

# **THE U.S. AUTOMOBILE INDUSTRY: MONTHLY REPORT ON SELECTED ECONOMIC INDICATORS**

**Report to the Subcommittee on Trade,  
Committee on Ways and Means,  
on Investigation No. 332-177  
Under Section 332  
of the Tariff Act of 1930**



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# UNITED STATES INTERNATIONAL TRADE COMMISSION

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Table 1.—New passenger automobiles: U.S. retail sales of domestic production, production, inventory, days' supply, and employment, by specified periods, February 1983–January 1985

(In thousands of units; thousands of employees)					
Item	1984 and 1985			1983 and 1984	
	Dec. 1984	Jan. 1985	Feb. 1984–Jan. 1985	Jan. 1984	Feb. 1983–Jan. 1984
Retail sales of domestic production:					
Subcompact	143	169	2,182	158	1,775
Compact	103	126	1,359	94	1,151
Intermediate	172	188	2,466	187	2,275
Standard	73	80	1,113	79	950
Luxury	77	76	1,008	79	966
Total	568	639	8,128	596	7,116
Production:					
Subcompact	102	130	1,602	132	1,335
Compact	126	181	1,917	170	1,676
Intermediate	177	259	2,686	235	2,578
Standard	75	102	899	31	305
Luxury	58	70	707	47	458
Total	537	741	7,811	615	6,353
Inventory:					
Subcompact	308	313	1/	275	1/
Compact	338	335	1/	357	1/
Intermediate	395	396	1/	485	1/
Standard	238	244	1/	137	1/
Luxury	129	129	1/	105	1/
Total	1,405	1,417	1/	1,358	1/
Days' supply: <u>2/</u>					
Subcompact	68	83	1/	68	1/
Compact	59	65	1/	75	1/
Intermediate	50	52	1/	68	1/
Standard	76	80	1/	53	1/
Luxury	46	47	1/	46	1/
Total	58	63	1/	66	1/
Employment: <u>3/</u>					
Total employees	<u>4/</u> 884	<u>5/</u> 898	1/	<u>6/</u> 666	1/
Production workers	<u>4/</u> 683	<u>5/</u> 696	1/	<u>6/</u> 488	1/
Layoffs <u>7/</u>	52	53	1/	106	1/

1/ Not applicable.

2/ Days' supply is an average for each class size which is determined by the previous month's retail sales.

3/ Employment data are for SIC 371 (motor vehicles and motor-vehicle equipment).

4/ Data are for November 1984, revised.

5/ Data are for December 1984.

6/ Data are for December 1983, revised.

7/ Layoffs are the number of UAW members on indefinite layoff from U.S. auto plants as of the end of each specified period.

Source: Retail sales and production, Data Resources, Inc. Auto Information Bank; days' supply and inventory, Automotive News; and employment, U.S. Department of Labor.

Note.—Because of rounding, figures may not add to the totals shown.

Table 2.—New passenger automobiles: U.S. imports for consumption, by principal sources and by specified periods, January 1983–December 1984 <sup>1/</sup>

Source	1984			1983	
	Nov. 1984	Dec. 1984	Jan. 1984–Dec. 1984	Dec. 1983	Jan. 1983–Dec. 1983
	Quantity (units)				
Japan	145,940	146,087	1,948,714	159,484	2,112,011
Canada	95,963	81,523	1,073,390	98,410	836,756
West Germany	33,483	25,465	335,032	26,150	330,263
Sweden	7,989	6,598	114,854	8,051	109,494
Italy	312	312	8,582	1,019	5,347
United Kingdom	1,168	2,000	19,833	1,434	53,284
France	3,778	4,661	37,788	1,887	212,858
All other	3,228	1,148	21,234	657	30,972
Total	291,861	267,794	3,559,427	291,092	3,690,985
	Value (1,000 dollars)				
Japan	952,704	934,198	12,349,183	992,184	11,064,526
Canada	917,574	747,174	10,094,696	892,889	7,263,221
West Germany	437,675	346,761	4,560,642	328,934	3,609,147
Sweden	86,584	73,582	1,230,029	84,757	1,099,478
Italy	6,060	5,314	125,055	10,903	71,971
United Kingdom	29,791	51,051	466,812	34,537	422,892
France	25,692	25,389	311,776	17,790	557,677
All other	10,269	10,277	125,869	5,906	85,038
Total	2,466,349	2,193,746	29,264,062	2,367,900	24,173,395

<sup>1/</sup> Data include imports into Puerto Rico and TSUSA item 692.1005; data do not include automobiles assembled in Foreign-Trade Zones.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Because of rounding, figures may not add to the totals shown.

Table 3.—Lightweight automobile trucks 1/ and bodies and cab/chassis for lightweight automobile trucks: U.S. imports for consumption, by principal sources and by specified periods, January 1983–December 1984 2/

Source	1984			1983	
	Nov. 1984	Dec. 1984	Jan. 1984–Dec. 1984	Dec. 1983	Jan. 1983–Dec. 1983
	Quantity (units) <u>3/</u>				
Japan	45,536	48,834	566,196	49,954	421,634
Canada	31,031	25,918	351,504	31,436	268,633
All other	2,148	1,268	7,550	9	1,957
Total	78,715	76,020	925,250	81,399	692,224
	Value (1,000 dollars)				
Japan	195,111	204,806	2,354,811	211,701	1,716,261
Canada	264,318	224,841	2,801,325	268,367	2,286,830
All other	16,263	9,679	63,119	249	29,518
Total	475,692	439,326	5,219,255	480,317	4,032,609

1/ Defined as not over 10,000 pounds gwv.

2/ Partially estimated, all data include imports into Puerto Rico.

3/ Quantity data include complete trucks and cab/chassis, but exclude bodies.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Because of rounding, figures may not add to the totals shown.

Table 4.—New passenger automobiles: U.S. exports of domestic merchandise, by principal markets and by specified periods, January 1983–December 1984

Market	1984			1983	
	Nov. 1984	Dec. 1984	Jan. 1984–Dec. 1984	Dec. 1983	Jan. 1983–Dec. 1983
	Quantity (units)				
Canada	50,802	41,424	587,197	36,002	505,834
All other	1,693	3,822	25,854	2,375	30,817
Total	52,495	45,246	613,051	38,377	536,651
	Value (1,000 dollars)				
Canada	444,482	350,483	4,560,838	277,590	3,750,839
All other	21,101	45,717	306,659	30,945	369,932
Total	465,583	396,200	4,867,497	308,535	4,120,771

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Because of rounding, figures may not add to the totals shown.



Table 5.—Lightweight automobile trucks 1/ and bodies and cab/chassis for lightweight automobile trucks: U.S. exports of domestic merchandise, by principal markets and by specified periods, January 1983–December 1984 2/

Market	1984			1983	
	Nov. 1984	Dec. 1984	Jan. 1984–Dec. 1984	Dec. 1983	Jan. 1983–Dec. 1983
	Quantity (units) <u>3/</u>				
Canada	7,172	7,805	105,209	6,387	81,246
All other	1,482	1,909	16,123	2,065	29,918
Total	8,654	9,714	121,332	8,452	111,164
	Value (1,000 dollars)				
Canada	56,638	64,068	814,849	49,722	606,408
All other	24,139	25,343	187,035	25,937	350,441
Total	80,777	89,411	1,011,884	75,659	956,849

1/ Defined as not over 10,000 pounds gw.

2/ Partially estimated.

3/ Quantity data include complete trucks and cab/chassis, but exclude bodies.

Source: Compiled from official statistics of the U.S. Department of Commerce.

Note.—Because of rounding, figures may not add to the totals shown.

Table 6.—New passenger automobiles: Sales of domestic and imported passenger automobiles and sales of imported passenger automobiles as a percent of total U.S. sales, by specified periods, 1984 and 1985

Period	Sales of—		Total U.S. sales	Ratio of import sales to total sales				
	Domestic automobiles 1/	Imported automobiles 2/						
1985	1984	1985	1984	1985	1984			
January—	628,037	583,429	208,184	195,129	836,221	778,558	24.9	25.1

1/ Domestic automobile sales include U.S. and Canadian-built automobiles sold in the United States.

2/ Does not include automobiles imported from Canada.

Source: Automotive News.

Table 7.—New passenger automobiles: Price indexes, by specified periods, 1983 and 1984

(1967 = 100)

Item	1984			1983 and 1984		
	Nov. 1984	Dec. 1984	Percent change	Dec. 1983	Dec. 1984	Percent change
Consumer Price Index:						
Unadjusted	211.4	212.0	+0.3	207.0	212.0	+2.4
Seasonally adjusted	210.3	210.7	+0.2	206.2	210.7	+2.2
Producer Price Index:						
Unadjusted	223.0	223.4	+0.2	222.0	223.4	+0.6
Seasonally adjusted	219.1	220.1	+0.5	219.8	220.1	+0.1

Source: U.S. Department of Labor.

Table 8.—New passenger automobiles: Retail price changes in the U.S. market during January 1985

Source and size category	Retail price changes, in dollars, January 1985 (+ or -)
U.S. producers:	
General Motors	+296
Ford	No change.
Chrysler	+75
European Community producers:	
Subcompact	No change.
Compact	No change.
Luxury	No change.
Japanese producers:	
Subcompact	No change.
Compact	No change.
Luxury	No change.

Source: Automotive News, January 1984.

Table 9.—Manufacturers' suggested retail prices of selected U.S. and Japanese automobiles, April 1981–February 1985 1/

Company, model, and options 2/	April 1, 1981		February 1, 1985		Percent change in optionally equipped model	
	Base model 3/	Optionally equipped model 3/	Base model 3/	Optionally equipped model 3/	January 1985–February 1985	April 1981–February 1985
<b>General Motors:</b>						
Chevette CS, 2 door HB (PB, RWD, TG)	5,155	5,405	5,470	5,804	+2.5	+7.4
Citation, 4 door HB (PB, RWD, TG, AT)	6,404	7,014	7,232	8,042	+2.3	+14.7
Cimarron, 4 door (AT)	4/ 12,131	4/ 12,501	12,962	12,962	0	+3.7
<b>Ford:</b>						
Escort L 2 door HB (PB, RWD, TG)	5,556	5,857	5,876	6,196	0	+5.7
Tempo GL 4 door (RWD, AT, TG) 5/	6,421	6,953	7,160	7,773	0	+11.8
LTD Crown Victoria, 4 door (RWD, TG, ILG, AC)	8,519	10,102	11,627	13,642	0	+38.0
<b>Chrysler:</b>						
Plymouth Turismo, 2 door HB (RWD)	5,938	6,188	6,584	6,716	0	+8.5
Reliant, 4 door (RWD, TG, R, AT)	5,980	6,680	7,039	7,844	0	+17.4
Dodge 600, 4 door (RWD, AC) 6/	6,672	7,502	9,081	9,986	+1.6	+33.1
<b>Toyota:</b>						
Corolla, Deluxe, 4 door (R)	5,688	5,793	6,938	7,163	0	+23.6
Cressida, 4 door	11,599	11,599	15,690	15,690	0	+35.3
<b>Nissan (Datsun):</b>						
Sentra Deluxe 2 door 7/	5,369	5,494	6,649	6,649	0	+21.0
Stanza GL, 4 door (AT) 7/	6,839	7,749	9,549	10,049	0	+29.7
Maxima, 4 door	10,379	10,379	13,499	13,499	0	+30.1
<b>Honda:</b>						
Civic 1300, 2 door HB (R)	4,599	4,694	5,399	5,495	0	+17.1
Accord, 4 door (R, AT)	7,645	7,950	8,845	9,338	0	+17.5
<b>Mazda:</b>						
GLC Deluxe, 2 door HB (R)	5,495	5,650	6,095	6,265	0	+10.9

1/ Suggested retail prices do not include any dealer incentives, below-market financing or rebates offered by manufacturers or importers.

2/ The following codes apply: PB = power brakes; RWD = rear window defroster; TG = tinted glass; HB = hatchback; AT = automatic transmission; AC = air conditioning; R = radio; ILG = interior luxury group.

3/ Base models are 2 door or 2 door hatchback and 4 door or 4 door hatchback models. Optionally equipped models are base models which have been equipped with the options listed in parenthesis.

4/ Cimarron not sold until May 21, 1981.

5/ Tempo replaced the Fairmont Futura.

6/ Dodge 600 replaced the Diplomat.

7/ Sentra replaced the 210; Stanza replaced the 510.

Source: Compiled from data supplied by U.S. manufacturers, Japanese importers, and Automotive News.

Note: Some 1981, 1982, and 1983 models have been discontinued; these models have been replaced by comparable models. In addition, some equipment that was optional on prior models is now included in the base price, making price comparisons of prior-year models difficult.