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Sales at constant 2019 prices: results for February 2026

Table A – Key growth rates in motor trade sales at constant 2019 prices

	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
Year-on-year % change, unadjusted	9,1	1,8	0,3	6,5	2,7	5,5
Month-on-month % change, seasonally adjusted	-0,6	0,7	0,8	0,4	-0,7	1,4
3-month % change, seasonally adjusted ¹	1,8	1,2	0,8	1,2	1,1	1,1

¹ Percentage change between the previous three months and the three months ending in the month indicated.

Measured in real terms (constant 2019 prices), motor trade sales increased by 5,5% year-on-year in February 2026. The main positive contributors to this increase were:

- new vehicle sales (17,4% and contributing 4,7 percentage points); and
- used vehicle sales (6,1% and contributing 1,3 percentage points).

The main negative contributor was workshop income (-9,9% and contributing -0,4 of a percentage point) – see Table 5 and Table 6.

Seasonally adjusted motor trade sales increased by 1,4% in February 2026 compared with January 2026. This followed month-on-month changes of -0,7% in January 2026 and 0,4% in December 2025.

Table B – Motor trade sales at constant 2019 prices for the latest three months by type of activity

Type of activity	Dec 2024 – Feb 2025 (R million)	Weight (%)	Dec 2025 – Feb 2026 (R million)	% change between Dec 2024 – Feb 2025 and Dec 2025 – Feb 2026	Contribution (% points) to the total % change
New vehicle sales	41 394	25,7	49 418	19,4	5,0
Used vehicle sales	32 655	20,3	34 302	5,0	1,0
Workshop income	6 145	3,8	5 592	-9,0	-0,3
Income from the sales of accessories	32 791	20,4	32 781	0,0	0,0
Income from fuel sales	42 699	26,5	41 599	-2,6	-0,7
Income from convenience store sales ¹	5 361	3,3	5 150	-3,9	-0,1
Total	161 045	100,0	168 842	4,8	4,8

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Motor trade sales increased by 4,8% in the three months ended February 2026 compared with the three months ended February 2025. The main positive contributor to this increase was new vehicle sales (19,4% and contributing 5,0 percentage points) – see Table B.

Table C – Seasonally adjusted motor trade sales at constant 2019 prices for the latest three months by type of activity

Type of activity	Sep – Nov 2025 (R million)	Weight (%)	Dec 2025 – Feb 2026 (R million)	% change between Sep – Nov 2025 and Dec 2025 – Feb 2026	Contribution (% points) to the total % change
New vehicle sales	49 893	29,1	51 543	3,3	1,0
Used vehicle sales	34 313	20,0	35 405	3,2	0,6
Workshop income	6 333	3,7	6 091	-3,8	-0,1
Income from the sales of accessories	34 496	20,1	33 951	-1,6	-0,3
Income from fuel sales	41 397	24,1	41 440	0,1	0,0
Income from convenience store sales ¹	5 089	3,0	5 028	-1,2	0,0
Total	171 519	100,0	173 458	1,1	1,1

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Seasonally adjusted motor trade sales increased by 1,1% in the three months ended February 2026 compared with the previous three months. The main positive contributor to this increase was new vehicle sales (3,3% and contributing 1,0 percentage point) – see Table C.

Figure 1 – Motor trade sales at constant 2019 prices

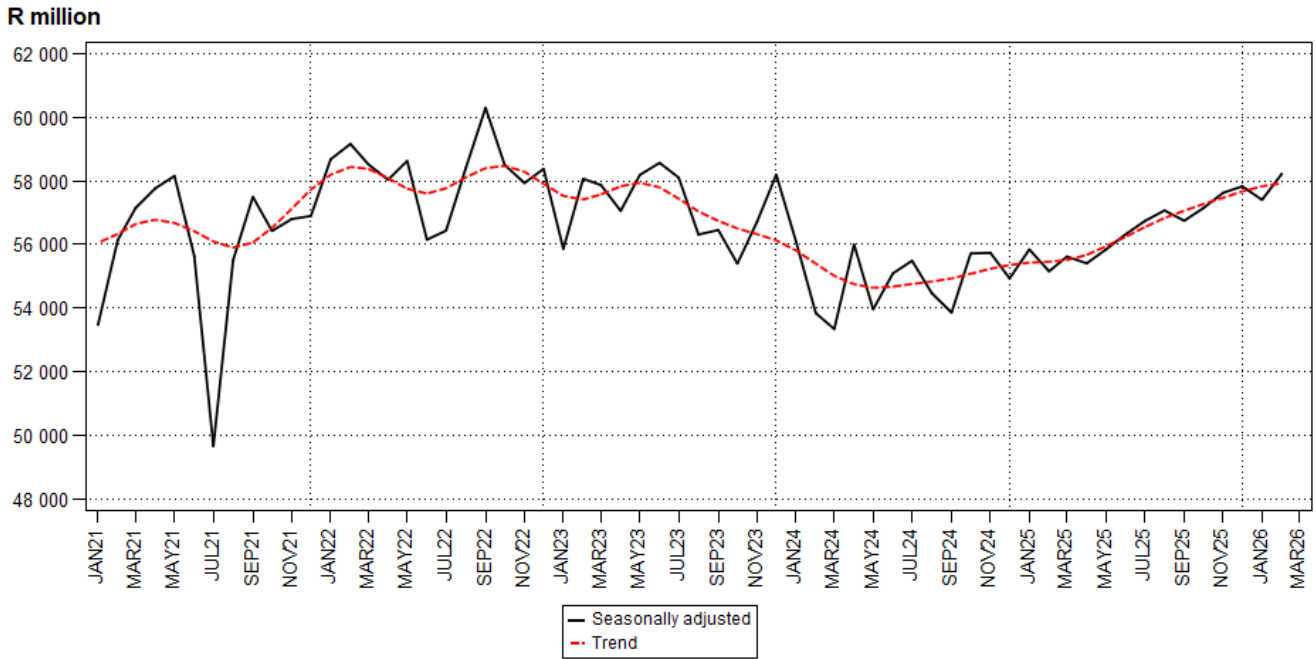
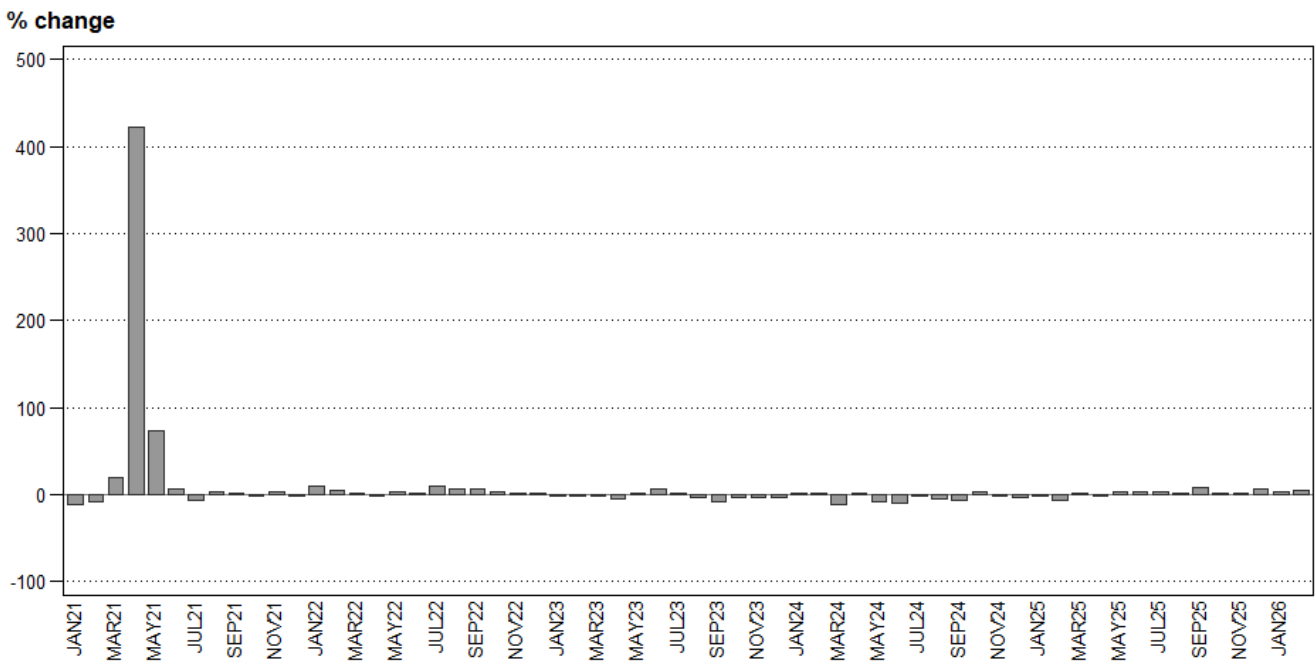


Figure 2 – Motor trade sales at constant 2019 prices: year-on-year percentage change



Sales at current prices: results for February 2026

Table D – Key growth rates in motor trade sales at current prices

	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
Year-on-year % change, unadjusted	9,5	3,9	1,1	7,9	2,0	2,6
Month-on-month % change, seasonally adjusted	-0,6	0,7	-0,6	0,0	0,5	-1,2
3-month % change, seasonally adjusted ¹	3,5	2,1	0,7	0,0	-0,2	-0,3

¹ Percentage change between the previous three months and the three months ending in the month indicated.

Table E – Motor trade sales at current prices for the latest three months by type of activity

Type of activity	Dec 2024 – Feb 2025 (R million)	Weight (%)	Dec 2025 – Feb 2026 (R million)	% change between Dec 2024 – Feb 2025 and Dec 2025 – Feb 2026	Contribution (% points) to the total % change
New vehicle sales	55 333	25,4	66 970	21,0	5,3
Used vehicle sales	41 326	19,0	42 872	3,7	0,7
Workshop income	7 426	3,4	7 479	0,7	0,0
Income from the sales of accessories	46 447	21,3	45 788	-1,4	-0,3
Income from fuel sales	59 981	27,5	56 373	-6,0	-1,7
Income from convenience store sales ¹	7 377	3,4	7 365	-0,2	0,0
Total	217 888	100,0	226 847	4,1	4,1

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table F – Seasonally adjusted motor trade sales at current prices for the latest three months by type of activity

Type of activity	Sep – Nov 2025 (R million)	Weight (%)	Dec 2025 – Feb 2026 (R million)	% change between Sep – Nov 2025 and Dec 2025 – Feb 2026	Contribution (% points) to the total % change
New vehicle sales	67 226	29,0	67 907	1,0	0,3
Used vehicle sales	43 140	18,6	44 299	2,7	0,5
Workshop income	8 282	3,6	8 031	-3,0	-0,1
Income from the sales of accessories	48 362	20,9	47 565	-1,6	-0,3
Income from fuel sales	57 560	24,8	56 200	-2,4	-0,6
Income from convenience store sales ¹	7 282	3,1	7 160	-1,7	-0,1
Total	231 852	100,0	231 159	-0,3	-0,3

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.


Risenga Maluleke
 Statistician-General

Tables

Table 1 – Motor trade sales at constant 2019 prices (R million)

Month	2020	2021	2022	2023	2024	2025	2026
Jan	57 877	51 211	55 901	54 760	55 863	55 555	57 049
Feb	58 197	53 951	56 780	55 669	56 103	52 763	55 655
Mar	49 554	59 026	60 233	58 985	52 741	54 004	
Apr	10 500	54 847	54 765	52 163	53 476	52 964	
May	32 613	56 433	58 297	58 488	53 997	55 595	
Jun	51 453	54 547	54 578	57 910	52 125	53 861	
Jul	54 018	50 909	56 160	57 310	57 000	58 776	
Aug	54 307	55 899	59 846	58 050	55 784	56 797	
Sep	56 935	57 394	61 083	56 223	52 350	57 138	
Oct	58 261	57 835	59 451	57 833	59 586	60 669	
Nov	57 936	60 231	60 934	59 054	58 104	58 266	
Dec	55 270	54 926	56 278	54 819	52 727	56 138	
Total	596 921	667 209	694 306	681 264	659 856	672 526	

Table 2 – Year-on-year percentage change in motor trade sales at constant 2019 prices

Month	2021	2022	2023	2024	2025	2026	2026 year-to-date
Jan	-11,5	9,2	-2,0	2,0	-0,6	2,7	2,7
Feb	-7,3	5,2	-2,0	0,8	-6,0	5,5	4,0
Mar	19,1	2,0	-2,1	-10,6	2,4		
Apr	422,4	-0,1	-4,8	2,5	-1,0		
May	73,0	3,3	0,3	-7,7	3,0		
Jun	6,0	0,1	6,1	-10,0	3,3		
Jul	-5,8	10,3	2,0	-0,5	3,1		
Aug	2,9	7,1	-3,0	-3,9	1,8		
Sep	0,8	6,4	-8,0	-6,9	9,1		
Oct	-0,7	2,8	-2,7	3,0	1,8		
Nov	4,0	1,2	-3,1	-1,6	0,3		
Dec	-0,6	2,5	-2,6	-3,8	6,5		
Total	11,8	4,1	-1,9	-3,1	1,9		

Table 3 – Seasonally adjusted motor trade sales at constant 2019 prices

Month	R million				Month-on-month % change			
	2023	2024	2025	2026	2023	2024	2025	2026
Jan	55 862	56 092	55 843	57 405	-4,3	-3,6	1,7	-0,7
Feb	58 069	53 839	55 155	58 223	4,0	-4,0	-1,2	1,4
Mar	57 870	53 337	55 620		-0,3	-0,9	0,8	
Apr	57 058	56 000	55 406		-1,4	5,0	-0,4	
May	58 190	53 956	55 840		2,0	-3,7	0,8	
Jun	58 570	55 089	56 320		0,7	2,1	0,9	
Jul	58 104	55 488	56 736		-0,8	0,7	0,7	
Aug	56 312	54 467	57 071		-3,1	-1,8	0,6	
Sep	56 455	53 855	56 748		0,3	-1,1	-0,6	
Oct	55 398	55 717	57 145		-1,9	3,5	0,7	
Nov	56 722	55 736	57 626		2,4	0,0	0,8	
Dec	58 196	54 932	57 830		2,6	-1,4	0,4	

Table 4 – Motor trade sales at constant 2019 prices by type of activity (R million)

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
New vehicle sales	16 611	17 489	16 925	15 750	16 904	16 764
Used vehicle sales	11 512	12 788	11 618	10 733	11 967	11 602
Workshop income	2 153	2 222	2 116	1 813	1 829	1 950
Income from the sales of accessories	11 658	11 946	11 672	10 617	11 014	11 150
Income from fuel sales	13 533	14 465	14 189	15 315	13 642	12 642
Income from convenience store sales ¹	1 671	1 759	1 746	1 910	1 693	1 547
Total	57 138	60 669	58 266	56 138	57 049	55 655

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 5 – Year-on-year percentage change in motor trade sales at constant 2019 prices by type of activity

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
New vehicle sales	31,1	13,2	7,7	26,0	15,6	17,4
Used vehicle sales	7,1	-1,7	-1,3	6,4	2,8	6,1
Workshop income	1,6	-8,0	-9,6	-6,3	-10,6	-9,9
Income from the sales of accessories	9,9	-0,4	-0,8	2,8	-3,9	1,3
Income from fuel sales	-6,9	-3,2	-3,4	-3,5	-3,0	-1,0
Income from convenience store sales ¹	0,4	-0,4	-4,0	-5,3	-1,7	-4,6
Total	9,1	1,8	0,3	6,5	2,7	5,5

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 6 – Contribution of each type of activity to the year-on-year percentage change in motor trade sales at constant 2019 prices

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
New vehicle sales	7,5	3,4	2,1	6,2	4,1	4,7
Used vehicle sales	1,5	-0,4	-0,3	1,2	0,6	1,3
Workshop income	0,1	-0,3	-0,4	-0,2	-0,4	-0,4
Income from the sales of accessories	2,0	-0,1	-0,2	0,5	-0,8	0,3
Income from fuel sales	-1,9	-0,8	-0,9	-1,1	-0,8	-0,2
Income from convenience store sales ¹	0,0	0,0	-0,1	-0,2	-0,1	-0,1
Total	9,1	1,8	0,3	6,5	2,7	5,5

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 7 – Seasonally adjusted motor trade sales at constant 2019 prices by type of activity (R million)

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Month-on-month % change
New vehicle sales	16 335	16 486	17 072	17 148	16 963	17 432	2,8
Used vehicle sales	11 346	11 361	11 606	11 667	11 790	11 948	1,3
Workshop income	2 123	2 094	2 116	2 033	2 030	2 028	-0,1
Income from the sales of accessories	11 587	11 610	11 299	11 413	11 215	11 323	1,0
Income from fuel sales	13 665	13 889	13 843	13 900	13 706	13 834	0,9
Income from convenience store sales ¹	1 693	1 705	1 691	1 668	1 702	1 658	-2,6
Total	56 748	57 145	57 626	57 830	57 405	58 223	1,4

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 8 – Motor trade sales at current prices (R million)

Month	2020	2021	2022	2023	2024	2025	2026
Jan	58 473	52 389	63 946	69 645	75 003	74 906	76 403
Feb	58 862	56 095	65 739	70 992	75 873	72 277	74 139
Mar	50 000	62 317	71 345	76 413	72 808	73 984	
Apr	9 928	58 854	66 097	68 159	74 374	71 556	
May	30 358	60 726	71 319	76 364	74 993	74 923	
Jun	50 374	58 791	68 633	75 106	71 802	72 510	
Jul	54 547	55 272	72 968	74 960	77 698	79 980	
Aug	55 116	61 614	76 789	76 670	76 220	77 342	
Sep	57 921	63 435	77 554	76 025	70 960	77 675	
Oct	59 075	64 288	75 688	79 810	79 344	82 411	
Nov	58 598	68 255	78 709	80 520	77 703	78 596	
Dec	55 627	63 213	73 763	74 975	70 705	76 305	
Total	598 879	725 249	862 550	899 639	897 483	912 465	

Table 9 – Year-on-year percentage change in motor trade sales at current prices

Month	2021	2022	2023	2024	2025	2026	2026 year-to-date
Jan	-10,4	22,1	8,9	7,7	-0,1	2,0	2,0
Feb	-4,7	17,2	8,0	6,9	-4,7	2,6	2,3
Mar	24,6	14,5	7,1	-4,7	1,6		
Apr	492,8	12,3	3,1	9,1	-3,8		
May	100,0	17,4	7,1	-1,8	-0,1		
Jun	16,7	16,7	9,4	-4,4	1,0		
Jul	1,3	32,0	2,7	3,7	2,9		
Aug	11,8	24,6	-0,2	-0,6	1,5		
Sep	9,5	22,3	-2,0	-6,7	9,5		
Oct	8,8	17,7	5,4	-0,6	3,9		
Nov	16,5	15,3	2,3	-3,5	1,1		
Dec	13,6	16,7	1,6	-5,7	7,9		
Total	21,1	18,9	4,3	-0,2	1,7		

Table 10 – Seasonally adjusted motor trade sales at current prices

Month	R million				Month-on-month % change			
	2023	2024	2025	2026	2023	2024	2025	2026
Jan	72 280	76 101	75 717	77 500	-4,0	-2,5	4,0	0,5
Feb	73 184	77 701	74 659	76 540	1,3	2,1	-1,4	-1,2
Mar	73 944	73 430	74 123		1,0	-5,5	-0,7	
Apr	72 500	75 719	74 045		-2,0	3,1	-0,1	
May	75 219	74 054	74 655		3,8	-2,2	0,8	
Jun	76 248	75 424	75 419		1,4	1,9	1,0	
Jul	74 903	75 344	77 305		-1,8	-0,1	2,5	
Aug	74 749	74 766	77 506		-0,2	-0,8	0,3	
Sep	75 937	72 005	77 071		1,6	-3,7	-0,6	
Oct	76 768	74 553	77 625		1,1	3,5	0,7	
Nov	76 871	74 618	77 156		0,1	0,1	-0,6	
Dec	78 087	72 839	77 119		1,6	-2,4	0,0	

Table 11 – Motor trade sales at current prices by type of activity (R million)

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
New vehicle sales	22 541	23 730	22 882	21 284	22 965	22 721
Used vehicle sales	14 438	16 025	14 548	13 390	14 955	14 527
Workshop income	2 812	2 906	2 826	2 420	2 448	2 611
Income from the sales of accessories	16 560	17 022	16 358	15 042	15 238	15 508
Income from fuel sales	18 941	20 221	19 492	21 443	18 372	16 558
Income from convenience store sales ¹	2 382	2 508	2 489	2 726	2 425	2 214
Total	77 675	82 411	78 596	76 305	76 403	74 139

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 12 – Year-on-year percentage change in motor trade sales at current prices by type of activity

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
New vehicle sales	34,0	15,6	9,6	28,6	17,1	18,5
Used vehicle sales	5,5	-3,2	-2,7	4,8	1,5	5,1
Workshop income	10,0	-0,2	0,0	3,6	-1,0	-0,3
Income from the sales of accessories	11,2	1,6	-0,9	4,5	-5,6	-2,6
Income from fuel sales	-8,5	0,2	-2,7	-2,1	-6,2	-10,5
Income from convenience store sales ¹	4,3	3,1	-0,2	-1,3	2,2	-1,2
Total	9,5	3,9	1,1	7,9	2,0	2,6

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 13 – Contribution of each type of activity to the year-on-year percentage change in motor trade sales at current prices

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26
New vehicle sales	8,1	4,0	2,6	6,7	4,5	4,9
Used vehicle sales	1,1	-0,7	-0,5	0,9	0,3	1,0
Workshop income	0,4	0,0	0,0	0,1	0,0	0,0
Income from the sales of accessories	2,4	0,3	-0,2	0,9	-1,2	-0,6
Income from fuel sales	-2,5	0,1	-0,7	-0,7	-1,6	-2,7
Income from convenience store sales ¹	0,1	0,1	0,0	-0,1	0,1	0,0
Total	9,5	3,9	1,1	7,9	2,0	2,6

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Table 14 – Seasonally adjusted motor trade sales at current prices by type of activity (R million)

Type of activity	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Month-on-month % change
New vehicle sales	22 167	22 403	22 656	22 145	22 926	22 836	-0,4
Used vehicle sales	14 386	14 547	14 207	14 539	14 845	14 915	0,5
Workshop income	2 784	2 741	2 757	2 670	2 700	2 661	-1,4
Income from the sales of accessories	16 397	15 959	16 006	16 130	15 740	15 695	-0,3
Income from fuel sales	18 929	19 538	19 093	19 248	18 864	18 088	-4,1
Income from convenience store sales ¹	2 408	2 437	2 437	2 388	2 426	2 346	-3,3
Total	77 071	77 625	77 156	77 119	77 500	76 540	-1,2

¹ Income from quickshop and café sales at filling stations, including 'other' sales and trading income.

Explanatory notes

- Introduction** 1 Statistics South Africa (Stats SA) conducts a monthly survey covering enterprises in the motor trade industry (see point 3 below). This survey is based on a sample drawn from Stats SA's 2025 statistical business register (SBR) that contains businesses registered at the South African Revenue Service (SARS) for value-added tax (VAT). Stats SA continuously updates its SBR, which is linked to the SARS administrative data. Published motor trade sales estimates exclude VAT.
- Purpose of the survey** 2 The results of the monthly motor trade sales survey are used to compile estimates of the gross domestic product (GDP) and its components, which are used in monitoring the state of the economy and formulation of economic policy. These statistics are also used in the analysis of comparative business and industry performance.
- Scope of the survey** 3 The survey collects information from a sample of enterprises in South Africa that are predominantly involved in motor trade. These enterprises include:
- motor vehicle dealers, filling stations and workshops;
 - motorcycle dealers;
 - spares and accessories;
 - tyre dealers;
 - automotive electricians;
 - radiator repairs;
 - panel beaters and spray painters;
 - 'other' specialised motor repair services; and
 - 'other' motor trade.
- Classification** 4 The 1993 edition of the *Standard Industrial Classification of All Economic Activities (SIC)*, Fifth Edition, Report No. 09-90-02, was used to classify the statistical units in the survey. The SIC is based on the 1990 *International Standard Industrial Classification of All Economic Activities (ISIC)* with suitable adaptations for local conditions. Each enterprise is classified to the industry which reflects its predominant activity. Statistics in this publication are presented at SIC group four-digit level.
- Collection rate** 5 The preliminary collection rate for the survey on motor trade sales for February 2026 was 65,3%. The revised collection rate for January 2026 was 68,5%.
- Statistical unit** 6 The statistical unit for which information is compiled and published is the enterprise, defined as a legal unit or a combination of legal units that includes and directly controls all functions necessary to carry out its sales and service activities.
- Revised figures** 7 Revised figures are mainly due to late submission of data to Stats SA, or respondents reporting revisions or corrections to their figures. The reasons for routine revisions are outlined in the following schedule. Any unscheduled revisions will be promptly indicated in relevant tables to maintain transparency and accuracy. It is important to note that seasonally adjusted figures are revised monthly.

Statistical release	Reason for revision	Period subject to revision
Feb-26	Additional information from respondents	Jan-26
Mar-26	Additional information from respondents	Feb-26
Apr-26	Additional information from respondents	Mar-26
May-26	Additional information from respondents	Apr-26
Jun-26	Additional information from respondents	May-26
Jul-26	Additional information from respondents	Jun-26
Aug-26	Additional information from respondents	Jul-26
Sep-26	Additional information from respondents	Aug-26
Oct-26	Additional information from respondents	Sep-26
Nov-26	Additional information from respondents	Oct-26
Dec-26	Additional information from respondents	Nov-26
Jan-27	Additional information from respondents New base year for constant prices	Jan-98 - Dec-26
New base year in 2026/27 - periodic, approximately four- to five-year intervals		

- Related publications** 8 Users may also refer to the *Stats in Brief* publication available from Stats SA.
- Rounding-off of figures** 9 Where figures have been rounded off, discrepancies may occur between sums of the component items and the totals.
- Historical data** 10 Historical motor trade data are available on the Stats SA website. To access the data electronically, use the following link: [Click to download historical data](#).
- Past publications** 11 Past motor trade releases are available on the Stats SA website. To access the releases electronically, use the following link: [Click to download past releases](#).

Technical notes

- Survey methodology and design** 1 The survey is conducted monthly. Questionnaires are sent to a sample of 897 enterprises from a population of 9 325 enterprises. Completed questionnaires are required to be returned to Stats SA within 10 days after the end of the reference month. Email and telephone reminders are used to follow up on non-respondents.
- 2 A stratified random sample was drawn in April 2025 from Stats SA's statistical business register (SBR) at the SIC four-digit level. Strata were formed using a combination of SIC and the measure of size classes for enterprises (see point 3 below).

The Neyman optimal allocation formula given below was used to allocate samples to each stratum.

$$n_h = n * (N_h * S_h) / [\sum (N_i * S_i)].$$

Neyman allocation formula not only allocates sample sizes to each stratum but also calculates the relative precision for each stratum as well as the relative precision for all strata. The relative precision for these strata was 6,6%.

- Class limits** 3 Each motor trade classification group (SIC at four-digit level) is divided into four size groups. All large enterprises (size group one) are completely enumerated. Simple random sampling is applied to medium and small enterprises (size groups two, three and four). The total value of sales of the large enterprises (size group one) per classification group is added to the weighted totals of size groups two, three and four to reflect the total value of sales.

Measure of size classes (Rand)

Enterprise size	Size group	Lower limit	Upper limit
Very small	4	4 865 363	20 000 000
Small	3	20 000 001	95 000 000
Medium	2	95 000 001	195 000 000
Large	1	195 000 001	

- Sample weighting** 4 For those strata not completely enumerated, the weights to produce estimates are the inverse ratio of the sampling fraction, modified to take account of non-response in the survey. Stratum estimates are calculated and then aggregated with the completely enumerated stratum to form classification group estimates. These procedures are consistent with international best practice.

- Seasonal adjustment** 5 Seasonally adjusted estimates are generated each month using the X-12-ARIMA Seasonal Adjustment Program developed by the United States Census Bureau. Seasonal adjustment is a means of removing the estimated effects of normal seasonal variation from the series so that the effects of other influences on the series can be recognised more clearly. Seasonal adjustment does not aim to remove irregular or non-seasonal influences which may be present in any particular month. Influences that are volatile or unsystematic can still make it difficult to interpret the movement of the series even after adjustment for seasonal variations. Therefore, the month-to-month movements of seasonally adjusted estimates may not be reliable indicators of trend behaviour. The X-12-ARIMA procedure for motor trade sales is described in more detail on the Stats SA website at:
[Click to download seasonal adjustment motor trade sales January 2023.](#)
- Trend cycle** 6 The trend is the long-term pattern or movement of a time series. The X-12-ARIMA Seasonal Adjustment Program is used for smoothing seasonally adjusted estimates to estimates of the underlying trend cycle.
- Constant prices** 7 Motor trade sales at constant prices by type of activity are obtained by deflating estimated sales at current prices by the relevant weighted price index. To obtain total motor trade sales at constant prices, estimates of the deflated sales for each type of activity are aggregated.
- Reliability of estimates** 8 Data presented in this publication are based on information obtained from a sample and are, therefore, subject to sampling variability; that is, they may differ from the figures that would have been produced if the data had been obtained from all enterprises in the motor trade industry in South Africa. Estimates are subject to sampling and non-sampling errors.
- 9 Inaccuracies may occur because of imperfections in reporting by enterprises and errors made in the collection and processing of the data. Inaccuracies of this kind are referred to as non-sampling errors. Every effort is made to minimise non-sampling errors by careful design of questionnaires, testing them in pilot studies, editing reported data and implementing efficient operating procedures. Fluctuations may occur in consecutive months as a result of seasonal and economic factors.
- Relative standard error** 10 One measure is the standard error (SE), which indicates the extent to which an estimate might have varied by chance because only a sample of enterprises was used. The relative standard error (RSE) provides an immediate indication of the percentage errors likely to have occurred due to sampling, and thus avoids the need to refer to the size of the estimate.
- Estimates of total motor trade sales within 95% confidence limits – February 2026**
- | | Lower limit
(R million) | Sales
(R million) | Upper limit
(R million) | Relative
standard error
(RSE)
% |
|-------------------|----------------------------|----------------------|----------------------------|--|
| Motor trade sales | 69 526 | 74 139 | 78 752 | 3,1 |
- Month-on-month percentage change** 11 The month-on-month percentage change in a variable for any given month is the change between that month and the previous month, expressed as a percentage of the latter.
- Year-on-year percentage change** 12 The year-on-year percentage change in a variable for any given period is the change between that period and the corresponding period of the previous year, expressed as a percentage of the latter.
- Contribution (percentage points)** 13 The contribution (percentage points) to the year-on-year percentage change is calculated by multiplying the percentage change of each type of activity by its corresponding weight, divided by 100. The weight is the percentage contribution of each type of activity to total motor trade sales in the corresponding period of the previous year.

Glossary

Enterprise

An enterprise is a legal entity or a combination of legal units that includes and directly controls all functions necessary to carry out its sales activities.

Industry

An industry is made up of enterprises engaged in the same or similar kinds of economic activity. Industries are defined in the *System of National Accounts (SNA)* in the same way as in the *Standard Industrial Classification of All Economic Activities (SIC)*, Fifth Edition, Report No. 09-90-02 of January 1993.

Symbols and Abbreviations

GDP	Gross domestic product
ISIC	International Standard Industrial Classification of All Economic Activities
SARS	South African Revenue Service
SBR	Statistical business register
SIC	Standard Industrial Classification of All Economic Activities
Stats SA	Statistics South Africa
VAT	Value-added tax
*	Revised figures

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General information

Stats SA publishes approximately 300 different statistical releases each year. It is not economically viable to produce them in more than one of South Africa's 12 official languages. Since the releases are used extensively locally and by international economic and social-scientific communities, Stats SA releases are published in English only.

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You can visit us on the internet at: www.statssa.gov.za.

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