

# 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. 332-207  
Under Section 332 of the  
Tariff Act of 1930



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Washington, DC 20436**

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C O N T E N T S

Page

Tables

1. New passenger automobiles: U.S. retail sales of domestic production, production, inventory, days' supply, and employment, by specified periods, October 1990-September 1992.....	1
2. New passenger automobiles: U.S. imports, by principal sources and by specified periods, September 1990-August 1992.....	2
3. Lightweight automobile trucks and bodies and cab/chassis for lightweight automobile trucks: U.S. imports, by principal sources and by specified periods, September 1990-August 1992.....	3
4. New passenger automobiles: U.S. exports of domestic merchandise, by principal markets and by specified periods, September 1990-August 1992.....	4
5. Lightweight automobile trucks and bodies and cab/chassis for lightweight automobile trucks: U.S. exports of domestic merchandise, by principal markets and by specified periods, September 1990-August 1992.....	5
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.....	6
7. New passenger automobiles: Price indexes, by specified periods, 1991 and 1992.....	6
8. New passenger automobiles: Retail price changes in the U.S. market during September 1992.....	7
9. Manufacturers' suggested retail prices of selected U.S. and Japanese automobiles, April 1981-October 1992.....	8



Table 1

New passenger automobiles: U.S. retail sales of domestic production, production, inventory, days' supply, and employment, by specified periods, October 1990-September 1992

(In thousands of units; thousands of employees)

Item	1991-92			1990-91	
	Aug. 1992	Sept. 1992	Oct. 1991- Sept. 1992	Sept. 1991	Oct. 1990- Sept. 1991
Retail sales of domestic production.....	476	510	6,668	493	6,741
Production.....	437	465	6,626	481	6,763
Inventory.....	1,099	1,136	( <sup>1</sup> )	1,081	( <sup>1</sup> )
Days' supply <sup>2</sup> .....	60	58	( <sup>1</sup> )	53	( <sup>1</sup> )
Employment: <sup>3</sup>					
Total employees.....	809 <sup>4</sup>	815 <sup>5</sup>	( <sup>1</sup> )	788 <sup>6</sup>	( <sup>1</sup> )
Production workers...	617 <sup>4</sup>	824 <sup>5</sup>	( <sup>1</sup> )	606 <sup>6</sup>	( <sup>1</sup> )

<sup>1</sup> Not applicable.

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

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

<sup>4</sup> Data are for July 1992, revised.

<sup>5</sup> Data are for August 1992.

<sup>6</sup> Data are for August 1991.

Source: Production, retail sales, 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. Market classifications discontinued because of the unavailability of data.

Table 2

New passenger automobiles: U.S. imports, by principal sources and by specified periods, September 1990-August 1992<sup>1</sup>

Source	1991-92			1990-91	
	July 1992	Aug. 1992	Sept. 1991- Aug. 1992	Aug. 1991	Sept. 1990- Aug. 1991
Quantity (units)					
Japan.....	119,175	119,293	1,678,380	155,661	1,831,029
Canada.....	71,595	82,396	1,215,317	105,187	1,203,579
Germany.....	17,429	13,158	193,324	14,406	171,356
Korea, South.....	12,511	12,020	145,305	11,340	208,248
Sweden.....	4,664	2,345	71,553	178	66,333
Mexico.....	31,460	22,675	284,786	20,663	256,961
Yugoslavia.....	0	0	0	965	3,603
United Kingdom...	453	270	8,699	917	20,849
Italy.....	321	209	2,111	55	5,112
France.....	0	19	475	12	2,218
Brazil.....	1	1,484	10,116	2	9,851
All other.....	2,823	3,158	26,207	3,315	52,148
Total.....	260,436	257,029	3,636,289	312,701	3,831,287
Value (1,000 dollars)					
Japan.....	1,371,812	1,371,812	20,062,552	1,852,540	20,494,695
Canada.....	845,042	1,030,819	14,278,465	1,279,043	13,831,754
Germany.....	453,237	377,917	5,293,227	368,365	4,654,263
Korea, South.....	61,590	59,942	803,057	63,604	1,154,907
Sweden.....	86,586	43,885	1,313,169	2,853	1,138,078
Mexico.....	209,695	233,211	2,844,375	216,503	2,601,084
Yugoslavia.....	0	0	0	2,316	8,754
United Kingdom...	16,177	10,537	303,022	33,645	725,213
Italy.....	7,337	5,494	104,155	6,401	199,532
France.....	0	132	5,875	146	26,592
Brazil.....	300	9,547	65,240	18	60,512
All other.....	26,720	17,898	316,612	23,762	622,196
Total.....	3,178,450	3,161,205	45,389,911	3,849,197	45,512,579

<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<sup>1</sup> and bodies and cab/chassis for lightweight automobile trucks: U.S. imports, by principal sources and by specified periods, September 1990-August 1992<sup>2</sup>

Source	1991-92			1990-91	
	July 1992	Aug. 1992	Sept. 1991-Aug. 1992	Aug. 1991	Sept. 1990-Aug. 1991
	Quantity (units) <sup>3</sup>				
Japan.....	12,881	12,168	205,183	27,092	296,674
Canada.....	28,152	36,673	494,000	27,233	369,599
Mexico.....	2,276	1,430	22,574	977	8,952
All other.....	0	6	71	5	113
Total.....	43,309	50,277	721,828	55,306	675,338
	Value (1,000 dollars)				
Japan.....	90,938	85,113	1,361,451	161,174	1,744,619
Canada.....	369,716	510,761	6,657,430	388,481	4,992,022
Mexico.....	40,102	25,210	399,523	17,959	122,456
All other.....	1,043	1,627	19,454	735	30,091
Total.....	501,798	622,710	8,437,857	568,349	6,889,188

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

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

<sup>3</sup> 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, Sept. 1990-August 1992

Market	1991-92			1990-91	
	July 1992	Aug. 1992	Sept. 1991- Aug. 1992	Aug. 1991	Sept. 1990- Aug. 1991
	Quantity (units)				
Canada.....	32,102	23,948	462,023	22,373	452,862
Japan.....	2,707	3,057	31,520	2,009	32,953
All other.....	24,544	21,377	295,152	11,125	214,313
Total.....	59,572	48,577	789,472	35,507	700,128
	Value (1,000 dollars)				
Canada.....	398,907	304,895	5,925,467	316,563	5,472,522
Japan.....	43,411	51,701	544,863	34,670	585,503
All other.....	364,713	303,507	4,374,612	150,758	2,827,040
Total.....	810,077	662,828	10,855,436	501,991	8,885,066

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<sup>1</sup> and bodies and cab/chassis for lightweight automobile trucks: U.S. exports of domestic merchandise, by principal markets and by specified periods, September 1990-August 1992<sup>2</sup>

Market	1991-92			1990-91	
	July 1992	Aug. 1992	Sept. 1991- Aug. 1992	Aug. 1991	Sept. 1990- Aug. 1991
	Quantity (units) <sup>3</sup>				
Canada.....	6,757	4,019	117,935	6,819	111,317
All other.....	1,986	2,303	24,920	15,591	48,833
Total.....	8,745	6,324	142,866	22,409	160,149
	Value (1,000 dollars)				
Canada.....	82,568	51,177	1,509,633	92,918	1,417,619
All other.....	30,184	33,270	441,144	41,121	578,580
Total.....	112,769	84,470	1,950,909	134,039	1,996,200

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

<sup>2</sup> Partially estimated.

<sup>3</sup> 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 <sup>2</sup>		sales <sup>1,2</sup>		sales to total	
	1992	1991	1992	1991	1992	1991	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
May.....	560,768	576,572	172,891	192,897	733,659	769,469	23.6	25.1
Jan.-May...	2,544,261	2,508,461	836,428	856,769	3,380,689	3,365,230	24.7	25.5
June.....	629,524	587,631	195,294	184,084	824,818	771,715	23.7	23.9
Jan.-Jun...	3,173,785	3,097,227	1,031,769	1,041,034	4,205,554	4,138,261	24.5	25.2
July.....	566,333	578,721	167,016	194,649	733,549	773,370	22.8	25.2
Jan.-July..	3,740,318	3,675,978	1,198,848	1,235,728	4,939,166	4,911,706	24.3	25.2
August.....	476,318	497,238	168,498	193,566	644,816	690,804	26.1	28.0
Jan.-Aug...	4,216,636	4,173,216	1,367,346	1,429,294	5,583,982	5,602,510	24.5	25.5
September..	510,103	491,977	163,731	179,503	673,834	671,500	24.3	26.7
Jan.-Sept..	4,726,739	4,665,183	1,531,072	1,608,602	6,257,811	6,273,785	24.5	25.6

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

<sup>2</sup> 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<sup>1</sup>

Item	1992			1991-92		
	Aug. 1992	Sept. 1992	Percent change	Sept. 1991	Sept. 1992	Percent change
Consumer Price Index:						
Unadjusted..	127.6	127.4	-0.2	125.0	127.4	+1.9
Seasonally adjusted..	129.1	129.6	+0.4	125.3	129.6	+3.4
Producer Priced Index:						
Unadjusted..	125.7	120.6	-4.1	121.2	120.6	-0.5
Seasonally adjusted..	128.5	127.3	-0.9	127.4	127.3	-0.1

<sup>1</sup> 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 September 1992<sup>†</sup>

Country source/make	Retail price changes September 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.

<sup>†</sup> Average retail price change for all models.

Source: Automotive News, Sept. 1992.

Manufacturers' suggested retail prices of selected U.S. and Japanese automobiles, April 1981-October 1992<sup>1</sup>

Company, model, and options <sup>2</sup>	April 1, 1981		October 1, 1992		Percent change in optionally equipped model	
	Base model <sup>3</sup>	Optionally equipped model <sup>3</sup>	Base model <sup>3</sup>	Optionally equipped model <sup>3</sup>	Sept. 1992-Oct. 1992	Apr. 1981-Oct. 1992
<b>General Motors:</b>						
Cavalier, 2 door.....	\$6,966 <sup>4</sup>	\$6,966 <sup>4</sup>	\$8,620	\$8,620	-4.2	+23.7
De Ville, 4 door.....	14,198	14,198	32,990	32,990	+3.9	+132.4
<b>Ford:</b>						
Escort Pony 2 door HB (RWD, TG).....	5,556	5,857	8,335	8,455	0.0	+50.9
Tempo GL 4 door (RWD, AT, TG) <sup>5</sup> .....	6,421	6,953	10,442	11,294	+3.0	+64.5
LTD Crown Victoria, 4 door.....	8,519	10,102	20,493	20,493	+4.8	+102.9
<b>Chrysler:</b>						
Dynasty, 4 door (AC) <sup>6</sup> .....	6,672	7,502	14,736	15,536	+1.1	+107.1
<b>Toyota:</b>						
Corolla, Deluxe, 4 door (R).....	5,688	5,793	12,298	12,528	+3.2	+116.3
<b>Nissan (Datsun):</b>						
Sentra E, 2 door <sup>7</sup> .....	5,369	5,369	8,725	8,725	+2.6	+62.5
Maxima GXE, 4 door.....	10,379	10,379	20,960	20,960	+2.6	+101.9
<b>Honda:</b>						
Civic 1500, 2 door HB (R) <sup>8</sup> .....	4,599	4,694	8,400	8,801	+2.9	+87.5
Accord DX, 4 door (R).....	7,645	7,950	13,950	14,340	+3.3	+80.4

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

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

<sup>3</sup> 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.

<sup>4</sup> Cavalier not sold until May 21, 1981.

<sup>5</sup> Tempo replaced the Fairmont Futura.

<sup>6</sup> Dynasty replaced the Diplomat.

<sup>7</sup> Sentra replaced the 210; Stanza replaced the 510.

<sup>8</sup> Civic 1500 replaced the Civic 1300.

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

Note: Some 1981-93 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.

