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Sales at constant 2019 prices: results for June 2026

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

	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
Year-on-year % change, unadjusted	2,7	5,6	15,3	6,1	0,2	1,5
Month-on-month % change, seasonally adjusted	-0,7	1,1	6,0	-4,4	-2,6	-2,7
3-month % change, seasonally adjusted ¹	0,8	1,0	2,6	3,3	2,5	-2,9

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 1,5% year-on-year in June 2026. The largest positive contributors to this increase were:

- new vehicle sales (15,6% and contributing 4,1 percentage points); and
- used vehicle sales (6,3% and contributing 1,3 percentage points).

The largest negative contributor was fuel sales (-12,0% and contributing -3,0 percentage points) – see Table 5 and Table 6.

Seasonally adjusted motor trade sales decreased by 2,7% in June 2026 compared with May 2026. This followed month-on-month changes of -2,6% in May 2026 and -4,4% in April 2026.

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

Type of activity	Apr – Jun 2025 (R million)	Weight (%)	Apr – Jun 2026 (R million)	% change between Apr – Jun 2025 and Apr – Jun 2026	Contribution (% points) to the total % change
New vehicle sales	42 935	26,4	49 271	14,8	3,9
Used vehicle sales	33 429	20,6	35 594	6,5	1,3
Workshop income	6 308	3,9	5 859	-7,1	-0,3
Income from the sales of accessories	34 025	20,9	33 249	-2,3	-0,5
Income from fuel sales	40 809	25,1	37 375	-8,4	-2,1
Income from convenience store sales ¹	4 914	3,0	5 254	6,9	0,2
Total	162 420	100,0	166 602	2,6	2,6

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

Motor trade sales increased by 2,6% in the second quarter of 2026 compared with the second quarter of 2025. The largest positive contributors to this increase were:

- new vehicle sales (14,8% and contributing 3,9 percentage points); and
- used vehicle sales (6,5% and contributing 1,3 percentage points).

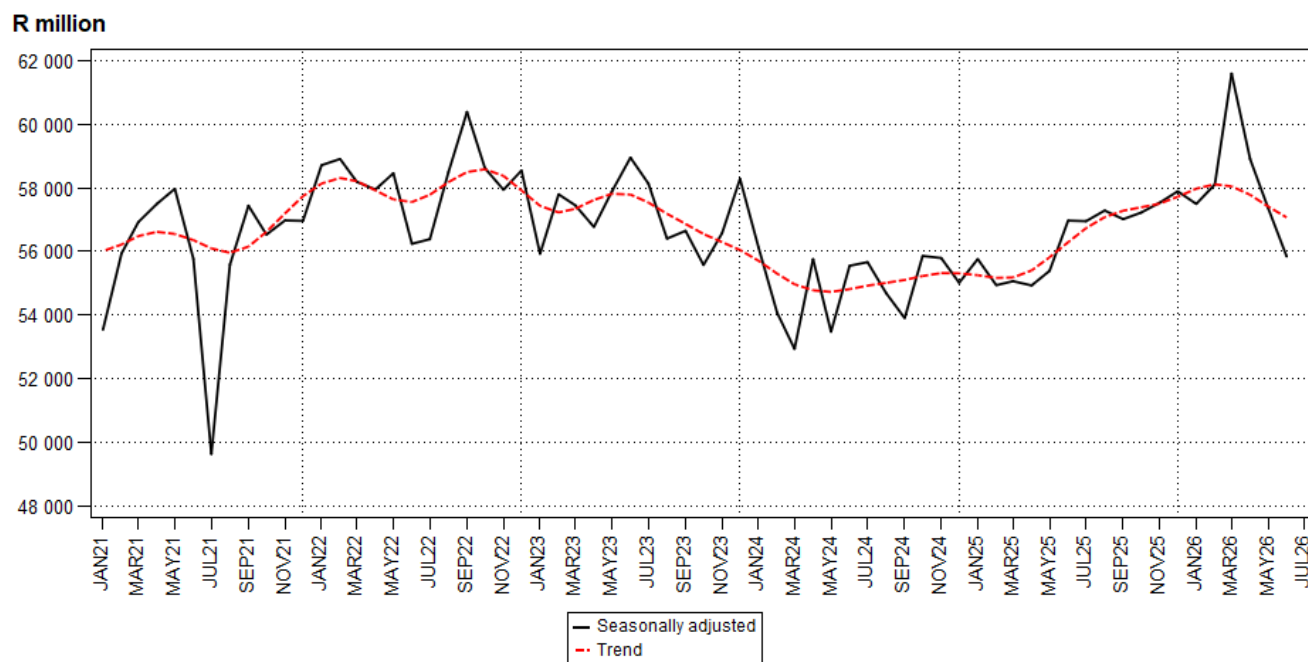
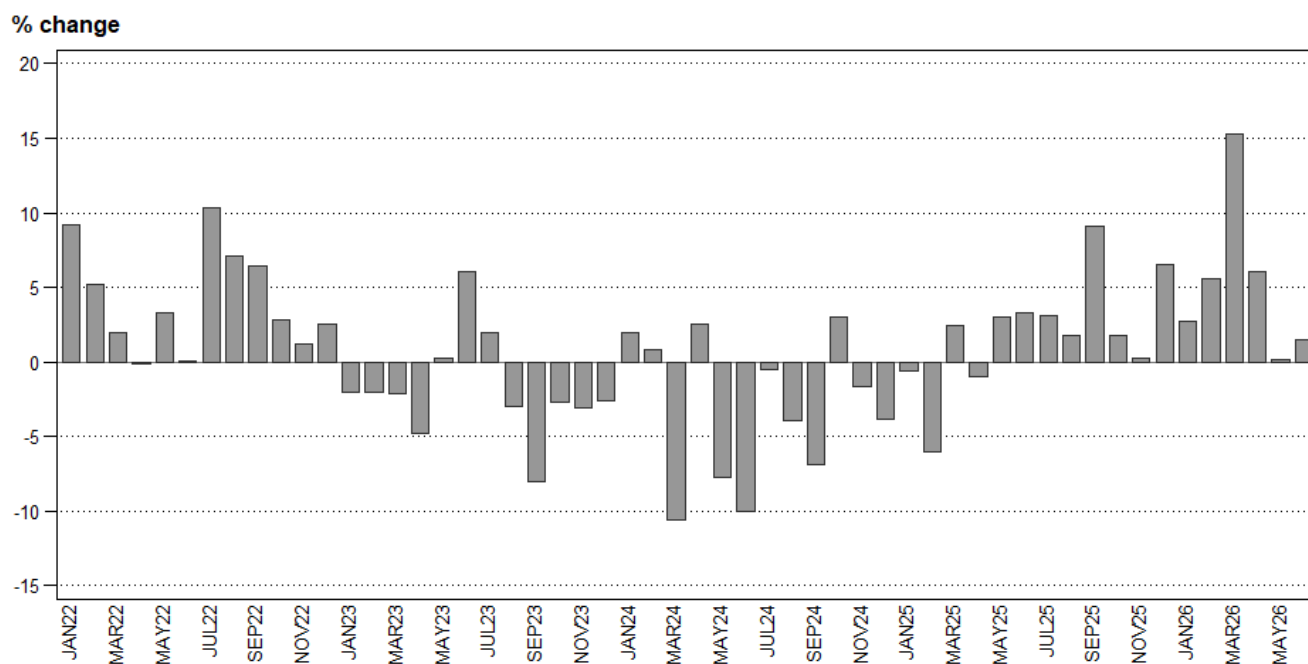
The largest negative contributor was fuel sales (-8,4% and contributing -2,1 percentage points) – see Table B.

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

Type of activity	Jan – Mar 2026 (R million)	Weight (%)	Apr – Jun 2026 (R million)	% change between Jan – Mar 2026 and Apr – Jun 2026	Contribution (% points) to the total % change
New vehicle sales	51 941	29,3	52 217	0,5	0,1
Used vehicle sales	36 784	20,8	36 306	-1,3	-0,3
Workshop income	6 293	3,6	5 825	-7,4	-0,3
Income from the sales of accessories	34 520	19,5	33 782	-2,1	-0,4
Income from fuel sales	42 518	24,0	38 517	-9,4	-2,3
Income from convenience store sales ¹	5 151	2,9	5 473	6,3	0,2
Total	177 207	100,0	172 120	-2,9	-2,9

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

Seasonally adjusted motor trade sales decreased by 2,9% in the second quarter of 2026 compared with the first quarter of 2026. The main contributor to this decrease was fuel sales (-9,4% and contributing -2,3 percentage points) – 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 June 2026

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

	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
Year-on-year % change, unadjusted	2,0	2,7	12,5	10,5	8,9	10,7
Month-on-month % change, seasonally adjusted	0,8	-2,1	7,2	-1,1	2,5	-1,8
3-month % change, seasonally adjusted ¹	0,3	-0,1	1,7	2,8	6,1	3,9

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	Apr – Jun 2025 (R million)	Weight (%)	Apr – Jun 2026 (R million)	% change between Apr – Jun 2025 and Apr – Jun 2026	Contribution (% points) to the total % change
New vehicle sales	57 909	26,4	66 855	15,4	4,1
Used vehicle sales	42 099	19,2	44 840	6,5	1,2
Workshop income	7 788	3,6	7 863	1,0	0,0
Income from the sales of accessories	47 912	21,9	46 976	-2,0	-0,4
Income from fuel sales	56 353	25,7	66 808	18,6	4,8
Income from convenience store sales ¹	6 928	3,2	7 597	9,7	0,3
Total	218 989	100,0	240 936	10,0	10,0

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	Jan – Mar 2026 (R million)	Weight (%)	Apr – Jun 2026 (R million)	% change between Jan – Mar 2026 and Apr – Jun 2026	Contribution (% points) to the total % change
New vehicle sales	69 177	29,2	68 769	-0,6	-0,2
Used vehicle sales	46 003	19,4	46 006	0,0	0,0
Workshop income	8 293	3,5	7 847	-5,4	-0,2
Income from the sales of accessories	48 068	20,3	47 892	-0,4	-0,1
Income from fuel sales	57 611	24,4	67 511	17,2	4,2
Income from convenience store sales ¹	7 401	3,1	7 830	5,8	0,2
Total	236 553	100,0	245 856	3,9	3,9

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	55 738
Mar	49 554	59 026	60 233	58 985	52 741	54 004	62 292
Apr	10 500	54 847	54 765	52 163	53 476	52 964	56 217
May	32 613	56 433	58 297	58 488	53 997	55 595	55 733
Jun	51 453	54 547	54 578	57 910	52 125	53 861	54 652
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	5,6	4,1
Mar	19,1	2,0	-2,1	-10,6	2,4	15,3	7,9
Apr	422,4	-0,1	-4,8	2,5	-1,0	6,1	7,4
May	73,0	3,3	0,3	-7,7	3,0	0,2	6,0
Jun	6,0	0,1	6,1	-10,0	3,3	1,5	5,2
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	55 927	56 119	55 761	57 497	-4,5	-3,7	1,4	-0,7
Feb	57 800	54 069	54 939	58 109	3,3	-3,7	-1,5	1,1
Mar	57 450	52 933	55 064	61 601	-0,6	-2,1	0,2	6,0
Apr	56 771	55 760	54 931	58 907	-1,2	5,3	-0,2	-4,4
May	57 890	53 473	55 390	57 369	2,0	-4,1	0,8	-2,6
Jun	58 955	55 549	56 972	55 844	1,8	3,9	2,9	-2,7
Jul	58 135	55 665	56 954		-1,4	0,2	0,0	
Aug	56 405	54 689	57 289		-3,0	-1,8	0,6	
Sep	56 650	53 902	57 017		0,4	-1,4	-0,5	
Oct	55 574	55 859	57 225		-1,9	3,6	0,4	
Nov	56 574	55 794	57 537		1,8	-0,1	0,5	
Dec	58 287	55 015	57 894		3,0	-1,4	0,6	

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

Type of activity	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
New vehicle sales	16 904	16 721	17 927	16 556	16 281	16 434
Used vehicle sales	11 967	11 679	12 846	11 982	11 955	11 657
Workshop income	1 829	1 962	2 183	1 938	1 950	1 971
Income from the sales of accessories	11 014	11 174	12 289	11 243	11 065	10 941
Income from fuel sales	13 642	12 610	15 240	12 659	12 731	11 985
Income from convenience store sales ¹	1 693	1 592	1 807	1 839	1 751	1 664
Total	57 049	55 738	62 292	56 217	55 733	54 652

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	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
New vehicle sales	15,6	17,1	22,9	14,0	14,7	15,6
Used vehicle sales	2,8	6,8	21,3	13,1	0,7	6,3
Workshop income	-10,6	-9,3	2,5	-4,4	-10,1	-6,6
Income from the sales of accessories	-3,9	1,6	10,2	3,8	-6,5	-3,7
Income from fuel sales	-3,0	-1,2	10,4	-5,0	-8,2	-12,0
Income from convenience store sales ¹	-1,7	-1,8	4,0	10,1	5,0	5,6
Total	2,7	5,6	15,3	6,1	0,2	1,5

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	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
New vehicle sales	4,1	4,6	6,2	3,8	3,7	4,1
Used vehicle sales	0,6	1,4	4,2	2,6	0,1	1,3
Workshop income	-0,4	-0,4	0,1	-0,2	-0,4	-0,3
Income from the sales of accessories	-0,8	0,3	2,1	0,8	-1,4	-0,8
Income from fuel sales	-0,8	-0,3	2,7	-1,3	-2,0	-3,0
Income from convenience store sales ¹	-0,1	-0,1	0,1	0,3	0,2	0,2
Total	2,7	5,6	15,3	6,1	0,2	1,5

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	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Month-on-month % change
New vehicle sales	17 024	17 487	17 430	17 826	17 600	16 791	-4,6
Used vehicle sales	11 897	12 073	12 814	12 467	12 203	11 636	-4,6
Workshop income	2 066	2 050	2 177	2 020	1 890	1 915	1,3
Income from the sales of accessories	11 195	11 302	12 023	11 540	11 025	11 217	1,7
Income from fuel sales	13 607	13 501	15 410	13 174	12 844	12 499	-2,7
Income from convenience store sales ¹	1 707	1 697	1 747	1 880	1 807	1 786	-1,2
Total	57 497	58 109	61 601	58 907	57 369	55 844	-2,7

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	74 249
Mar	50 000	62 317	71 345	76 413	72 808	73 984	83 255
Apr	9 928	58 854	66 097	68 159	74 374	71 556	79 060
May	30 358	60 726	71 319	76 364	74 993	74 923	81 574
Jun	50 374	58 791	68 633	75 106	71 802	72 510	80 302
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	2,7	2,4
Mar	24,6	14,5	7,1	-4,7	1,6	12,5	5,8
Apr	492,8	12,3	3,1	9,1	-3,8	10,5	6,9
May	100,0	17,4	7,1	-1,8	-0,1	8,9	7,3
Jun	16,7	16,7	9,4	-4,4	1,0	10,7	7,9
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	72 417	76 461	76 189	78 090	-4,1	-2,4	4,2	0,8
Feb	73 096	77 537	74 498	76 476	0,9	1,4	-2,2	-2,1
Mar	73 761	73 106	73 653	81 987	0,9	-5,7	-1,1	7,2
Apr	72 288	75 436	73 628	81 082	-2,0	3,2	0,0	-1,1
May	75 126	73 911	74 556	83 124	3,9	-2,0	1,3	2,5
Jun	76 306	75 514	75 534	81 650	1,6	2,2	1,3	-1,8
Jul	74 810	75 254	77 124		-2,0	-0,3	2,1	
Aug	74 713	74 750	77 478		-0,1	-0,7	0,5	
Sep	76 004	72 007	77 154		1,7	-3,7	-0,4	
Oct	76 829	74 646	77 739		1,1	3,7	0,8	
Nov	77 005	74 881	77 378		0,2	0,3	-0,5	
Dec	78 350	73 135	77 502		1,7	-2,3	0,2	

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

Type of activity	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
New vehicle sales	22 965	22 663	24 308	22 448	22 070	22 337
Used vehicle sales	14 955	14 623	16 113	15 059	15 061	14 720
Workshop income	2 448	2 628	2 925	2 600	2 616	2 647
Income from the sales of accessories	15 238	15 542	17 073	15 758	15 652	15 566
Income from fuel sales	18 372	16 516	20 244	20 542	23 646	22 620
Income from convenience store sales ¹	2 425	2 278	2 591	2 653	2 531	2 413
Total	76 403	74 249	83 255	79 060	81 574	80 302

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	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
New vehicle sales	17,1	18,2	24,0	15,3	15,1	16,0
Used vehicle sales	1,5	5,8	20,5	12,8	0,7	6,7
Workshop income	-1,0	0,4	13,5	5,9	-3,2	0,6
Income from the sales of accessories	-5,6	-2,4	6,0	2,7	-5,8	-2,4
Income from fuel sales	-6,2	-10,7	1,7	10,5	23,7	21,3
Income from convenience store sales ¹	2,2	1,7	7,5	13,4	7,5	8,0
Total	2,0	2,7	12,5	10,5	8,9	10,7

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	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
New vehicle sales	4,5	4,8	6,4	4,2	3,9	4,3
Used vehicle sales	0,3	1,1	3,7	2,4	0,1	1,3
Workshop income	0,0	0,0	0,5	0,2	-0,1	0,0
Income from the sales of accessories	-1,2	-0,5	1,3	0,6	-1,3	-0,5
Income from fuel sales	-1,6	-2,7	0,5	2,7	6,0	5,5
Income from convenience store sales ¹	0,1	0,1	0,2	0,4	0,2	0,2
Total	2,0	2,7	12,5	10,5	8,9	10,7

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	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Month-on-month % change
New vehicle sales	22 942	22 803	23 432	22 920	23 168	22 681	-2,1
Used vehicle sales	14 822	14 941	16 240	15 780	15 282	14 944	-2,2
Workshop income	2 696	2 659	2 938	2 695	2 588	2 564	-0,9
Income from the sales of accessories	15 722	15 697	16 649	16 338	15 792	15 762	-0,2
Income from fuel sales	19 463	17 955	20 193	20 668	23 713	23 130	-2,5
Income from convenience store sales ¹	2 444	2 422	2 535	2 681	2 580	2 569	-0,4
Total	78 090	76 476	81 987	81 082	83 124	81 650	-1,8

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 June 2026 was 68,7%. The revised collection rate for May 2026 was 71,6%.
- 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
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-17 - Dec-26
Feb-27	Additional information from respondents	Jan-27
Mar-27	Additional information from respondents	Feb-27
Apr-27	Additional information from respondents	Mar-27
May-27	Additional information from respondents	Apr-27
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 – June 2026

	Lower limit (R million)	Sales (R million)	Upper limit (R million)	Relative standard error (RSE) %
Motor trade sales	74 832	80 302	85 773	3,4

- 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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