COE Results, 5 August 2026: Cat A Falls While Cat E Reaches S$131,000

Description

Category A closed at S$123,890 on 5 August 2026, down S$2,110 from 22 July. Category B edged up S$20 to S$129,910, while Open Category E rose S$1,029 to S$131,000. The controlling references checked for this guide are LTA OneMotoring COE results and LTA August to October quota release.

Choose the branch that matches your case

Situation	Action
Buying a Cat A car now	Reprice the package using S$123,890, not the prior S$126,000
Buying Cat B	Treat the S$20 rise as essentially flat before package changes
Considering Cat E	Ask why the package uses open-category quota at S$131,000
Bidding independently	Use bid competition and unused quota, not only the QP trend

Read all five premiums

The official result was Cat A S$123,890, Cat B S$129,910, Cat C S$91,545, Cat D S$10,503 and Cat E S$131,000. LTA OneMotoring COE results.

Identify the vehicle category before discussing a market-wide rise or fall. This matters because the decision is not complete until the evidence, timing and responsible person agree.

Compare with 22 July

Against the previous exercise, A fell S$2,110, B rose S$20, C fell S$2,344, D rose S$301 and E rose S$1,029. LTA August to October quota release.

Use absolute and percentage moves, because a small dollar change can look dramatic in a headline. This matters because the decision is not complete until the evidence, timing and responsible person agree.

Measure unsuccessful demand

A recorded 302 unsuccessful bids, B 403, C 154, D 73 and E 235. LTA OneMotoring COE results.

A lower premium does not mean all bidders cleared. This matters because the decision is not complete until the evidence, timing and responsible person agree.

Watch unused quota

Unused quota was 6 in A, 13 in B, 4 in C, 3 in D and 46 in E. LTA August to October quota release.

Large unused open-category quota beside a higher QP shows why bid timing and submission behaviour matter. This matters because the decision is not complete until the evidence, timing and responsible person agree.

Place the result in the new quota period

LTA set an overall August to October quota of 19,085, only 0.2% higher than the previous quarter. Category movements differ. LTA OneMotoring COE results.

Do not interpret the overall increase as equal supply growth for every vehicle type. This matters because the decision is not complete until the evidence, timing and responsible person agree.

Reprice the full vehicle package

Dealer packages can include COE assumptions, top-ups, rebates and conditions. LTA August to October quota release.

Ask for vehicle price before COE, COE allowance, top-up clause and delivery consequence in writing. This matters because the decision is not complete until the evidence, timing and responsible person agree.

Use a five-category previous-round change table

Turn the rule into a working aid with columns for the controlling fact, the evidence you hold, the result and the date checked. For this task, the decisive question is to separate the headline premium movement from competition, quota and dealer-package consequences. A blank evidence cell is a stop sign, not permission to use a remembered number or a marketing summary.

Test at least two plausible branches from the table above. That comparison shows which fact changes the answer and prevents the most convenient scenario from being treated as the only possible one. Label every arithmetic step as an LBRD calculation and keep the official figure beside it.

Add a bid-success and unused-quota analysis

The second aid should expose what the first one can hide: a deadline, cost, handover, alternative route or follow-up duty. Write the downside of being wrong beside each branch. Where the consequence is legal, financial, medical or safety-related, the competent authority and case-specific professional decision remain controlling.

Recheck the live source immediately before the irreversible step. Save only the minimum evidence needed, protect personal details, and note any limitation. Record who will act, the last safe date and the evidence that closes the task.

Stop when the evidence no longer matches

Pause the decision if you encounter calling the whole market up or down, ignoring unsuccessful bids, treating quota as identical across categories. Those are not small drafting errors; each can change the eligibility, cost, route or safety outcome described above. Return to LTA OneMotoring COE results for the controlling rule and use LTA August to October quota release to check the second part of the decision.

If the authority page, account record, booking screen or case document disagrees with this guide, use the live record. Escalate to the named organisation or an appropriately qualified professional when a deadline is running, a child or adult is unwell, a licence or tax position is uncertain, or an irreversible payment is due. Keep the question narrow and provide the facts needed for a case-specific answer.

Work through a realistic example

A Cat A package still assumes S$126,000 COE. Replacing that with S$123,890 produces a S$2,110 difference before any dealer margin or top-up clause. The buyer should not assume the full gap is automatically refunded; the signed package terms decide.

Before you act

1. Confirm the vehicle category
2. Record the 5 August QP
3. Compare with 22 July
4. Review bids and unused quota
5. Read the dealer COE allowance
6. Model top-up and rebate clauses
7. Set a maximum all-in price

Mistakes that change the answer

- Calling the whole market up or down
- Ignoring unsuccessful bids
- Treating quota as identical across categories
- Assuming a QP fall becomes a refund
- Bidding without a maximum all-in budget

Related LBRD guides

Next, review how this bidding exercise worked. You can also compare an earlier unusual category result.

Questions readers ask

What was Cat A?

S$123,890.

Which category was highest?

Open Category E at S$131,000.

Did overall quota rise sharply?

No. LTA says the August to October total rose 0.2%.

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