

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

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Committee on Ways and Means,  
on Investigation No. 332-207  
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Tariff Act of 1930

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Washington, DC 20436



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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, May 1990-April 1992  
(In thousands of units; thousands of employees)

Item	1991-92			1990-91	
	Mar. 1992	Apr. 1992	May 1991- Apr. 1992	Apr. 1991	May 1990- Apr. 1991
Retail sales of domestic production:					
Subcompact.....	73	75	1,115	67	1,155
Compact.....	147	155	1,660	132	1,734
Intermediate.....	183	171	2,057	171	2,271
Standard.....	81	90	1,113	86	1,192
Luxury.....	54	49	627	50	687
Total.....	537	541	6,572	505	7,037
Production:					
Subcompact.....	70	77	813	64	948
Compact.....	150	150	1,724	135	1,867
Intermediate.....	170	180	1,860	184	2,198
Standard.....	50	51	1,398	27	1,492
Luxury.....	57	49	688	56	724
Total.....	498	507	6,483	466	7,189
Inventory					
Subcompact.....	183	141	<u>1/</u>	168	<u>1/</u>
Compact.....	321	284	<u>1/</u>	358	<u>1/</u>
Intermediate.....	429	353	<u>1/</u>	447	<u>1/</u>
Standard.....	203	156	<u>1/</u>	227	<u>1/</u>
Luxury.....	131	104	<u>1/</u>	133	<u>1/</u>
Total.....	1,265	1,037	<u>1/</u>	1,330	<u>1/</u>
Days' supply: <u>2/</u>					
Subcompact.....	65	49	<u>1/</u>	65	<u>1/</u>
Compact.....	57	48	<u>1/</u>	71	<u>1/</u>
Intermediate.....	61	54	<u>1/</u>	68	<u>1/</u>
Standard.....	65	45	<u>1/</u>	69	<u>1/</u>
Luxury.....	63	55	<u>1/</u>	69	<u>1/</u>
Average.....	61	50	<u>1/</u>	63	<u>1/</u>
Employment: <u>3/</u>					
Total employees.....	<u>4/</u> 781	<u>5/</u> 793	<u>1/</u>	<u>6/</u> 726	<u>1/</u>
Production workers...	<u>4/</u> 596	<u>5/</u> 606	<u>1/</u>	<u>6/</u> 545	<u>1/</u>

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 February 1991, revised.

5/ Data are for March 1992.

6/ Data are for March 1991.

Source: Production and retail sales, 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, by principal sources and by specified periods, April 1990-March 1992 <sup>1/</sup>

Source	1991-92			1990-91	
	Feb. 1991	Mar. 1992	Apr. 1991-Mar. 1992	Mar. 1991	Apr. 1990-Mar. 1991
	Quantity (units)				
Japan.....	145,708	145,651	1,728,446	162,898	1,911,828
Canada.....	100,207	109,284	1,241,754	100,080	1,168,122
Germany.....	9,765	17,839	169,361	14,452	218,214
Korea, South.....	5,979	7,920	167,135	17,191	212,461
Sweden.....	6,872	6,040	63,038	5,933	81,915
Mexico.....	16,124	24,263	255,702	20,766	250,129
Yugoslavia.....	0	0	965	1,099	3,732
United Kingdom...	616	877	11,808	1,763	24,920
Italy.....	123	93	1,894	264	9,779
France.....	0	1	674	242	2,934
Brazil.....	0	1,329	8,720	3	9,594
All other.....	159	1,547	36,290	4,025	51,985
Total.....	285,553	314,844	3,685,787	328,716	3,945,613
	Value (1,000 dollars)				
Japan.....	1,673,574	1,835,867	20,374,644	1,824,861	20,387,597
Canada.....	1,182,540	1,256,962	14,661,701	1,171,625	13,189,660
Germany.....	269,373	490,456	4,657,300	413,022	5,456,896
Korea, South.....	36,815	48,049	942,200	97,947	1,178,147
Sweden.....	128,649	110,007	1,149,547	104,104	1,356,148
Mexico.....	169,545	248,394	2,659,081	208,752	2,503,824
Yugoslavia.....	0	0	2,316	2,497	10,179
United Kingdom...	24,146	29,534	418,857	59,382	831,055
Italy.....	9,969	6,946	134,134	15,825	267,088
France.....	0	23	8,475	3,052	35,597
Brazil.....	0	8,070	54,233	25	59,362
All other.....	2,958	17,972	454,750	55,492	645,957
Total.....	3,497,609	4,052,281	45,517,239	3,956,584	45,921,509

<sup>1/</sup> Data include imports into Puerto Rico; data do not include automobiles assembled in U.S. 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, by principal sources and by specified periods, April 1990-March 1992 2/

Source	1991-92			1990-91	
	Feb. 1991	Mar. 1992	Apr. 1991- Mar. 1992	Mar. 1991	Apr. 1990- Mar. 1991
	Quantity (units) <u>3/</u>				
Japan.....	17,710	18,962	264,905	23,561	308,982
Canada.....	45,089	48,544	422,149	28,584	386,568
Mexico.....	2,008	1,785	16,339	501	14,739
All other.....	2	0	70	4	369
Total.....	64,809	69,291	723,464	52,651	710,659
	Value (1,000 dollars)				
Japan.....	118,119	130,846	1,648,549	143,254	1,769,831
Canada.....	595,291	634,366	6,063,064	369,395	5,167,910
Mexico.....	36,586	32,417	283,540	6,591	183,905
All other.....	217	966	19,027	2,731	49,480
Total.....	749,777	798,595	8,014,181	521,970	7,171,126

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

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, except as noted.

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, April 1990-March 1992

Market	1991-92			1990-91	
	Feb. 1991	Mar. 1992	Apr. 1991- Mar. 1992	Mar. 1991	Apr. 1990- Mar. 1991
	Quantity (units)				
Canada.....	37,649	39,489	461,760	45,506	486,642
Mexico.....	2,858	2,670	27,401	3,568	33,258
All other.....	28,277	34,236	261,810	20,084	203,353
Total.....	68,819	76,422	751,062	69,158	723,253
	Value (1,000 dollars)				
Canada.....	468,053	500,484	5,858,999	524,231	5,714,232
Japan.....	52,083	48,208	492,576	61,260	582,803
All other.....	408,740	525,635	3,732,179	250,262	2,509,277
Total.....	929,470	1,074,848	10,085,083	835,753	8,806,312

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, April 1990-March 1992 2/

Market	1991-92			1990-91	
	Feb. 1991	Mar. 1992	Apr. 1991- Mar. 1992	Mar. 1991	Apr. 1990- Mar. 1991
	Quantity (units) <u>3/</u>				
Canada.....	10,396	9,266	122,126	12,611	113,426
All other.....	1,100	2,652	46,180	3,464	21,123
Total.....	11,495	11,918	168,307	16,075	134,549
	Value (1,000 dollars)				
Canada.....	130,889	109,967	1,604,872	156,906	1,387,378
All other.....	10,153	37,696	515,734	65,036	319,294
Total.....	141,041	147,663	2,120,606	221,941	1,706,672

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, except as noted.

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, 1991 and 1992

Period	Sales of-		Imported		Total U.S.		Ratio of import	
	Domestic automobiles 1/ 1992	1991	automobiles 2/ 1992	1991	sales 1/ 2/ 1992	1991	sales 1/ 2/ 1992	1991
	Quantity (units)						--Percent--	
January....	413,605	416,645	146,518	137,733	560,123	554,378	26.2	24.8
February...	492,454	472,524	158,545	149,073	650,999	621,597	24.4	24.0
Jan.-Feb...	905,872	889,169	305,063	286,806	1,210,935	1,175,975	25.2	24.4
March.....	536,932	538,857	183,675	191,105	720,607	729,962	25.5	26.2
Jan.-Mar...	1,442,804	1,428,026	488,738	477,900	1,931,542	1,905,926	25.3	25.1
April.....	540,689	504,998	174,867	185,972	715,867	690,970	24.4	26.9
Jan.-Apr...	1,983,493	1,933,024	663,606	663,872	2,647,099	2,596,896	25.1	25.6

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

2/ Does not include automobiles imported from Canada and Mexico.

Source: Automotive News.

Table 7

New passenger automobiles: Price indexes, by specified periods, 1991 and 1992 1/

Item	1991-92			1991-92		
	Mar. 1991	Apr. 1992	Percent change	Apr. 1991	Apr. 1992	Percent change
Consumer Price Index:						
Unadjusted..	128.2	128.2	+0.0	125.8	128.2	+1.9
Seasonally adjusted..	127.2	127.8	+0.4	126.5	127.8	+1.0
Producer Priced Index:						
Unadjusted..	127.5	127.1	-0.2	125.3	127.1	+1.4
Seasonally adjusted..	127.6	127.9	+0.6	125.8	127.9	+1.7

1/ Consumer price index, 1982-1984 = 100. Producer price index, 1982 = 100.

Source: U.S. Department of Labor.

Table 8

New passenger automobiles: Retail price changes in the U.S. market during April 1992. 1/

Country source/make	Retail price changes April 1992 (+ or -)
U.S. producers:	
General Motors.....	No change.
Ford.....	No change.
Chrysler.....	No change.
Japanese producers:	
Toyota Motors.....	No change.
Mazda.....	No change.
American Honda.....	No change.
Subaru.....	No change.
European producers:	
Volkswagen.....	No change.
BMW.....	No change.
Audi.....	No change.
Porsche.....	No change.
Mercedes-Benz.....	No change.
Korean producer:	
Hyundai.....	No change.

1/ Average retail price change for all models.

Source: Automotive News, April 1992.

Table 9

Sales and profits (loss) on major U.S. automobile manufacturers' operations, by specified periods, 1991 and 1992 1/

Item and firm	(In millions of dollars)	
	1992	1991
	January-March	January-March
Sales:		
General Motors.....	32,000	29,200
Ford.....	24,600	18,600
Chrysler.....	8,200	5,800
Total.....	64,800	53,600
Profits:		
General Motors.....	179	(377)
Ford.....	338	(884)
Chrysler.....	(13)	(341)
Total.....	504	(1,602)

1/ Data are for world operations.

Source: The New York Times; The Wall Street Journal.

Company, model, and options 2/	April 1, 1981		April 1, 1992		Percent change in optionally equipped model	
	Base model 3/	Option-ally equipped model 3/	Base model 3/	Option-ally equipped model 3/	Jan. 1992-May 1992	Apr. 1981-May 1992
<b>General Motors:</b>						
Cavalier, 2 door..... 4/	\$6,966	\$6,966	\$8,899	\$8,899	0.0	+27.7
De Ville, 4 door.....	14,198	14,198	31,740	31,740	0.0	+123.6
<b>Ford:</b>						
Escort Pony 2 door HB (RWD, TG).....	5,556	5,857	8,720	8,840	0.0	+50.9
Tempo GL 4 door (RWD, AT, TG) 5/.....	6,421	6,953	10,589	11,441	0.0	+64.5
LTD Crown Victoria, 4 door .....	8,519	10,102	19,563	19,563	0.0	+93.7
<b>Chrysler:</b>						
Dynasty, 4 door (AC) 6/.....	6,672	7,502	14,564	15,364	0.0	+104.8
<b>Toyota:</b>						
Corolla, Deluxe, 4 door (R).....	5,688	5,793	10,564	10,788	+1.5	+86.2
Cressida, 4 door.....	11,599	11,599	23,228	23,228	+1.1	+100.3
<b>Nissan (Datsun):</b>						
Sentra E, 2 door 7/.....	5,369	5,369	8,495	8,495	0.0	+58.2
Stanza GXE, 4 door (AT) 7/.....	6,839	7,749	16,255	17,070	0.0	+120.3
Maxima GXE, 4 door.....	10,379	10,379	19,695	19,695	0.0	+89.8
<b>Honda:</b>						
Civic 1500, 2 door HB (R) 8/.....	4,599	4,694	8,100	8,550	+14.2	+82.1
Accord DX, 4 door (R).....	7,645	7,950	13,500	13,880	+2.1	+74.6

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

2/ The following codes apply: RWD = rear window defroster; TG = tinted glass; HB = hatchback; AT = automatic transmission; AC = air conditioning; R = radio.

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/ Cavalier not sold until May 21, 1981.

5/ Tempo replaced the Fairmont Futura.

6/ Dynasty replaced the Diplomat.

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

8/ Civic 1500 replaced the Civic 1300.

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

Note: Some 1981-92 models have been discontinued; these models have been replaced by comparable models where possible. In addition, some equipment that was optional on prior models is now included in the base price or equipment that was standard has been deleted, making price comparisons of prior-year models difficult.