

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

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Committee on Ways and Means,
on Investigation No. 332-177
Under Section 332
of the Tariff Act of 1930



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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, July 1982-June 1984

(In thousands of units; thousands of employees)

| Item | 1983 and 1984 | | | 1982 and 1983 | |
|--------------------------------------|---------------|--------------|-------------------------|---------------|-------------------------|
| | May 1984 | June 1984 | July 1983- June 1984 | June 1983 | July 1982- June 1983 |
| Retail sales of domestic production: | | | | | |
| Subcompact----- | 266 | 239 | 2,400 | 220 | 1,871 |
| Compact----- | 96 | 96 | 990 | 97 | 970 |
| Intermediate----- | 261 | 223 | 2,555 | 206 | 1,872 |
| Standard----- | 122 | 111 | 1,250 | 107 | 1,044 |
| Luxury----- | 58 | 59 | 512 | 38 | 401 |
| Total----- | 803 | 727 | 7,707 | 668 | 6,157 |
| Production: | | | | | |
| Subcompact----- | 254 | 216 | 2,579 | 207 | 1,662 |
| Compact----- | 115 | 97 | 1,161 | 89 | 1,065 |
| Intermediate----- | 202 | 205 | 2,388 | 229 | 1,836 |
| Standard----- | 97 | 100 | 1,086 | 97 | 851 |
| Luxury----- | 46 | 46 | 488 | 41 | 410 |
| Total----- | 714 | 663 | 7,702 | 663 | 5,823 |
| Inventory: | | | | | |
| Subcompact----- | 301 | 310 | 1/ | 205 | 1/ |
| Compact----- | 429 | 415 | 1/ | 257 | 1/ |
| Intermediate----- | 489 | 432 | 1/ | 447 | 1/ |
| Standard----- | 193 | 185 | 1/ | 197 | 1/ |
| Luxury----- | 130 | 126 | 1/ | 88 | 1/ |
| Total----- | 1,542 | 1,467 | 1/ | 1,195 | 1/ |
| Days' supply: 2/ | | | | | |
| Subcompact----- | 59 | 58 | 1/ | 74 | 1/ |
| Compact----- | 66 | 55 | 1/ | 52 | 1/ |
| Intermediate----- | 48 | 40 | 1/ | 60 | 1/ |
| Standard----- | 48 | 43 | 1/ | 46 | 1/ |
| Luxury----- | 44 | 42 | 1/ | 58 | 1/ |
| Total----- | 53 | 47 | 1/ | 52 | 1/ |
| Employment: 3/ | | | | | |
| Total employees----- | 4/ 856 | 5/ 864 | 1/ | 6/ 744 | 1/ |
| Production workers-- | 4/ 660 | 5/ 668 | 1/ | 6/ 558 | 1/ |
| Layoffs 7/----- | 87 | 80 | 1/ | 204 | 1/ |

1/ Not applicable.

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

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

4/ Data are for April 1984, revised.

5/ Data are for May 1984.

6/ Data are for May 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, Ward's 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 totals.

Table 2.--New passenger automobiles: U.S. imports for consumption, by principal sources and by specified periods, June 1982-May 1984 1/

| Source | 1983 and 1984 | | | 1982 and 1983 | |
|-----------------------|---------------|-------------|------------------------|---------------|------------------------|
| | April 1984 | May 1984 | June 1983- May 1984 | May 1983 | June 1982- May 1983 |
| Quantity (units) | | | | | |
| Japan----- | 136,699 | 206,790 | 1,884,928 | 188,912 | 1,830,009 |
| Canada----- | 109,396 | 100,334 | 947,355 | 88,472 | 756,050 |
| West Germany----- | 38,887 | 27,517 | 336,736 | 18,461 | 218,732 |
| Sweden----- | 11,967 | 12,997 | 123,903 | 11,873 | 99,854 |
| Italy----- | 1,128 | 1,070 | 8,583 | 295 | 3,578 |
| United Kingdom----- | 1,957 | 2,850 | 19,535 | 1,386 | 14,584 |
| France----- | 3,829 | 3,388 | 33,025 | 4,564 | 47,892 |
| All other----- | 1,378 | 832 | 10,066 | 810 | 4,544 |
| Total----- | 305,241 | 355,778 | 3,364,131 | 314,773 | 2,975,243 |
| Value (1,000 dollars) | | | | | |
| Japan----- | 852,053 | 1,299,573 | 11,395,369 | 1,050,263 | 9,894,151 |
| Canada----- | 1,011,588 | 909,926 | 8,500,210 | 751,845 | 6,486,830 |
| West Germany----- | 540,342 | 405,088 | 4,493,562 | 281,785 | 3,035,637 |
| Sweden----- | 127,817 | 142,684 | 1,236,999 | 117,265 | 968,023 |
| Italy----- | 16,182 | 13,615 | 111,704 | 4,620 | 45,620 |
| United Kingdom----- | 48,207 | 67,540 | 457,655 | 33,004 | 348,672 |
| France----- | 34,423 | 29,628 | 282,737 | 28,444 | 327,847 |
| All other----- | 13,181 | 8,575 | 93,641 | 6,308 | 32,257 |
| Total----- | 2,643,793 | 2,876,629 | 26,571,877 | 2,273,534 | 21,139,037 |

1/ 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, June 1982-May 1984 2/

| Source | 1983 and 1984 | | | 1982 and 1983 | |
|----------------|----------------------------|-------------|------------------------|---------------|------------------------|
| | April 1984 | May 1984 | June 1983- May 1984 | May 1983 | June 1982- May 1983 |
| | Quantity (units) <u>3/</u> | | | | |
| Japan----- | 49,324 | 58,105 | 487,374 | 40,388 | 322,961 |
| Canada----- | 39,263 | 33,846 | 327,702 | 24,716 | 246,385 |
| All other----- | 15 | 6 | 1,075 | 146 | 2,463 |
| Total----- | 88,602 | 91,957 | 816,151 | 65,250 | 571,809 |
| | Value (1,000 dollars) | | | | |
| Japan----- | 200,106 | 243,201 | 1,994,108 | 165,579 | 1,324,282 |
| Canada----- | 331,252 | 48,616 | 2,592,669 | 194,443 | 2,007,014 |
| All other----- | 644 | 93 | 15,706 | 2,840 | 42,586 |
| Total----- | 532,002 | 291,910 | 4,602,483 | 362,880 | 3,373,882 |

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

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, June 1982-May 1984

| Market | 1983 and 1984 | | | 1982 and 1983 | |
|-----------------------|---------------|-------------|------------------------|---------------|------------------------|
| | April 1984 | May 1984 | June 1983- May 1984 | May 1983 | June 1982- May 1983 |
| Quantity (units) | | | | | |
| Canada | 63,157 | 59,804 | 571,632 | 57,935 | 390,700 |
| Saudi Arabia | 432 | 1,084 | 11,673 | 868 | 11,307 |
| Kuwait | 324 | 676 | 3,157 | 293 | 4,293 |
| Japan | 411 | 118 | 2,185 | 263 | 1,925 |
| West Germany | 299 | 600 | 3,426 | 255 | 2,456 |
| Venezuela | 1 | 5 | 145 | 13 | 2,167 |
| All other | 706 | 927 | 9,665 | 1,017 | 14,706 |
| Total | 65,330 | 63,214 | 601,883 | 60,644 | 427,554 |
| Value (1,000 dollars) | | | | | |
| Canada | 469,823 | 444,791 | 4,314,184 | 414,125 | 2,814,317 |
| Saudi Arabia | 5,848 | 11,717 | 143,069 | 11,066 | 156,805 |
| Kuwait | 4,357 | 6,992 | 38,928 | 3,914 | 54,534 |
| Japan | 5,644 | 1,737 | 30,964 | 3,350 | 25,377 |
| West Germany | 3,148 | 5,404 | 35,205 | 2,760 | 25,441 |
| Venezuela | 18 | 67 | 1,557 | 138 | 23,242 |
| All other | 7,789 | 10,290 | 109,953 | 11,244 | 158,266 |
| Total | 496,627 | 480,998 | 4,673,860 | 446,597 | 3,257,982 |

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, June 1982-May 1984 2/

| Market | 1983 and 1984 | | | 1982 and 1983 | |
|----------------------------|---------------|--------|------------|---------------|------------|
| | April | May | June 1983- | May | June 1982- |
| | 1984 | 1984 | May 1984 | 1983 | May 1983 |
| Quantity (units) <u>3/</u> | | | | | |
| Canada----- | 10,692 | 10,403 | 101,948 | 7,507 | 62,889 |
| Saudi Arabia----- | 253 | 931 | 12,750 | 1,110 | 17,861 |
| Kuwait----- | 181 | 30 | 1,754 | 110 | 2,591 |
| Venezuela----- | - | - | 56 | 2 | 1,131 |
| All other----- | 480 | 750 | 7,394 | 803 | 14,011 |
| Total----- | 11,606 | 12,114 | 123,902 | 9,532 | 98,483 |
| Value (1,000 dollars) | | | | | |
| Canada----- | 78,621 | 79,156 | 773,945 | 56,060 | 442,661 |
| Saudi Arabia----- | 3,348 | 12,924 | 163,311 | 13,726 | 226,767 |
| Kuwait----- | 2,189 | 338 | 21,781 | 1,467 | 32,324 |
| Venezuela----- | - | - | 815 | 19 | 12,006 |
| All other----- | 4,879 | 7,302 | 72,738 | 9,141 | 138,056 |
| Total----- | 89,037 | 99,720 | 1,032,590 | 80,413 | 851,814 |

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

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, 1983 and 1984

| Period | Sales of-- | | | | Total U.S. sales | | Ratio of import sales to total sales | |
|-------------|-------------------------|-----------|-------------------------|-----------|------------------|-----------|--------------------------------------|-----------------|
| | Domestic automobiles 1/ | | Imported automobiles 2/ | | 1984 | 1983 | 1984 | 1983 |
| | 1984 | 1983 | 1984 | 1983 | | | | |
| | | | | | | | | ----Percent---- |
| January--- | 583,429 | 412,893 | 195,129 | 182,853 | 778,558 | 595,746 | 25.1 | 30.7 |
| February-- | 655,016 | 442,479 | 186,218 | 186,374 | 841,234 | 628,853 | 22.1 | 29.6 |
| Jan-Feb.--- | 1,238,445 | 855,372 | 381,347 | 369,227 | 1,619,792 | 1,224,599 | 23.5 | 30.2 |
| March----- | 756,164 | 600,303 | 205,947 | 220,479 | 962,111 | 820,782 | 21.4 | 26.9 |
| Jan-Mar--- | 1,994,609 | 1,455,675 | 587,294 | 589,706 | 2,581,903 | 2,045,381 | 22.7 | 28.8 |
| April----- | 721,091 | 579,991 | 174,311 | 183,464 | 895,402 | 763,455 | 19.5 | 24.0 |
| Jan-Apr--- | 2,715,700 | 2,035,666 | 761,605 | 773,170 | 3,477,305 | 2,808,836 | 21.9 | 27.5 |
| May----- | 803,273 | 630,044 | 243,326 | 206,457 | 1,046,599 | 836,501 | 23.2 | 24.7 |
| Jan-May--- | 3,518,973 | 2,665,710 | 1,004,931 | 979,627 | 4,523,904 | 3,645,337 | 22.2 | 26.9 |
| June----- | 727,370 | 668,145 | 223,688 | 235,282 | 951,058 | 903,427 | 23.5 | 26.0 |
| Jan-June-- | 4,246,343 | 3,333,855 | 1,228,619 | 1,214,909 | 5,474,962 | 4,548,764 | 22.4 | 26.7 |

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 | | |
|-------------------------|------------|----------|----------------|---------------|----------|----------------|
| | April 1984 | May 1984 | Percent change | May 1983 | May 1984 | Percent change |
| Consumer Price Index: | | | | | | |
| Unadjusted---- | 207.4 | 207.6 | +0.1 | 201.5 | 207.6 | +3.0 |
| Seasonally adjusted---- | 207.6 | 207.2 | -0.2 | 200.5 | 207.2 | +3.3 |
| Producer Price Index: | | | | | | |
| Unadjusted---- | 222.0 | 221.3 | -0.3 | 217.3 | 221.3 | +1.8 |
| Seasonally adjusted---- | 223.1 | 221.5 | -0.7 | 217.3 | 221.5 | +1.9 |

Source: U.S. Department of Labor.

Table 8.--New passenger automobiles: Retail price changes in the
U.S. market during June 1984

| Source and size category | : Retail price changes, in : dollars, June 1984 : (+ or -) |
|-------------------------------|--|
| U.S. producers: | : |
| General Motors ----- | : No change. |
| Ford ----- | : No change. |
| Chrysler ----- | : No change. |
| 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, June 1984.

Table 9.--Manufacturers' suggested retail prices of selected U.S. and Japanese automobiles, April 1981-July 1984 1/

| Company, model, and options 2/ | April 1, 1981 | | July 1, 1984 | | Percent change in optionally equipped model | |
|--|---------------|-------------------------------|---------------|-------------------------------|---|----------------------|
| | Base model 3/ | Option-ally equipped model 3/ | Base model 3/ | Option-ally equipped model 3/ | June 1984-July 1984 | April 1981-July 1984 |
| | | | | | | |
| General Motors: | | | | | | |
| Chevette, 2 door HB (PB, RWD, TG)----- | 5,155 | 5,405 | 5,482 | 5,779 | 0 | +6.9 |
| Citation, 4 door HB (PB, RWD, TG, AT)---- | 6,404 | 7,014 | 7,037 | 7,821 | 0 | +11.5 |
| Cimarron, 4 door (AT)-----4/ | 12,131 | 12,501 | 12,605 | 12,925 | 0 | +3.3 |
| Ford: | | | | | | |
| 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 | 7,151 | 7,840 | 0 | +12.7 |
| LTD Crown Victoria, 4 door (RWD, TG, ILG, AC)----- | 8,519 | 10,102 | 10,943 | 12,981 | 0 | +28.4 |
| Chrysler: | | | | | | |
| Plymouth Turismo, 2 door HB (RWD)----- | 5,938 | 6,188 | 6,486 | 6,626 | 0 | +7.1 |
| Reliant, 4 door (RWD, TG, R, AT)----- | 5,980 | 6,680 | 6,941 | 7,754 | 0 | +16.1 |
| Dodge 600, 4 door (RWD, AC) 6/----- | 6,672 | 7,502 | 8,895 | 9,772 | 0 | +30.2 |
| Toyota: | | | | | | |
| Corolla, Deluxe, 4 door (R)----- | 5,688 | 5,793 | 6,748 | 7,008 | 0 | +21.0 |
| Cressida, 4 door----- | 11,599 | 11,599 | 14,659 | 14,659 | 0 | +26.4 |
| Nissan (Datsun): | | | | | | |
| Sentra Deluxe 2 door 7/----- | 5,369 | 5,494 | 6,549 | 6,549 | 0 | +19.2 |
| Stanza GL, 4 door (AT) 7/----- | 6,839 | 7,749 | 9,449 | 9,799 | 0 | +26.5 |
| Maxima, 4 door----- | 10,379 | 10,379 | 12,399 | 12,399 | 0 | +19.5 |
| Honda: | | | | | | |
| Civic 1300, 2 door HB (R)----- | 4,599 | 4,694 | 5,249 | 5,343 | 0 | +13.8 |
| Accord, 4 door (R, AT)----- | 7,645 | 7,950 | 8,549 | 9,042 | 0 | +13.7 |
| Mazda: | | | | | | |
| GLC Deluxe, 2 door HB (R)----- | 5,495 | 5,650 | 5,995 | 6,155 | 0 | +8.9 |

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.

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