

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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Table 1.—New passenger automobiles: U.S. retail sales of domestic production, production, inventory, days' supply, and employment, by specified periods, January 1983–December 1984

(In thousands of units; thousands of employees)					
Item	1984			1983	
	Nov. 1984	Dec. 1984	Jan. 1984–Dec. 1984	Dec. 1983	Jan. 1983–Dec. 1983
Retail sales of domestic production:					
Subcompact	164	143	2,171	133	1,823
Compact	97	103	1,327	88	1,115
Intermediate	193	172	2,465	176	2,071
Standard	75	73	1,112	72	934
Luxury	77	77	1,011	75	849
Total	607	567	8,086	541	6,793
Production:					
Subcompact	123	1/ 105	1/ 1,607	127	1,269
Compact	151	1/ 129	1/ 1,900	140	1,594
Intermediate	217	1/ 186	1/ 2,636	206	2,492
Standard	91	1/ 78	1/ 831	21	292
Luxury	72	1/ 62	1/ 689	41	447
Total	655	1/ 561	1/ 7,664	535	6,095
Inventory:					
Subcompact	294	308	2/	259	2/
Compact	326	338	2/	346	2/
Intermediate	357	395	2/	472	2/
Standard	204	238	2/	132	2/
Luxury	116	129	2/	98	2/
Total	1,296	1,405	2/	1,307	2/
Days' supply: 3/					
Subcompact	65	68	2/	62	2/
Compact	59	59	2/	63	2/
Intermediate	41	50	2/	57	2/
Standard	54	76	2/	45	2/
Luxury	37	46	2/	34	2/
Total	51	58	2/	55	2/
Employment: 4/					
Total employees	5/ 880	6/ 885	2/	7/ 832	2/
Production workers	5/ 678	6/ 682	2/	7/ 642	2/
Layoffs 8/	52	52	2/	107	2/

1/ Partially estimated.

2/ Not applicable.

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

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

5/ Data are for October 1984, revised.

6/ Data are for November 1984.

7/ Data are for November 1983, revised.

8/ 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, December 1982–November 1984 ^{1/}

Source	1983 and 1984			1982 and 1983	
	Oct. 1984	Nov. 1984	Dec. 1983–Nov. 1984	Nov. 1983	Dec. 1982–Nov. 1983
	Quantity (units)				
Japan	156,524	145,940	1,962,111	160,726	1,848,065
Canada	92,079	95,963	1,090,277	71,336	787,491
West Germany	24,508	33,483	335,717	32,824	231,055
Sweden	9,862	7,989	116,307	13,329	115,096
Italy	417	312	9,289	815	4,454
United Kingdom	1,300	1,168	19,267	1,774	16,728
France	1,840	3,778	35,014	1,418	44,425
All other	383	3,228	20,743	1,065	8,550
Total	286,913	291,861	3,588,725	283,287	3,055,864
	Value (1,000 dollars)				
Japan	997,382	952,704	12,407,169	973,733	10,492,684
Canada	881,016	917,574	10,240,411	649,214	6,786,239
West Germany	348,464	437,675	4,542,815	396,015	3,347,345
Sweden	107,912	86,584	1,241,204	140,305	1,097,893
Italy	6,846	6,060	130,644	9,792	62,028
United Kingdom	31,505	29,791	450,298	42,259	390,967
France	18,152	25,692	304,177	13,710	320,508
All other	3,688	10,269	121,498	9,108	66,757
Total	2,394,965	2,466,349	29,438,216	2,234,136	22,564,421

^{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, December 1982–November 1984 2/

Source	1983 and 1984			1982 and 1983	
	Oct. 1984	Nov. 1984	Dec. 1983–Nov. 1984	Nov. 1983	Dec. 1982–Nov. 1983
	Quantity (units) <u>3/</u>				
Japan	42,682	45,536	567,316	37,047	388,718
Canada	26,996	31,031	357,022	23,171	251,821
All other	2,485	2,148	6,291	6	2,088
Total	72,163	78,715	930,629	60,224	642,627
	Value (1,000 dollars)				
Japan	177,566	195,111	2,361,706	149,394	1,571,410
Canada	236,601	264,318	2,844,851	218,768	2,146,304
All other	17,219	16,263	53,689	403	31,337
Total	431,386	475,692	5,260,246	368,565	3,749,051

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, December 1982–November 1984

Market	1983 and 1984			1982 and 1983	
	Oct. 1984	Nov. 1984	Dec. 1983–Nov. 1984	Nov. 1983	Dec. 1982–Nov. 1983
	Quantity (units)				
Canada	40,088	50,802	581,775	45,459	489,352
All other	1,926	1,693	24,407	2,620	31,484
Total	42,014	52,495	606,182	48,079	520,836
	Value (1,000 dollars)				
Canada	329,327	444,482	4,487,945	349,754	3,618,745
All other	25,097	21,101	291,887	32,378	378,920
Total	354,424	465,583	4,779,832	382,132	3,997,665

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, December 1982–November 1984 2/

Market	1983 and 1984			1982 and 1983	
	Oct. 1984	Nov. 1984	Dec. 1983–Nov. 1984	Nov. 1983	Dec. 1982–Nov. 1983
	Quantity (units) <u>3/</u>				
Canada	7,056	7,172	103,791	6,105	78,742
All other	1,768	1,482	16,279	1,909	31,040
Total	8,824	8,654	120,070	8,014	109,782
	Value (1,000 dollars)				
Canada	56,638	57,203	800,503	50,688	584,075
All other	24,139	20,586	197,629	23,953	362,088
Total	80,777	77,789	998,132	74,641	946,163

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

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
July—	684,112	576,864	205,617	214,356	889,729	791,220	23.1	27.1
Jan-July—	4,930,455	3,910,719	1,434,236	1,429,265	6,364,691	5,339,984	22.5	26.8
August—	630,469	530,960	211,730	209,113	815,199	740,073	26.0	28.3
Jan-Aug—	5,533,924	4,441,679	1,645,966	1,638,378	7,179,890	6,080,057	22.9	26.9
September—	566,672	538,307	176,358	166,163	743,030	704,470	23.7	23.6
Jan-Sept—	6,100,596	4,979,986	1,822,324	1,804,541	7,922,920	6,784,527	23.0	26.6
October—	689,563	664,194	212,700	196,124	902,263	860,318	23.6	22.8
Jan-Oct—	6,790,159	5,644,180	2,035,024	2,000,665	8,825,183	7,644,845	23.1	26.2
November—	600,692	590,527	201,836	190,211	802,528	780,738	24.3	24.4
Jan-Nov—	7,390,851	6,234,707	2,236,860	2,190,876	9,627,711	8,425,583	23.2	26.0
December—	560,672	559,421	198,954	192,867	759,626	752,288	26.2	25.6
Jan.-Dec—	7,951,523	6,794,128	2,435,814	2,383,743	10,387,337	9,177,871	23.4	26.0

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		
	Oct. 1984	Nov. 1984	Percent change	Nov. 1983	Nov. 1984	Percent change
Consumer Price Index:						
Unadjusted	209.6	211.4	+0.9	206.2	211.4	+2.5
Seasonally adjusted	210.5	210.3	-0.1	206.0	210.3	+2.1
Producer Price Index:						
Unadjusted	222.6	223.0	+0.2	222.0	223.0	+0.5
Seasonally adjusted	218.9	219.1	+0.1	218.5	219.1	+0.3

Source: U.S. Department of Labor.

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

Source and size category	Retail price changes, in dollars, December 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, November 1984.

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

Company, model, and options ^{2/}	April 1, 1981		December 1, 1984		Percent change in optionally equipped model	
	Base model ^{3/}	Option- ally equipped model ^{3/}	Base model ^{3/}	Option- ally equipped model ^{3/}	December 1984– January 1985	April 1981– January 1985
General Motors:						
Chevette CS, 2 door HB (PB, RWD, TG)-----	5,155	5,405	5,340	5,660	0	+4.7
Citation, 4 door HB (PB, RWD, TG, AT)-----	6,404	7,014	7,090	7,865	0	+12.1
Cimarron, 4 door (AT)----- ^{4/}	12,131	12,501	12,962	12,962	0	+3.7
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	7,160	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
Chrysler:						
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	8,950	9,830	0	+31.0
Toyota:						
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
Nissan (Datsun):						
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
Honda:						
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
Mazda:						
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.