UNITED STATES TARIFF COMMISSION

LEAF SPRINGS FOR MOTOR VEHICLES: WORKERS AND FORMER WORKERS OF THE MATHER COMPANY PLANT #1, TOLEDO, OHIO

Report to the President
on Investigation No. TEA-W-213
Under Section 301(c)(2) of the Trade Expansion Act of 1962

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UNITED STATES TARIFF COMMISSION

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REPORT TO THE PRESIDENT

U.S. Tariff Commission
November 16, 1973

To the President:

In accordance with sections 301(f)(1) and (f)(3) of the Trade Expansion Act of 1962 (76 Stat. 872; 19 U.S.C. 1801), the U.S. Tariff Commission herein reports the results of Investigation No. TEA-W-213 made under section 301(c)(2) of the Act to determine whether, as a result in major part of concessions granted under trade agreements, articles like or directly competitive with automotive suspension springs (of the types provided for in items 652.84 and 652.85 of the Tariff Schedules of the United States) produced by Plant No. One, Toledo, Ohio, of The Mather Company, Sylvania, Ohio, are being imported into the United States in such increased quantities as to cause, or threaten to cause, the unemployment or underemployment of a significant number or proportion of the workers of such firm or an appropriate subdivision thereof.

The investigation was instituted on September 20, 1973, on the basis of a petition for adjustment assistance filed September 18, 1973, under section 301(a)(2) of the Act on behalf of the former workers of the firm.

Public notice of this investigation was published in the Federal Register (38 F.R. 26778) on September 25, 1973. No public hearing was requested and none was held.

In the course of its investigation, the Commission obtained information from The Mather Co., the major U.S. automotive producers, the UAW, fieldwork by the Commission's staff, U.S. Customs Service import specialists, official government statistics, and the Commission's files.

Finding of the Commission

On the basis of its investigation, the Commission finds 1/ (Commissioner Ablondi dissenting) that articles like or directly competitive with springs and leaves for springs, of base metal, suitable for motor vehicle suspension (of the types provided for in items 652.84 and 652.85 of the Tariff Schedules of the United States) produced by The Mather Company at its Plant No. One in Toledo, Ohio, are not, as a result in major part of trade-agreement concessions, being imported into the United States in such increased quantities as to cause, or threaten to cause, the unemployment or underemployment of a significant number or proportion of the workers of such firm, or an appropriate subdivision thereof.

1/ Commissioner Moore did not participate in the determination.

Views of Chairman Bedell, Vice Chairman Parker, and Commissioners Leonard and Young

This statement sets forth the reasons for our negative determination under section 301(c)(2) of the Trade Expansion Act of 1962 (TEA) in the instant worker investigation. The investigation was made on petition of the United Automobile, Aerospace, and Agricultural Implement Workers of America (UAW), Region 2B, on behalf of former workers of Plant No. One of The Mather Co., Toledo, Ohio, where they had been engaged in the manufacture of leaf suspension springs and leaves for such springs. The plant was closed in November 1972 and The Mather Co. ceased producing leaf springs and leaves entirely.

The TEA establishes four criteria to be met in order for an affirmative determination to be made. These criteria are as follows:

(1) Articles like or directly competitive with those produced by the workers' firm must be imported in increased quantities;

(2) The increased imports must be a result in major part of concessions granted under trade agreements;

(3) The workers concerned must be unemployed or underemployed, or threatened with unemployment or underemployment; and

(4) The increased imports resulting from trade-agreement concessions must be the major factor causing or threatening to cause the unemployment or underemployment.

We have concluded in this case that the fourth condition has not been met. The imports which had entered prior to the closure of The Mather Co. spring plant were not "the major factor" in causing unemployment or underemployment of the petitioning workers. Information developed in the investigation shows that other factors were primarily

responsible for the closure of The Mather Co. spring plant. The company and the union both acknowledged that the spring plant was an old, inefficient facility in need of major repairs. Mather's spring plant is reported to have experienced increased costs, a reduction in productivity, and substantial operating losses for a number of years. Faced with this situation, company officers met with union officials in July 1972 to seek wage reductions and changes in work rules, which the company reported were essential in order to reduce its costs to operate at a profit and continue the spring operation. The company proposals, which required approval by a majority of the union membership before they could be implemented, were not brought to a vote by the union. Shortly thereafter, the company announced its decision to close the spring plant and began to phase out that establishment.

The Mather Co. appeared, in general, to be a keen competitor in the leaf spring market, according to information from original equipment automotive manufacturers (OEM's). Mather's prices to the OEM's were competitive with, and often lower than, those of either its domestic or foreign competitors. There is no evidence to show that imports forced Mather to reduce his prices. Indeed, several major customers of The Mather Co. purchased all or nearly all of their requirements for particular specifications of leaf springs only from Mather. One such customer expressed disappointment at Mather's closing and further reported that his operations were disrupted and his costs rose when he was forced to turn to other domestic suppliers.

In recent years, domestic suppliers of leaf springs to the OEM's were holding their share of an expanding market while Mather's share was decreasing.

On the basis of the evidence, imports could hardly be considered "the major factor" in the closure of The Mather Co. spring plant and, therefore, we have made a negative determination.

Dissenting View of Commissioner Ablondi

I have rendered an affirmative determination in the instant worker investigation.

Imports of leaf suspension springs for the original equipment manufacturers (hereafter referred to as OEM) market, the principal market for Mather Co. leaf springs, increased at an average annual rate of 7.8 percent during 1968-72. Over a period of years the rate of duty on motor vehicle suspension springs was reduced, reaching 4 percent in 1972. In addition, the Automotive Products Trade Act (APTA) permits imports of suspension springs from Canada for use as original motor vehicle equipment, free of duty (since 1965). * * * three * * * OEM's have begun to import leaf springs from countries other than Canada at the current 4-percent rate of duty. Imports have increased steadily to the extent that in 1972 they represented 48 percent of U.S. consumption, and this represented the major cause of Mather's discontinuance of operations.

The Mather Company ceased operation of leaf suspension springs on November 22, 1972, and many employees are currently unemployed.

For the reasons above set forth, I have accordingly voted in the affirmative.

INFORMATION OBTAINED IN THE INVESTIGATION

Description and Uses

Springs are an integral part of the suspension system of passenger cars, trucks, trailers, buses, and other motor vehicles. Leaf springs, one of the two major types of automotive suspension springs and the type formerly manufactured by Mather at its Plant No. One, are composed of from one to many leaves of varying length and thickness, depending principally on the load capacity of the vehicle for which they are intended. The leaves are generally made from medium-high-carbon or high-carbon spring steel bars containing manganese and either silicon or chromium. The production of leaves for leaf springs is primarily a forging and heat-treating process. The ends of the steel bar are tapered and the bar is slightly bowed. Loops or "eyes" are formed at the ends of the main leaf in which bushings are placed later to reduce wear and facilitate movement of the spring about the shackle pin. The leaves are heat-treated to impart resilience and are then assembled into leaf-spring units. The forming operations require much handling, and the assembly process is done largely by hand in an assembly line.

Spiral-coil springs are used more extensively than leaf springs for passenger-car suspension systems; they are also used on some models of light trucks. They vary, depending on the anticipated load, in the diameter of wire used in their manufacture and in the number of turns in the spring. Spiral-coil suspension springs are formed automatically

as preheated wire of appropriate diameter is wound around a mandrel. Like leaf springs, spiral-coil suspension springs require heat treatment to provide the required resiliency.

U.S. Tariff Treatment

Current rates of duty

Imported articles similar to those produced in Mather's Plant No. One are classified under two items in the TSUS. Both items have been subject either to concessions under trade agreements, or to rate modifications deemed as such by statute.

Imported leaf suspension springs (except for Canadian articles that are original motor vehicle equipment) are classified under TSUS item 652.84, which provides for springs and leaves for springs of base metal that are suitable for motor vehicle suspension systems. The current trade agreement rate of duty, 4 percent ad valorem, went into effect on January 1, 1972, and represents the fifth and final stage of a tariff concession granted by the United States during the Kennedy Round of negotiations under the General Agreement on Tariffs and Trade (GATT).

Imported leaf suspension springs, if a Canadian article and original motor vehicle equipment, are classifiable under TSUS item 652.85 and are free of duty. To implement the agreement between the United States and Canada concerning automotive products, the Automotive Products Trade Act of 1965 (APTA) was enacted on October 21, 1965 (Public Law 89-283), entered into force on December 20, 1965 (Presidential Proclamation 3682), and became effective retroactive to

January 18, 1965. This legislation authorized the President to proclaim modifications of the TSUS to provide for the duty-free treatment on any Canadian article which is original motor vehicle equipment as provided in the act. Pursuant to APTA (section 301), the duty-free treatment is considered to be a concession granted under a trade agreement for the purposes of tariff adjustment and adjustment assistance under the TEA.

Tariff history

Table 1 presents, for the period 1930-73, a chronology of U.S. rates of duty applicable to the TSUS items under which leaf suspension springs are currently imported. Trade-agreement concessions have ranged from the complete elimination of duties applicable to those articles accorded duty-free treatment under the APTA to 84 percent of the rate provided in the Tariff Act of 1930.

Under the Tariff Act of 1930, leaf suspension springs would, if imported, have been dutiable under paragraph 369(c), which provided for motor vehicle parts (except tires and tubes, and those in chief value of glass) at a rate of 25 percent ad valorem. This rate was reduced to 12.5 percent ad valorem pursuant to a concession granted by the United States under the GATT effective January 1, 1948 (table 1). In subsequent GATT negotiations, the trade-agreement rate of duty was reduced to 8.5 percent on July 1, 1963. On August 31, 1963, the TSUS became effective. Under a new tariff item, the treatment of motor vehicle suspension springs continued without a rate change. In 1965 the Tariff Schedules Technical Amendments Act (79 Stat. 933, 940) and

the APTA necessitated redesigning the original TSUS item into the two current numbers.

The most recent concessions on motor vehicle suspension springs occurred during the Kennedy Round. The U.S. rates of duty on those articles were reduced from 8.5 percent ad valorem to 4 percent ad valorem; the concessions were placed in effect in five annual stages beginning January 1, 1968. 1/

Tables 2 and 3 present, for the period 1930-73, a chronology of U.S. rates of duty applicable to the TSUS items under which new passenger automobiles and trucks are currently imported.

1/ Effective Aug. 16, 1971, and continuing through Dec. 19, 1971, the President imposed for balance-of-payments purposes, an additional temporary duty (import surcharge) of 10 percent ad valorem on most dutiable items, including motor vehicle suspension springs.

Domestic Demand and Market Practices

Domestic demand

The annual domestic demand for automotive components used as original equipment is based on the annual domestic production of the final products (passenger cars and trucks) incorporating such components and, hence, is derived ultimately from consumer demand for the final products. 1/ Principal factors which influence automobile consumption include scrappage rates; population growth, including the number of young people and those forming new households; population location, inasmuch as the concentration of families in suburban areas favors multiple car-ownership; and disposable income. Other important factors influencing car consumption include automobile prices, credit availability, time available for recreational purposes, and vehicle styling. Projections indicate that the demand for automobiles during the 1970's will about equal the annual growth rate of 3 percent experienced during the 1960's. 2/

For the automotive parts here under consideration, design practices within the industry, and changes in those practices, can have pronounced effects on production, simply because not all vehicles use the same components. For example, the Chrysler Corp. used torsion bar suspension in

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1/ In assembly-line operations, the projected production of automobiles affects the current production of automotive parts since the parts (components) must be in place, "on line," ready for final assembly.

2/ U.S. Department of Commerce, U.S. Industrial Outlook 1973 with Projections to 1980, p. 344.

the front end and leaf springs in the rear of its domestic model automobiles, while the General Motors Corp. and the Ford Motor Co. generally used coil springs in both front and rear suspensions on their larger cars but used leaf springs for the rear suspension on smaller models.

The demand for automotive parts is also affected by such factors as strikes and shortages of essential parts or raw materials which cause slowdowns or shutdowns of the motor vehicle manufacturers' assembly-line operations.

Market practices

Automotive components in the original equipment manufacturer (OEM) market are generally sold on a contract-price basis. An automobile manufacturer requests, for example, a leaf suspension spring for a vehicle to be assembled during a given model year. The request includes specifications on the materials used, and the size, weight, test limitations, and performance characteristics of the finished spring. The car manufacturer's purchasing department then solicits bids from potential suppliers. The engineering departments of the car manufacturer and the parts suppliers usually maintain close contact in product development. Suppliers that can meet the specifications then bid on the contract, normally quoting a price f.o.b. supplier's factory. Besides bid prices, purchase commitments are influenced by the financial responsibility, facilities, engineering or technical competence, managerial ability, and past performance of the automotive

parts suppliers who bid. Successful bidders are notified that they will receive all or a portion of the contract requirement for a certain car make and model year. The car manufacturer then issues periodic releases to direct the supplier to produce and/or ship the articles, according to time schedules, to specific automobile assembly plants.

Although leaf suspension springs are also produced and sold to the replacement or "after" market, all of the springs here considered (i.e., those produced at Mather's Plant No. One) were sold for original motor vehicle equipment. The releases received at Mather's plant directed shipment to the new car assembly sites, rather than to the service (replacement) inventories of the car manufacturers or to the warehouses of replacement parts suppliers. The replacement market for leaf suspension springs is small in relation to the OEM market.

U.S. Consumption, Producers, and Shipments

Consumption

U.S. consumption of automotive leaf suspension springs generally is less than half that of coil springs. Passenger cars designed for leaf springs use only two such springs in the rear suspension system and either two coil springs or torsion bars in the front suspension system, whereas cars employing coil springs in both front and rear suspension systems use four such springs. Most trucks have two or more leaf springs, the number of springs depending on the design and load capacity of the truck.

The following table shows U.S. consumption of automotive leaf and coil suspension springs by original-equipment manufacturers during 1968-72.

Leaf and coil suspension springs: U.S. consumption by original-equipment manufactuers, 1/ 1968-72

(In millions of units)

Year	Leaf springs	Coil springs
1968	10.5	26.4
1969	10.9	26.2
1970	11.7	20.7
1971	12.1	29.5
1972	12.6	30.4

1/ Data * * * are partly estimated.

Source: Compiled from data supplied by major U.S. motor vehicle manufacturers.

During 1968-72, the consumption of leaf springs increased at an average annual rate of 4.7 percent. The rise in consumption of leaf springs reflects, in part, the increased popularity of smaller, less expensive automobile models (many of which use leaf springs in their rear suspension systems) and the increased output of trucks. The use of coil springs also has increased; * * *. Tables 4 and 5 show U.S. consumption of new passenger cars and trucks, which has trended upward since the early 1960's.

Producers and shipments

There are fewer than 10 U.S. producers of leaf suspension springs for the OEM market. Most of the plants of these firms are located within relatively short-range shipping distance to the assembly plants of the major U.S. motor vehicle producers.

To develop data on U.S. shipments for the OEM market, the Commission requested that the major U.S. motor vehicle manufacturers report the quantity of automotive leaf suspension springs produced in the United States in their own plants or those of supplier firms and used in the assembly of passenger automobiles and trucks. Responses received covered most U.S. motor vehicle production. * * *.

In recent years, independent domestic suppliers of leaf springs have continued to hold about a fourth of the OEM market for such springs. Both leaf spring shipments by independent suppliers and imports from Canada have increased (the latter at a somewhat slower annual rate than domestic shipments), but the output of leaf springs by OEM's themselves has not expanded. * * *.

U.S. Exports

U.S. exports of suspension springs, although increasing, have been small in relation to either domestic output or imports. In the period 1969-72 the value of annual exports of steel springs (largely leaf springs) and leaves for springs rose from $3.0 million to $8.0 million; in January-August 1973, the value of exports was $6.5 million. Canada has been, by far, the principal foreign market for such springs (table 7). Exports of coil suspension springs are included in a statistical category that covers all kinds of wire springs of iron or steel for automotive use. The value of annual exports in that group ranged from $8.0 million to $10.2 million during 1969-72; during January-August 1973 exports were valued at $8.8 million. Canada, again, was the major export market.

The volume of exports to Canada of all motor vehicle parts, including leaf and coil springs, has resulted in large part from the operation of the APTA and the rationalization of assembly operations by the major automobile manufacturers in the United States and Canada.

U.S. Imports

Table 8 shows, by country of origin, the value of U.S. imports of springs (both leaf and coil) and leaves for springs suitable for motor vehicle suspension. From 1964--the year just prior to the enactment of the APTA--to 1972, the value of U.S. imports of motor vehicle suspension springs increased from $8.2 million to $69.8 million; this was equivalent to an average annual rate of growth of 30.7 percent. Canada was the principal supplier throughout the period shown, although its share of total imports has gradually declined--from 99 percent in 1964 to 84 percent in 1972. 1/ The proportion of total imports accounted for by springs entered free of duty as original motor vehicle equipment from Canada (TSUS item 652.85) exceeded 95 percent during each of the years 1966-68, but has since declined; it amounted to 81 percent during January-August 1973.

Official statistics on the quantity of motor vehicle suspension springs imported are not available. Furthermore, the official statistics shown in table 8 on the value of U.S. imports of suspension springs include imports of both leaf and coil springs. In order to develop more precise data, the Tariff Commission requested five major U.S. motor vehicle manufacturers to supply data on the quantity and value of their imports of leaf and coil suspension springs from Canada and all other countries. * * * Data reported by these firms indicate that over

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1/ During 1964-72, imports of springs from Canada increased at an average annual rate of 28.0 percent.

2/ * * *.

90 percent of the value and over 80 percent of the quantity of total U.S. imports of motor vehicle suspension springs consist of leaf springs. 1/ * * *. The ratio of their imports to their total consumption of leaf springs in the assembly in the United States of original motor vehicles was 44 percent in 1968 and 1969 and 48 percent in each of the following years (on a quantity basis). * * * these manufacturers imported more leaf springs than they purchased from independent suppliers in the United States. The motor vehicle manufacturers supplied about 25 percent of their needs from their own production.

Table 8 shows that imports of motor vehicle suspension springs from countries other than Canada have increased rapidly since 1970. Imports of such springs entered under item 652.84 include replacement springs for both U.S. and foreign-make vehicles. Based on conversations with U.S. Customs examiners at the principal ports of entry, it is believed that imports from Japan, Spain, and France consist predominantly of leaf springs for use in mobile homes and trailers. 2/ Almost three-fourths of the imports from Mexico consist of leaf springs entered * * * under tariff item 807.00. * * *.

1/ The great bulk of the imported coil springs are entered free as original motor vehicle equipment under item 652.85. The five motor vehicle producers reported no imports of coil suspension springs from any country other than Canada.

2/ A small proportion of the imports from Japan consist of coil springs destined for the replacement market.

The Mather Co.

The Mather Co. is a family owned firm. It was incorporated in Ohio in 1910 and currently maintains its corporate offices in Sylvania, Ohio. * * *. The firm was formerly known as The Mather Spring Co., but after the establishment of plants for producing items other than leaf springs the word "Spring" was dropped.

The company's operations are conducted through two divisions--the Metals Division and the Fluorotec Division. Until 1972, the Metals Division consisted of two establishments, both in Toledo, Ohio: Plant No. One (also referred to as the North Cove Boulevard plant or the spring plant) and the torsion bar plant (Plant No. Two). The latter produces torsion and stabilizer bars for use in motor vehicle suspension systems. The spring plant, which was closed in November 1972, produced only leaf suspension springs and leaves for such springs. The Fluorotec Division consists of one establishment, in Milan, Mich. This plant was established in 1962; it produces engineered teflon products such as valve seals and cold pans. Upon closing its Plant No. One, Mather ceased producing leaf springs entirely. No operations were transferred to either of the company's two remaining establishments nor were any new facilities opened. * * *

1/ * * *.

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APPENDIX A

STATISTICAL TABLES

Table 1.--Motor vehicle suspension springs and leaves for springs, of base metal: U.S. rates of duty, 1930 to present (1973)

(In percent ad valorem)

Effective date and authority for change	Suspension springs and leaves for springs	
June 18, 1930 (par. 369(c) Tariff Act of 1930)	25	
Jan. 1, 1948 (GATT, First Round)	12.5	
June 30, 1956 (GATT, Fourth Round)	11.5	
June 30, 1957 (GATT, Fourth Round)	11	
June 30, 1958 (GATT, Fourth Round)	10.5	
July 1, 1962 (GATT, Fifth Round)	9.5	
July 1, 1963 (GATT, Fifth Round)	8.5	
	Canadian articles	All other
Jan. 18, 1965 (APTA) 1/	Free	8.5
Jan. 1, 1968 (GATT, Sixth Round)	Free	7.5
Jan. 1, 1969 (GATT, Sixth Round)	Free	6.5
Jan. 1, 1970 (GATT, Sixth Round)	Free	5.5
Jan. 1, 1971 (GATT, Sixth Round)	Free	2/ 5
Jan. 1, 1972 (GATT, Sixth Round)	Free	4

1/ Automotive Products Trade Act of 1965.

2/ By Presidential Proclamation 4074, an additional temporary duty (import surcharge) of 10 percent ad valorem was imposed for balance-of-payments purposes effective Aug. 16, 1971. The temporary duty was removed on Dec. 20, 1971, pursuant to Presidential Proclamation 4098.

Table 2.--New passenger automobiles: U.S. rates of duty, 1930 to present (1973)

(In percent ad valorem)

Effective date and authority for change	New passenger automobiles	
June 18, 1930 (par. 369(b) Tariff Act of 1930)	10	
June 30, 1956 (GATT, Fourth Round)	9.5	
June 30, 1957 (GATT, Fourth Round)	9	
June 30, 1958 (GATT, Fourth Round)	8.5	
July 1, 1962 (GATT, Fifth Round)	7.5	
July 1, 1963 (GATT, Fifth Round)	6.5	
	Canadian articles	All other
Jan. 18, 1965 (APTA) 1/	Free	6.5
Jan. 1, 1968 (GATT, Sixth Round)	Free	5.5
Jan. 1, 1969 (GATT, Sixth Round)	Free	5
Jan. 1, 1970 (GATT, Sixth Round)	Free	4.5
Jan. 1, 1971 (GATT, Sixth Round)	Free	2/ 3.5
Jan. 1, 1972 (GATT, Sixth Round)	Free	3

1/ Automotive Products Trade Act of 1965.

2/ By Presidential Proclamation 4074, an additional temporary duty (import surcharge) of 10 percent ad valorem was imposed on Aug. 16, 1971, for balance-of-payments purposes. The temporary duty was removed on Dec. 20, 1971, pursuant to Presidential Proclamation 4098.

Table 3.--Automobile trucks: U.S. rates of duty, 1930 to present (1973)

(In percent ad valorem)

Effective date and authority for change	Automobile trucks	
June 18, 1930 (par. 369(a) Tariff Act of 1930)	25	
Jan. 1, 1948 (GATT, First Round)	12.5	
June 30, 1956 (GATT, Fourth Round)	11.5	
June 30, 1957 (GATT, Fourth Round)	11.0	
June 30, 1958 (GATT, Fourth Round)	10.5	
July 1, 1962 (GATT, Fifth Round)	9.5	
July 1, 1963 (GATT, Fifth Round)	8.5	
Jan. 7, 1964	1/ 25	
	Canadian articles	All other
Jan. 18, 1965 (APTA) 2/	Free	1/ 25

1/ Temporary modification pursuant to Section 252 of the Trade Expansion Act of 1962 (Presidential Proclamation 3564 of Dec. 4, 1963, which became effective Jan. 7, 1964).

2/ Automotive Products Trade Act of 1965.

Table 4.--New passenger automobiles: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1964-72

(Quantity in units; value in thousands of dollars)

Year	U.S. factory sales	U.S. imports		U.S. exports 1/	Apparent consumption	Ratio (percent) of imports to apparent consumption	
		From Canada	Total			From Canada	Total
	Quantity						
1964	7,751,822	9,201	536,725	2/ 181,657	8,106,890	0.1	6.6
1965	9,305,561	1/ 33,378	563,673	106,079	9,763,155	.3	5.8
1966	8,598,326	1/ 152,333	899,895	177,703	9,320,518	1.6	9.7
1967	7,436,764	326,020	1,023,000	280,601	8,179,163	4.0	12.5
1968	8,822,158	500,881	1,620,452	330,467	10,112,143	5.0	16.0
1969	8,223,715	691,146	1,846,717	333,484	9,736,948	7.1	19.0
1970	6,546,817	692,783	2,013,420	285,302	8,274,935	8.4	24.3
1971	8,584,592	802,281	2,587,484	386,651	10,785,425	7.4	24.0
1972	8,823,933	842,300	2,485,901	410,670	10,899,169	7.7	22.8
	Value						
1964	14,836,822	18,703	579,028	2/ 314,909	15,100,941	0.1	3.8
1965	18,380,036	1/ 76,999	657,239	257,295	18,779,980	.4	3.5
1966	17,554,326	1/ 365,023	1,230,937	421,913	18,363,350	2.0	6.7
1967	15,653,436	824,440	1,701,520	674,837	16,680,119	4.9	10.2
1968	19,352,035	1,348,620	2,781,845	820,810	21,313,070	6.3	13.1
1969	18,751,176	1,827,329	3,355,026	864,379	21,241,823	8.6	15.8
1970	14,500,000	1,806,036	3,719,388	739,886	17,479,502	10.3	21.3
1971	3/ 20,000,000	2,396,808	5,133,743	1,070,049	24,063,394	10.0	21.3
1972	21,000,000	2,593,297	5,704,447	1,199,394	25,505,053	10.2	22.4

1/ Partly estimated.
2/ Includes unassembled automobiles.
3/ Estimated.

Source: Factory sales compiled from data supplied by the Automobile Manufacturers Association; all other data compiled from official statistics of the U.S. Department of Commerce, except as noted.

Table 5.--Automobile trucks valued at $1,000 or more: U.S. factory sales, imports for consumption, exports of domestic merchandise, and apparent consumption, 1963-72

(Quantity in units; value in thousands of dollars)

Year	U.S. factory sales	U.S. imports		U.S. exports	Apparent consumption	Ratio (percent) of imports to apparent consumption	
		From Canada	Total			From Canada	Total
	Quantity						
1963	1,413,789	131	14,070	1/ 133,738	1,294,121	0.01	1.1
1964	1,498,526	98	5,719	1/ 165,289	1,338,956	.01	0.4
1965	1,705,070	2/ 6,095	10,433	65,686	1,649,817	.4	.6
1966	1,682,226	2/ 39,877	42,658	88,258	1,636,626	2.4	2.6
1967	1,492,788	2/ 72,001	74,649	87,727	1,479,710	4.9	5.0
1968	1,848,097	112,131	114,214	90,813	1,871,498	6.0	6.1
1969	1,878,953	143,413	145,528	112,336	1,912,145	7.5	7.6
1970	1,652,440	113,070	115,065	99,078	1,668,427	6.8	6.9
1971	2,003,146	133,606	159,913	101,376	2,061,683	6.5	7.8
1972	2,398,807	139,121	236,823	125,343	2,510,287	5.5	9.4
	Value						
1963	3/	367	16,074	1/ 317,007	3/	3/	3/
1964	3/	381	6,883	1/ 386,468	3/	3/	3/
1965	3/	2/ 12,132	17,458	204,441	3/	3/	3/
1966	3/	2/ 81,923	85,187	284,657	3/	3/	3/
1967	3/	2/ 163,574	166,838	294,299	3/	3/	3/
1968	3/	256,301	259,025	308,766	3/	3/	3/
1969	3/	347,972	350,806	423,740	3/	3/	3/
1970	3/	315,057	317,910	383,773	3/	3/	3/
1971	3/	424,615	453,558	428,190	3/	3/	3/
1972	3/	435,984	553,432	537,884	3/	3/	3/

1/ Includes unassembled trucks.
2/ Partly estimated.
3/ Not available.

Source: Factory sales compiled from data published by the Automobile Manufacturers Association; all other data compiled from official statistics of the U.S. Department of Commerce, except as noted.

* * * * * * *

Table 7.--Springs: U.S. exports of domestic merchandise, by kinds and principal markets, 1969-72 and January-August 1973

(In thousands of dollars)

Year and market	Wire springs of iron or steel	Steel springs and leaves for springs	Total
1969			
Canada	9,031	2,008	11,039
Mexico	289	146	435
United Kingdom	63	63	126
Venezuela	70	88	158
France	91	35	126
All other	645	672	1,317
Total	10,189	3,012	13,201
1970			
Canada	8,046	4,249	12,295
Mexico	300	160	460
United Kingdom	108	50	158
Venezuela	78	67	145
France	50	13	63
All other	811	569	1,380
Total	9,393	5,108	14,501
1971			
Canada	6,739	5,334	12,073
Mexico	341	252	593
United Kingdom	146	45	191
Venezuela	82	51	133
France	22	-	22
All other	714	464	1,178
Total	8,044	6,146	14,190
1972			
Canada	7,315	7,056	14,371
Mexico	273	348	621
United Kingdom	183	60	243
Venezuela	134	65	199
France	70	-	70
All other	575	487	1,062
Total	8,550	8,016	16,566
January-August 1973			
Canada	7,515	5,693	13,208
Mexico	304	345	649
United Kingdom	123	58	181
Venezuela	132	77	209
France	24	3	27
All other	718	303	1,021
Total	8,816	6,479	15,295

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

Table 8.--Springs and leaves for springs, of base metal and suitable for motor vehicle suspension: 1/ U.S. imports for consumption, by principal sources, 1964-72, January-August 1972, and January-August 1973

(In thousands of dollars)

Source	1964	1965	1966	1967	1968	1969	1970	1971	1972	January-August 1972	January-August 1973
Canada:											
Free as original motor vehicle equipment	-	667	14,079	25,625	34,947	33,160	36,825	43,535	56,140	34,276	47,281
Other	8,128	12,502	510	938	1,269	2,225	2,979	2/ 2,439	2,491	1,696	1,655
Total	8,128	13,169	14,589	26,563	36,216	35,385	39,804	45,974	58,631	35,972	48,936
Japan	1	16	44	78	330	1,734	2,187	3,740	7,837	4,474	5,656
Mexico	-	-	-	-	-	-	45	204	3/ 1,416	4/ 583	5/ 2,243
Spain	-	-	-	-	-	-	-	521	818	550	577
France	7	2	2	1	-	31	163	497	431	359	517
United Kingdom	25	36	32	17	16	17	25	103	369	316	26
West Germany	45	18	43	72	74	64	132	192	88	76	63
All other	5	14	1	3	8	112	265	328	187	123	435
Total	8,211	13,255	14,711	26,734	36,644	37,343	42,621	51,559	69,777	42,453	58,453

1/ Includes coil suspension springs.
2/ Includes imports valued at 6 thousand dollars entered under tariff item 806.30.
3/ Includes imports valued at 1,048 thousand dollars entered under tariff item 807.00.
4/ Includes imports valued at 385 thousand dollars entered under tariff item 807.00.
5/ Includes imports valued at 1,635 thousand dollars entered under tariff item 807.00.

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

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