	164,74	10,40	92,38	85,86	91,43	1028803573,71	103,90	104,84	50974
2014-11	2,23	12,38	8,91	248,82	163,84	10,70	100,09	70,15	90,87	1032143736,29	103,05	104,12	55343
2014-12	2,29	12,60	9,15	247,72	162,89	10,90	108,50	57,33	90,15	1060136918,03	100,78	103,13	57916
2015-01	2,33	12,91	9,15	250,45	166,79	11,30	86,73	52,99	89,35	1069329669,30	96,26	101,67	87689
2015-02	2,46	13,06	9,03	252,24	170,74	11,20	84,18	62,58	88,80	1095353011,66	95,23	100,24	37327
2015-03	2,58	12,58	9,26	255,23	171,23	10,60	99,67	55,11	86,49	1117361798,61	93,96	97,91	60013
2015-04	2,65	12,79	9,49	259,39	171,46	9,60	99,26	66,78	87,42	1144509086,80	92,66	97,64	68259
2015-05	2,65	13,14	9,62	260,85	173,65	9,30	98,83	65,56	86,80	1155360991,42	92,57	98,93	61335
2015-06	2,70	13,44	9,78	259,51	174,15	9,60	104,51	63,59	89,63	1165738112,40	92,23	98,44	47768
2015-07	2,69	13,60	9,94	259,74	176,27	9,80	95,08	52,21	88,24	1196001711,60	90,39	97,37	85525
2015-08	2,85	14,14	10,11	260,78	176,90	10,10	101,57	54,15	85,20	1219438469,62	88,74	95,67	62114
2015-09	3,00	15,20	10,34	263,11	183,80	10,30	97,06	48,37	82,15	1250247051,98	86,68	94,95	45627
2015-10	2,93	15,82	10,56	267,20	187,45	10,50	108,69	49,56	86,04	1233926306,11	86,41	93,94	44740
2015-11	2,87	15,62	10,45	268,98	186,92	10,50	107,49	44,61	95,15	1223676554,60	85,21	91,91	55596
2015-12	2,92	15,18	10,70	269,54	185,87	10,80	116,93	37,28	93,34	1232282824,94	83,58	91,90	81423
2016-01	3,01	15,82	10,85	274,44	188,76	11,10	91,33	34,74	91,95	1242984422,28	79,80	90,90	67922
2016-02	2,94	16,32	11,02	274,38	194,28	10,90	95,81	35,97	89,68	1251375149,27	79,81	91,62	38656
2016-03	2,89	16,33	11,01	274,27	194,79	10,10	106,41	39,60	89,87	1264541021,41	80,53	91,67	59168
2016-04	2,83	15,92	10,81	276,42	194,82	9,30	102,69	48,13	91,25	1268602052,89	80,86	92,70	63985
2016-05	2,93	15,54	10,50	278,02	195,09	9,40	107,11	49,69	91,70	1294245139,14	82,68	93,07	70521
2016-06	2,92	15,30	10,25	279,33	197,42	10,20	107,37	49,68	92,01	1305663140,39	83,57	93,36	73343
2016-07	2,96	15,31	9,95	282,58	197,36	10,70	86,90	42,46	89,66	1328208050,57	82,64	93,01	54143
2016-08	2,96	15,45	9,93	281,76	199,71	11,30	105,49	47,04	95,17	1327789036,34	82,48	93,26	53937
2016-09	2,96	15,01	9,88	282,27	200,23	11,30	93,47	49,06	94,78	1346519410,42	82,52	93,03	45347
2016-10	3,07	14,74	9,79	286,33	202,96	11,80	113,01	48,30	95,02	1366054775,37	83,59	92,33	58882
2016-11	3,27	13,71	9,65	287,81	206,10	12,10	113,72	50,47	91,41	1411438545,47	82,39	91,41	87999
2016-12	3,49	13,86	9,57	292,54	209,43	12,70	117,58	56,82	87,01	1452354420,01	82,99	91,47	65042

Table 15. Data Set (2017-01/2020-12)

2017-01	3,73	15,21	9,50	299,74	213,34	13,00	97,07	55,70	88,39	1471951172,76	84,89	91,45	84025
2017-02	3,67	15,62	9,84	302,17	223,43	12,60	96,25	55,59	87,63	1452653321,82	85,68	91,32	37702
2017-03	3,67	15,38	10,04	305,24	232,01	11,70	113,22	52,83	89,89	1494420502,19	85,92	90,91	53858
2017-04	3,65	15,68	10,68	309,23	236,01	10,50	110,16	51,73	91,95	1521508812,51	86,87	91,48	53034
2017-05	3,56	15,61	11,34	310,61	235,32	10,20	113,71	50,31	94,22	1536277105,91	87,36	92,26	63602
2017-06	3,52	15,37	11,84	309,78	231,73	10,20	105,11	47,92	92,67	1562194354,17	87,27	93,47	57844
2017-07	3,56	15,97	11,89	310,24	234,39	10,70	112,48	52,65	93,21	1569127150,34	87,60	93,85	74395
2017-08	3,51	16,22	11,92	311,85	239,66	10,60	113,69	52,38	93,49	1594665339,79	88,60	94,63	62557
2017-09	3,47	16,36	11,88	313,88	241,58	10,60	110,57	57,54	92,00	1613206675,90	89,88	95,83	45132
2017-10	3,66	15,69	11,94	320,40	250,09	10,30	125,87	61,37	89,60	1665554306,58	90,35	95,09	64500
2017-11	3,88	14,49	12,07	325,18	256,56	10,30	124,95	63,57	87,35	1684309646,48	91,19	95,27	68489
2017-12	3,85	14,64	12,36	327,41	265,56	10,40	130,17	66,87	87,81	1686379871,93	92,02	96,42	66526
2018-01	3,77	17,48	12,31	330,75	268,55	10,80	109,17	69,05	92,38	1677943312,77	94,10	97,99	73036
2018-02	3,78	18,01	12,44	333,17	273,28	10,64	105,33	65,78	92,97	1696368567,79	91,81	98,36	36356
2018-03	3,88	17,39	12,55	336,48	277,24	10,12	120,66	70,27	92,28	1744515345,08	92,61	98,01	54721
2018-04	4,05	18,19	12,63	342,78	289,99	9,60	114,91	75,17	91,65	1779939106,88	93,70	98,55	54289
2018-05	4,41	18,86	12,92	348,34	296,08	9,70	121,09	77,59	90,95	1854602762,92	94,05	96,77	54914
2018-06	4,63	21,74	15,09	357,44	307,72	10,16	107,16	79,44	91,05	1875337445,42	93,27	97,06	33460
2018-07	4,75	24,09	16,37	359,41	312,05	10,76	120,86	74,25	92,92	1939142195,58	92,74	95,80	55541
2018-08	5,73	26,35	17,22	367,66	330,34	11,12	100,84	77,42	88,70	2166978696,48	92,41	94,06	36349
2018-09	6,37	32,44	22,63	390,84	375,35	11,40	114,80	82,72	81,15	2077795641,62	92,18	93,69	20605
2018-10	5,86	32,78	24,11	401,27	364,56	11,60	119,82	75,47	78,42	2007126254,07	93,38	92,84	18235
2018-11	5,37	30,83	23,17	395,48	316,80	12,30	116,20	58,71	80,95	1951039975,28	92,75	92,46	45660
2018-12	5,31	29,49	22,25	393,88	313,82	13,50	117,22	53,80	79,66	1994691011,65	92,07	92,37	37740
2019-01	5,37	29,52	21,15	398,07	311,52	14,70	100,97	61,89	80,11	2010694312,22	91,19	92,71	43779
2019-02	5,26	26,78	20,04	398,71	311,41	14,70	100,09	66,03	78,79	2059988823,40	90,70	92,26	17988
2019-03	5,44	23,58	19,65	402,81	307,04	14,10	115,12	68,39	81,10	2172575702,83	91,03	91,91	32124
2019-04	5,74	25,07	20,54	409,63	310,25	13,00	113,58	72,80	83,61	2243233092,37	91,12	91,54	29379
2019-05	6,05	27,59	22,30	413,52	321,85	12,80	120,96	64,49	77,05	2262095362,26	90,42	91,56	26393
2019-06	5,81	28,68	22,62	413,63	325,18	13,00	96,97	66,55	80,09	2254588885,64	89,80	92,44	17882
2019-07	5,67	27,40	21,47	419,24	358,13	13,90	120,39	65,17	78,94	2243488855,35	89,11	92,24	37840
2019-08	5,62	22,89	17,88	422,84	348,48	14,00	99,12	60,43	79,60	2347314405,55	87,61	90,71	18615
2019-09	5,71	20,18	15,39	427,04	345,80	13,80	119,55	60,78	77,64	2354207337,02	87,33	90,52	28181
2019-10	5,78	16,03	13,51	435,59	348,34	13,40	123,14	60,23	78,17	2415642858,24	87,01	90,25	42741
2019-11	5,73	14,95	11,78	437,25	348,83	13,30	121,01	62,43	81,24	2453011972,26	86,68	90,65	43204
2019-12	5,84	13,75	10,57	440,50	352,18	13,70	128,88	66,00	80,49	2554042031,75	86,39	91,38	40968
2020-01	5,92	14,06	9,64	446,45	354,12	13,80	108,70	58,16	81,12	2574581601,47	86,64	92,01	64716
2020-02	6,04	13,12	9,29	448,02	353,58	13,60	111,49	50,52	79,29	2669522364,49	85,17	90,93	31279
2020-03	6,31	13,35	9,36	450,58	359,25	13,20	113,93	22,74	80,98	2794985768,35	85,21	89,65	42633
2020-04	6,82	13,91	9,19	454,43	371,05	12,80	78,12	25,27	78,18	3035274638,76	79,81	88,04	19231
2020-05	6,95	13,12	7,65	460,62	380,98	12,90	84,11	35,33	82,85	3062952694,69	78,54	88,35	22509
2020-06	6,81	11,64	7,38	465,84	395,43	13,40	114,03	41,15	82,98	3134025516,58	81,73	89,86	30876
2020-07	6,85	11,61	7,34	468,56	404,73	13,40	119,57	43,30	82,82	3260026111,41	80,76	90,73	82221
2020-08	7,25	14,39	8,98	472,61	410,30	13,20	115,16	45,28	79,77	3307055828,09	84,54	91,52	55879
2020-09	7,51	16,85	10,29	477,21	426,84	12,70	133,22	40,95	81,91	3379105043,23	85,50	90,63	53860
2020-10	7,87	17,45	11,04	487,38	439,53	12,70	134,94	37,46	81,54	3521619805,45	84,45	90,75	70065
2020-11	8,00	18,81	13,08	498,58	481,33	13,08	131,54	47,59	79,98	3419213271,64	86,83	91,34	65882
2020-12	7,72	17,15	15,10	504,81	499,86	13,02	126,88	51,80	79,80	3377404011,96	84,42	91,00	65581