

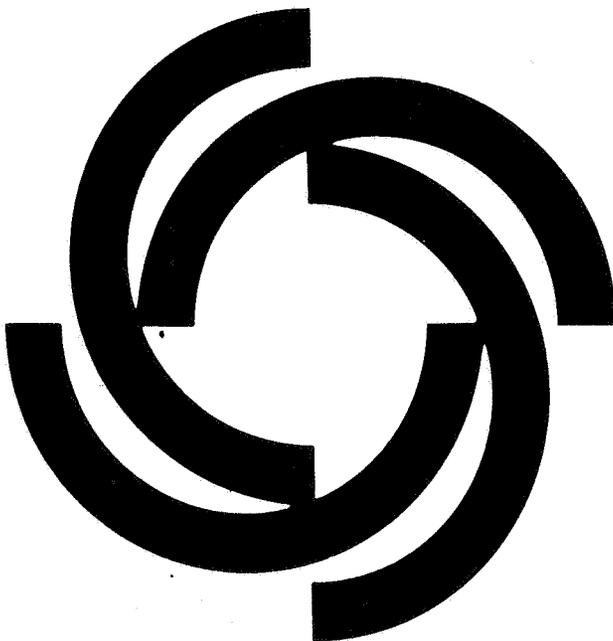
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1982 Census of Transportation

TC82-T-4

TRUCK INVENTORY AND USE SURVEY

Arkansas



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1982 Census of Transportation

TC82-T-4
TRUCK INVENTORY AND USE SURVEY

Arkansas

Issued August 1984



U.S. Department of Commerce
Malcolm Baldrige, Secretary
Clarence J. Brown, Deputy Secretary
Sidney Jones, Under Secretary for
Economic Affairs

BUREAU OF THE CENSUS
John G. Keane,
Director

The publications
from the 1982 Economic and
Agriculture Censuses are dedicated
to the memory of Shirley Kallek,
Associate Director for Economic Fields.
During her career at the Bureau of the
Census (1955 to 1983), she continually
directed efforts to improve
the timeliness and accuracy of
economic statistics.



BUREAU OF THE CENSUS

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Economic and Agriculture Censuses

ECONOMIC SURVEYS DIVISION

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ECONOMIC CENSUSES OVER TIME

The early beginnings of America's industrial output were first measured in the United States in the 1810 Decennial Census and again in 1820, when questions on manufacturing were included with those for population. Beginning with the 1840 Decennial Census, there were enumerations of manufactures and mineral industries at 10-year intervals up to and including the year 1900 for manufactures and 1940 for mineral industries. The latter census was taken again for 1954, 1958, 1963, and 1967.

Because of the increasing dominance of manufacturing in the early 20th century, Congress directed that quinquennial censuses of manufactures be taken beginning in 1905. However, from 1919 through 1939, these censuses were conducted every 2 years. The need for war-related current surveys in the early 1940's postponed the next census of manufactures until 1948 (for 1947). That census was again taken for 1954, 1958, 1963, and 1967.

Retail and wholesale trade data were first collected in 1930, and in 1933 information on selected service industries was added to the data-collection operation. These business censuses, as they were called, were again taken for 1935, 1939 (as part of the 1940 decennial program), 1948, 1954, 1958, 1963, and 1967.

Information on construction industries was first obtained in 1930 and again for 1935 and 1939. Data for the full spectrum of construction industries were not gathered again until 1968 (for 1967).

The need for transportation data to supplement information available from existing governmental or private sources was recognized by Congress in the late 1950's and early 1960's. The census of transportation (consisting of several surveys) was first taken for 1963 and again for 1967.

Since 1967, all of the above censuses have been taken quinquennially as part of the Census Bureau's economic census program. (For the 1977 censuses, the coverage of the service industries was broadened from "selected services" to all services, except religious organizations and private households. A total of 41 additional four-digit standard industrial classifications¹ (SIC's) in 7 SIC major groups was added to the scope of the

census. While most of the industries included for the first time for 1977 were covered again for 1982, some were not, i.e., hospitals; elementary and secondary schools; colleges, universities, and professional schools; junior colleges and technical institutes; labor unions and similar labor organizations; and political organizations.)

The first manufacturing census for an outlying area was conducted in Puerto Rico for the year 1909. Thereafter, with the exception of 1929, a census was taken at 10-year intervals through 1949. The first censuses of retail trade, wholesale trade, and selected service industries in Puerto Rico were conducted for 1939. These censuses also were taken for the years 1949, 1954, 1958, 1963, and 1967. A census of construction industries was first introduced in Puerto Rico for 1967. These censuses of Puerto Rico have been taken since then for the years 1972, 1977, and 1982.

Censuses of manufactures, retail trade, wholesale trade, and selected service industries were conducted in Guam and the Virgin Islands of the United States for 1958, 1963, 1967, 1972, 1977, and 1982. Censuses of mineral industries were taken in the Virgin Islands of the United States for the years 1958, 1963, and 1967 but not since that time. A census of construction industries was also undertaken in these areas for 1972, 1977, and 1982.

Retail trade, wholesale trade, selected service industries, manufacturing, and construction industries were canvassed for the first time in the Northern Mariana Islands in 1983 (for 1982).

For 1982, the economic censuses and agriculture censuses were conducted concurrently.

USES OF THE ECONOMIC CENSUSES

The economic censuses are the major source for facts about the structure and functioning of the Nation's economy and provide essential information for government, business, industry, and the general public. They provide an important part of the framework for such composite measures as the gross national product, input-output measures, indexes of industrial production, and indexes measuring productivity and price levels. Information from the censuses is used to establish sampling frames and as benchmarks for current surveys of business activity, which are essential for measuring short-term economic conditions.

State and local governments use census data to assess business activities within their jurisdictions. The private sector uses the data to forecast general economic conditions; analyze sales performance; lay out sales territories; allocate funds for advertising; decide on locations for new plants, warehouses, or stores; and measure potential markets in terms of size, geographic areas, kinds of business, and kinds of products made or sold.

Following every census, thousands of businesses and other users purchase reports. Likewise, census facts are widely disseminated by trade associations, business journals, and newspapers. Volumes containing census statistics are available in most major public and college libraries. All 1982 data are

¹Standard Industrial Classification Manual: 1972. For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Stock No. 041-001-00066-6. 1977 Supplement. Stock No. 003-005-00176-0.

available on microfiche from the U.S. Government Printing Office and most data on computer tape from the Census Bureau. Finally, the more than 50 State Data Centers also are suppliers of economic census statistics.

AUTHORITY AND SCOPE OF THE ECONOMIC CENSUSES

The economic censuses are required by law under title 13 of the United States Code, sections 131, 191, and 224, which directs that they be taken at 5-year intervals for the years ending in 2 and 7. The 1982 Economic Censuses covered manufacturing, mining, construction industries, retail trade, wholesale trade, service industries, and selected transportation activities. Special programs also cover minority-owned and women-owned businesses. The next economic censuses are scheduled to be taken in 1988 for the year 1987.

CENSUS OF TRANSPORTATION

The 1982 Census of Transportation consists of three surveys:

1. Truck Inventory and Use (TIUS)
2. Selected Statistics for Transportation Industries²
3. Commodity Transportation³

These surveys were previously taken in 1967, 1972, and 1977.

TRUCK INVENTORY AND USE SURVEY

The Truck Inventory and Use Survey provides data on the physical and operational characteristics of the Nation's truck population. It is based on a probability sample of private and commercial trucks registered (or licensed) in the State during 1982.

Vehicles owned by Federal, State, and local governments, as well as ambulances, buses, and motor homes, were eliminated from the sample before questionnaires were mailed. Various other vehicles which were actually surveyed were subsequently classified as "out-of-scope": Trucks sold prior to 1982, farm tractors, unpowered trailer units, trucks reported to have been junked or wrecked prior to the registration year, etc.

Many States allow pickups and small vans and utility-type vehicles to be registered as cars or trucks; therefore, the passenger car files were searched and any such trucks were included in the sample universe. Some privately or commercially owned vehicles do not have to be licensed, such as "off-highway" trucks used exclusively on private property, and since they had no chance of being drawn in the sample, they are not covered in the survey.

TOTAL TRUCK INVENTORY

The estimated number of trucks that were within the scope of the TIUS and registered in the State as of July 1, 1982, was 539.6 thousand.

²The Selected Statistics for Transportation Industries Program will include some data formerly shown in the Nonregulated Motor Carriers and Public Warehousing Report.

³The Commodity Transportation Survey will cover the data year 1983.

This estimate serves as the benchmark to which the survey results were adjusted to produce the more detailed estimates contained in this report. It was developed through a review of the characteristics of each vehicle registered in the State.

Prior to 1977, Truck Inventory and Use Surveys were benchmarked to Federal Highway Administration (FHWA) totals of private and commercial truck registrations as reported in Highway Statistics, table MV-1. These FHWA estimates are based on calendar year summary reports from the individual States that reflect differences in truck definitions used by the States for vehicle registration.

The FHWA estimate of the number of private and commercial trucks registered in the State as of December 31, 1982, was 500.7 thousand.

COMPARABILITY WITH PREVIOUS SURVEYS

Although the basic purpose and scope of the previous Truck Inventory and Use Surveys were essentially identical to this one, some changes were introduced in 1982 that may affect all the data in this report or just specific items.

1982 changes affecting all the data⁴:

1. Stratification was based on body type rather than "small" vs. "large" trucks as in 1977. There were five strata: pickups; vans, panels and utilities; other single-unit trucks weighing less than 26,001 pounds; all other single-unit trucks; and truck tractors. See the section on sample design for an in-depth explanation of the stratification plan.
2. Two report forms were used: Form TC-9501 for pickups, panels, vans, and utility type vehicles if we could identify them specifically at the time of sampling. All other sampled vehicles received Form TC-9502. See appendix A for copies of the questionnaires. The difference in the two forms was that those questions which only pertained to heavy trucks were omitted from Form TC-9501.
3. Calculation of the standard errors was changed to display relative standard errors in percent rather than the standard error in actual numbers.

1982 changes affecting specific items:

1. **Length of load space or capacity**—Respondents were asked to report overall length of the vehicle instead of checking a box for load space or capacity.
2. **Axle arrangement of trailers**—The pictures of trailer configurations were eliminated to remove any bias which they may have caused in 1977. For 1982, only descriptions of common number of axles for each trailer type were used.
3. **What is the average weight of this vehicle as most often operated?**—Respondents were asked to report average weight rather than maximum gross vehicle weight. Large trucks also were asked to report empty weight and maximum weight at which the vehicle operated.

⁴See report forms TC-9501 and TC-9502 reproduced in appendix A for specific information requested for each truck in sample.

4. **Classification of operator**—Because of the Motor Carrier Act of 1980, several changes were made to this item to allow for new types of for-hire operations. We added a category of "mixed" to both the not-for-hire and for-hire operations. In addition, respondents were asked to give the percent (%) of mileage when their operations were mixed or more than one type. The final operator classification was determined in the computer edit using the value corresponding to the highest mileage.

5. **Products carried**—Instead of asking the respondents to select one specific type of product carried most of the time, we requested the percent of mileage for each product carried.

EXPLANATION OF TERMS

Vehicle size—This size classification is based on the gross vehicle weight (empty weight of the vehicle plus the average load carried) at which the vehicle operated during the past 12 months. The four size classes are:

1. **Light**—Gross vehicle weight of 10,000 pounds or less.
2. **Medium**—Gross vehicle weight of 10,001 to 19,500 pounds.
3. **Light-heavy**—Gross vehicle weight of 19,501 to 26,000 pounds.
4. **Heavy-heavy**—Gross vehicle weight of 26,001 pounds or more.

Operator classification—This item consists of two major sections, never for hire and always for hire:

1. **Never for hire**—Includes a private owner or a company which transports its own materials or merchandise, or uses the vehicle for personal transportation.

2. **Always for hire**—Includes the following:

a. **Interstate, exempt carrier**—Includes those operators who are not required to have an I.C.C. certificate because they transport only exempt commodities or operate in an exempt zone.

b. **Interstate, I.C.C. certified contract carrier**—Includes those operators who carry the goods of someone other than the vehicle owner by individual contract or agreement.

c. **Interstate, I.C.C. certified common carrier**—Includes those operators who offer service to the general public, usually operating a regularly scheduled service between established terminals over a more or less regular route.

d. **Intrastate, local cartage**—Includes those operators who travel only within the state of registration or are engaged in local cartage.

e. **Daily rental**—Includes those operators who offer short-term truck rental or leasing without a driver.

Major use—This item is based on the answer to the question: How was the vehicle mostly used during the past 12 months? Each of the 12 specific major use categories conforms to the generally accepted meaning of the terms. Responses to the "Other" category were recoded to one of the specific categories

if possible. The following are frequent "Other" responses which were recoded:

1. House moving was recoded to "For-hire transportation."
2. Trucks used in conjunction with railroads were recoded to "For-hire transportation."
3. Armored car services were recoded to "Services."
4. Commercial fishing was recoded to "Agriculture."
5. Oilfield services were recoded to "Mining and quarrying."
6. Certain specialized activities commonly thought of as services, such as plumbing, painting, plastering, carpentry, and electrical work, were recoded to "Construction."

U.S. mail service when done on a contract basis, antique trucks, and yard tractors were left in "Other."

The category "Not in Use" in the tables includes vehicles which, though licensed, were not used during the survey year, and those vehicles which were wrecked during the entire year.

Products carried—This item includes broad classifications of agricultural, manufacturing, and mineral products, as well as special categories of materials carried by trucks. Responses to the "Other" category were recoded to one of the 26 specific categories if possible. The following are frequent "Other" responses which were recoded:

1. Crews of workers and their tools were recoded to "Craftsman's vehicle."
2. Flowers, trees, shrubs, etc., were recoded to "Fresh farm products."
3. Animal by-products and sewage were recoded to "Scrap, refuse, or garbage."
4. Clay was recoded to "Mining products."
5. Auto parts (including tires) were recoded to "Transportation equipment and parts."

Rental equipment, water, and personnel were among the major categories left in "Other."

Hazardous materials—This category was designed to identify those trucks which regularly transport hazardous materials in quantities large enough to require a placard under the Code of Federal Regulations, Title 49, Transportation.

Truck fleet size—The size of the truck fleet is based on the number of trucks operated by a truck owner from a single "base of operation." The fleet located at the "base of operation" usually is smaller than the total fleet that an owner has if he operates from more than one base. The data shown in the "Truck Fleet Size" section of the tables are based on the number of trucks found in fleets of specified size and not the number of fleets. (If the item of the survey form was unanswered, the vehicle was assumed to be in a fleet of one, classified in accordance with the reported vehicle type.)

Range of Operation—The area in which the vehicle usually operates is classified as one of the following:

1. **Local**—Mostly in the local area, i.e., in or around the city and suburbs, or usually within a 50-mile radius of the

farm, factory, mine, or other place where the vehicle is stationed.

2. **Short range**—Mostly over-the-road (beyond the local area), usually within a 50- to 200-mile radius from the place where the vehicle is stationed.
3. **Long range**—Mostly over-the-road, usually more than 200 miles one way to the most distant stop from the place where the vehicle is stationed.
4. **Off-the-road**—Mostly off-the-road operation (usually associated with construction and farming).

Body type—This category includes the type of body that is either permanently attached to the power unit (i.e., straight truck) or most frequently used with a truck tractor as a tractor-trailer combination. Entries in the "Other" category were recoded if possible to a specific category. Those vehicles remaining in the "Other" category included truck tractors used in house moving, mobile home pulling, and boat transport.

Annual miles—Respondents were asked to report the total number of miles the truck was driven during the past 12 months. If the vehicle had less than 1 year's use, the respondent was asked to estimate the probable miles for a full year. If there was no response to the item, the annual miles were estimated (based on lifetime miles, length of time the vehicle was owned, body type, area of operation, vehicle type, and fuel type).

SAMPLE DESIGN

The Truck Inventory and Use Survey (at the national level) was based on a stratified probability sample of about 120,000 trucks drawn from an estimated universe of approximately 35 million current registrations on file with the motor vehicle departments in the 50 States and the District of Columbia.

A stratified random sample based on body type was selected in each State. Each State was divided into five strata: "pickup," "van," "single-unit light," "single-unit heavy" and "truck tractor." The "pickup" truck stratum consisted of only pickup trucks. The "van" truck stratum consisted of panel trucks, vans, utilities, jeeps, and station wagons on truck chassis. The "single-unit light" truck stratum consisted of all other single-unit trucks with a gross vehicle weight (GVW) of 26,000 pounds or less. The "single-unit heavy" truck stratum consisted of the remaining single-unit trucks. The "truck tractor" stratum consisted of only truck tractors.

Part of the sample (two-thirds) was allocated to meet "minimum" standards of reliability for each stratum in each State. For the "pickup" stratum, a minimum sample size was determined for each State based on the percentage of pickups in that State (the pickup strata usually contains 40 to 75 percent of the trucks in a State). Larger minimum sample sizes were specified for States with a larger percentage of trucks in the "pickup" stratum to decrease the domination of the variances by the "pickup" stratum in these States. For the remaining strata, a constant minimum sample size in each State was set as follows: 60 trucks for the "van" stratum, 700 (except 400 in the District of Columbia) trucks for the "single-unit light" stratum, 250 (except 100 in District of Columbia) trucks for the "single-unit heavy" stratum, and 400 (except 250 in Alabama, Hawaii, Idaho, Maine, Montana, Nevada, New Hampshire, Minnesota, North Dakota, New York, Rhode Island, Vermont,

and 25 in the District of Columbia) trucks for the "truck tractor" stratum.

The rest of the sample was allocated to the strata proportionately to the number of trucks in the State to improve the U.S. estimates. The number of total trucks sampled in each State ranged from 1,462 for Rhode Island to 5,016 for California (except 658 for District of Columbia), the mean being 2,352 trucks per State.

SURVEY METHOD

Report form TC-9501 was mailed to owners of trucks in the pickups and vans strata while report form TC-9502 was mailed to owners of all other trucks selected for the 1982 TIUS sample. The owner was asked to respond only for the vehicle identified by license number in the Registration Information Section of the report form, whether or not he or she was still the owner. These data (make, model year, license number, vehicle identification number) were imprinted on the form using information from the State registration records. The information received on the returned questionnaires was data keyed and processed through an extensive computer edit. Reports which contained questionable responses were referred and corrected if necessary. Estimates of the number of trucks with each characteristic were obtained by expanding the sampled units to the State truck population level.

RELIABILITY OF ESTIMATES

There are two reasons why the estimates based on data from a sample will vary from the unknown population value: Sampling variability and nonsampling error. The accuracy of a survey result depends not only on the sampling variability and nonsampling errors measured, but also on the nonsampling errors not explicitly measured. The following is a description of the sampling variability and nonsampling errors associated with the estimates made from the sample selected for the 1982 TIUS.

Sampling variability—The particular sample selected in this survey is only one of a large number of similar samples of the same size which could have been selected using the same sample design. If all possible samples had been surveyed, under essentially the same conditions, an estimate of an unknown population characteristic or value could have been obtained from each. The different samples give rise to a whole range of estimates for the unknown population value. A statistical measure of the variability among these estimates is the standard deviation, which can be approximated from any one sample.

Sampling variability in these tables is given as the percent relative standard error of estimate (RSE). The RSE is the standard deviation divided by the estimate, and this is converted to percent RSE by multiplying by 100. Except for table 2, the RSE's (in percent) are given only for the top row of estimates and the left column of estimates. The procedure for approximating the RSE's (in percent) for the other estimates is covered in appendix B.

The estimate from a particular sample and the approximation of the standard deviation associated with the estimate can be used to construct interval estimates called confidence intervals. A confidence interval is an expression of how well an estimate from a particular sample represents an unknown population value. Associated with each interval is a percentage of confidence (most commonly 68, 90, or 95 percent), which is interpreted as follows. If, for each possible sample, an estimate of

an unknown population value and the approximate standard deviation were obtained, then:

1. For approximately 68 percent of the possible samples, the interval from one standard deviation below to one standard deviation above the estimate would include the unknown population value. We call this a 68-percent confidence interval.
2. For approximately 90 percent of the possible samples, the interval from 1.6 standard deviations below to 1.6 standard deviations above the estimate would include the unknown population value. We call this a 90-percent confidence interval.
3. For approximately 95 percent of the possible samples, the interval from two standard deviations below to two standard deviations above the estimate would include the unknown population value. We call this a 95-percent confidence interval.

Example of a confidence interval calculation:

Assume the number of furniture vans in table 2 is given as 117.4 thousand trucks with a relative standard error of 6.1 percent. Then the standard deviation is:

$$117.4 \times .061 = 7.16 \text{ thousand trucks}$$

Now, an approximate 90 percent confidence interval (the estimate, plus or minus 1.6 standard deviations) is 117.4 plus or minus 11.5, or 105.9 to 128.9 thousand trucks.

Nonsampling errors—All surveys and censuses are subject to nonsampling errors. Nonsampling errors can be attributed to many sources—The inability to obtain responses from all cases in the sample, the inability or unwillingness on the part of respondents to provide correct information, imputation for item nonresponse, response errors and bias, misinterpretation of questions, mistakes in recording or keying data, errors of collection or processing, and coverage problems because of differing registration practices and implementation in some of the States.

Explicit measures of the effects of these nonsampling errors are not available. However, most of the important operational and response errors were detected and corrected through an automated data edit designed to review the data for reasonableness and consistency and an intensive telephone followup. Quality control techniques were used to verify that operating procedures were carried out as specified.

Nearly all types of nonsampling errors that affect this survey would also occur in a complete census. Since surveys are conducted on a smaller scale than censuses, nonsampling errors can be controlled more tightly. Relatively more funds and effort can be expended toward eliciting responses, detecting and correcting response errors, and reducing processing errors. As a result, survey results can often be more accurate than census results.

Ninety percent of the questionnaires were returned, with an item nonresponse rate of not more than one percent for most of the major questions. For most estimates in these tables, total nonresponse is handled by allocating the unreturned questionnaires in proportion to the responses. For most categories in the tables, the item nonresponse (respondents not answering the item on the questionnaires) is shown on a separate line. For example, respondents who did not indicate the major use of their truck(s) are included in the "not reported" category. The number given represents the number of trucks not allocated to a particular major use. Users should exercise caution in allocating these trucks to the major uses, since the characteristics of item nonrespondents may differ significantly from those of the respondents.

For some questions, a response was generated to complete a blank on the questionnaire. Engine characteristics and body characteristics were frequently determined through analysis of the vehicle identification number (VIN) and charts based on manufacturer's specifications. All missing annual miles data were imputed based on information available about the truck's lifetime miles, its age, its vehicle type, its number of axles, its engine type, its area of operation, and its major use. Any biases introduced by the imputation and correction procedures are thought to be small.

ABBREVIATIONS AND SYMBOLS

The following abbreviations and symbols are used in this publication:

- Represents zero.
- (NA) Not available.
- (S) Withheld because estimate did not meet publication standards on the basis of either the response rate, associated standard error, or a consistency review.
- (Z) Represents less than 50 trucks, or 500,000 miles, or .05 percent, as appropriate for the data column.
- RSE Relative standard error.

Arkansas

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Publication Program

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*Available upon request from Economic Surveys Division, Transportation Branch, Bureau of the Census, Washington, D.C. 20233.

Table 1. Trucks—Comparative Summary: 1982 and Earlier Years

[Percent. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| 1982 | 1977 | 1972 | 1967 | 1982 | 1977 | 1972 | 1967 |
|---|------|------|------|---------------------------------------|------|------|------|
| MAJOR USE | | | | YEAR MODEL | | | |
| Agriculture | 11.0 | 22.6 | 28.6 | 28.1 | | | |
| Forestry and lumbering | 1.2 | 2.1 | 2.6 | 4.4 | | | |
| Mining and quarrying | .5 | .3 | (Z) | (Z) | | | |
| Construction | 7.1 | 6.1 | 5.1 | 5.4 | | | |
| Manufacturing | 1.5 | 1.2 | 1.4 | 1.3 | | | |
| Wholesale and retail trade | 5.4 | 7.6 | 7.4 | 7.5 | | | |
| For-hire transportation | 2.1 | .6 | 1.8 | 1.8 | | | |
| Utilities and service | 3.3 | 4.7 | 7.3 | 5.8 | | | |
| Personal transportation | 67.0 | 52.9 | 44.8 | 41.8 | | | |
| Other | 1.0 | 1.6 | .8 | 3.9 | | | |
| BODY TYPE | | | | VEHICLE ACQUISITION | | | |
| Pickup, panel, multistop, or walk-in ¹ | 89.1 | 88.7 | 80.2 | 75.1 | | | |
| Platform and catterlback | 3.6 | 5.8 | 11.5 | 12.8 | | | |
| Van | 2.6 | 1.8 | 3.5 | 2.1 | | | |
| Utility | .3 | .4 | (Z) | (Z) | | | |
| Pole or logging | .5 | .7 | .7 | 2.1 | | | |
| Dump | 1.0 | 1.1 | 1.1 | 1.1 | | | |
| Tank for liquids or dry bulk | .6 | .7 | .9 | 1.7 | | | |
| Other | 2.4 | .6 | 2.5 | 5.1 | | | |
| VEHICLE SIZE | | | | TRUCK FLEET SIZE | | | |
| Light | 90.7 | 88.6 | 85.0 | 80.1 | | | |
| Medium | 1.9 | 5.8 | 7.5 | 11.9 | | | |
| Light-heavy | 1.6 | 2.2 | 1.3 | 1.6 | | | |
| Heavy-heavy | 5.8 | 3.4 | 6.2 | 6.4 | | | |
| ANNUAL MILES² | | | | TRUCK TYPE⁴ | | | |
| Less than 5,000 | 26.1 | 22.9 | 27.1 | ³ (NA) | | | |
| 5,000 to 9,999 | 24.6 | 24.6 | 26.8 | ³ (NA) | | | |
| 10,000 to 19,999 | 34.6 | 39.2 | 28.8 | 30.0 | | | |
| 20,000 to 29,999 | 7.0 | 8.4 | 8.8 | 7.0 | | | |
| 30,000 miles or more | 7.7 | 4.9 | 8.4 | 7.8 | | | |
| | | | | RANGE OF OPERATION⁴ | | | |
| | | | | Local | | | |
| | | | | Short-range (Less than 201 miles) | | | |
| | | | | Long-range (201 miles or more) | | | |
| | | | | Off-the-road and not reported | | | |
| | | | | FUEL TYPE⁴ | | | |
| | | | | Gasoline | | | |
| | | | | Diesel and LPG | | | |
| | | | | Not reported | | | |

¹Vans similar to panel trucks are included in pickup, panel, multistop, or walk-in.

²Annual miles were imputed if not reported.

³For 1967 survey, data were presented for 'Less than 6,000 miles' (33.9 percent) and '6,000 to 9,999 miles' (21.3 percent).

⁴For 1967, data do not include panels and pickups.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1982

[Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Trucks and truck miles ¹ | | | Trucks and truck miles, excluding pickups, panels, utilities, and station wagons ¹ | | | Relative standard error of estimate (percent) for column-- | | | | | |
|--|-------------------------------------|------------------------|-------------------------------------|---|------------------------|-------------------------------------|--|-----|-----|-----|-----|-----|
| | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | A | B | C | D | E | F |
| | A | B | C | D | E | F | | | | | | |
| Total trucks | 539.6 | 6,718.7 | 12.5 | 59.6 | 1,688.4 | 28.3 | (Z) | 4 | 4 | 1 | 3 | 3 |
| MAJOR USE | | | | | | | | | | | | |
| Agriculture | 59.2 | 709.9 | 12.0 | 19.0 | 229.2 | 12.1 | 14 | 18 | 12 | 4 | 12 | 11 |
| Forestry and lumbering | 6.3 | 121.4 | 19.3 | 4.3 | 103.5 | 24.1 | 33 | 25 | 25 | 11 | 24 | 21 |
| Mining and quarrying | 2.7 | 83.1 | 30.5 | 7 | 11.5 | 15.6 | 73 | 86 | 14 | 28 | 39 | 28 |
| Construction | 38.2 | 785.3 | 20.6 | 7.7 | 114.6 | 15.0 | 19 | 27 | 18 | 8 | 13 | 11 |
| Manufacturing | 8.1 | 261.9 | 32.4 | 3.0 | 146.8 | 48.7 | 38 | 38 | 26 | 13 | 15 | 11 |
| Wholesale trade | 9.2 | 296.7 | 32.3 | 4.9 | 196.4 | 39.8 | 28 | 27 | 13 | 10 | 13 | 10 |
| Retail trade | 20.0 | 390.0 | 19.5 | 5.0 | 165.8 | 33.1 | 27 | 25 | 14 | 10 | 13 | 10 |
| For-hire transportation | 10.7 | 678.4 | 63.1 | 8.8 | 658.6 | 75.2 | 19 | 7 | 16 | 6 | 7 | 5 |
| Utilities | 4.3 | 67.9 | 15.8 | 2.1 | 22.4 | 10.6 | 37 | 53 | 27 | 16 | 19 | 10 |
| Services | 13.3 | 150.6 | 11.3 | 1.1 | 13.0 | 11.7 | 35 | 49 | 32 | 23 | 31 | 20 |
| Daily rental | .5 | 10.1 | 20.2 | .5 | 10.1 | 20.2 | 34 | 40 | 25 | 34 | 40 | 25 |
| Personal transportation | 361.6 | 3,123.7 | 8.6 | 1.0 | 3.8 | 3.9 | 4 | 7 | 6 | 23 | 35 | 25 |
| Other | 4.0 | 34.1 | 8.4 | .1 | 7.3 | 109.0 | 69 | 79 | 57 | 99 | 99 | (Z) |
| Not in use | 1.4 | .9 | .6 | 1.4 | .9 | .6 | 20 | 77 | 73 | 20 | 77 | 73 |
| Not reported | (Z) | 4.6 | 130.3 | (Z) | 4.6 | 130.3 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| BODY TYPE | | | | | | | | | | | | |
| Pickup | 415.8 | 4,422.1 | 10.6 | (Z) | (Z) | (Z) | 1 | 7 | 6 | (Z) | (Z) | (Z) |
| Panel or van | 29.9 | 353.5 | 11.8 | (Z) | (Z) | (Z) | 14 | 20 | 14 | (Z) | (Z) | (Z) |
| Utility | 32.2 | 221.7 | 6.9 | (Z) | (Z) | (Z) | 15 | 21 | 17 | (Z) | (Z) | (Z) |
| Station wagon | 2.2 | 33.0 | 15.0 | (Z) | (Z) | (Z) | 70 | 100 | 71 | (Z) | (Z) | (Z) |
| Multistop or walk-in | .6 | 8.2 | 13.1 | .6 | 8.2 | 13.1 | 30 | 38 | 24 | 30 | 38 | 24 |
| Platform with added devices | 2.1 | 22.1 | 10.4 | 2.1 | 22.1 | 10.4 | 16 | 25 | 19 | 16 | 25 | 19 |
| Low boy or depressed center | 1.6 | 24.0 | 15.2 | 1.6 | 24.0 | 15.2 | 18 | 28 | 22 | 18 | 28 | 22 |
| Basic platform | 14.7 | 181.8 | 12.3 | 14.7 | 181.8 | 12.3 | 5 | 11 | 10 | 5 | 11 | 10 |
| Livestock truck | 1.0 | 27.0 | 25.8 | 1.0 | 27.0 | 25.8 | 24 | 41 | 33 | 24 | 41 | 33 |
| Insulated nonrefrigerated van | .1 | 6.4 | 69.6 | .1 | 6.4 | 69.6 | 72 | 79 | 54 | 72 | 79 | 54 |
| Insulated refrigerated van | 4.0 | 393.3 | 98.1 | 4.0 | 393.3 | 98.1 | 10 | 10 | 5 | 10 | 10 | 5 |
| Drop-frame van | .5 | 25.0 | 50.2 | .5 | 25.0 | 50.2 | 29 | 35 | 25 | 29 | 35 | 25 |
| Open-top van | 1.6 | 33.3 | 21.4 | 1.6 | 33.3 | 21.4 | 18 | 32 | 27 | 18 | 32 | 27 |
| Basic enclosed van | 8.0 | 533.8 | 66.5 | 8.0 | 533.8 | 66.5 | 7 | 8 | 5 | 7 | 8 | 5 |
| Beverage | .9 | 15.1 | 16.8 | .9 | 15.1 | 16.8 | 25 | 34 | 24 | 25 | 34 | 24 |
| Public utility | 1.4 | 14.7 | 10.4 | 1.4 | 14.7 | 10.4 | 20 | 23 | 13 | 20 | 23 | 13 |
| Winch or crane | .4 | 3.9 | 9.2 | .4 | 3.9 | 9.2 | 36 | 70 | 59 | 36 | 70 | 59 |
| Wrecker | .6 | 3.8 | 6.5 | .6 | 3.8 | 6.5 | 31 | 41 | 26 | 31 | 41 | 26 |
| Pole or logging | 2.7 | 78.4 | 28.9 | 2.7 | 78.4 | 28.9 | 14 | 29 | 25 | 14 | 29 | 25 |
| Auto transport | .1 | 2.9 | 50.0 | .1 | 2.9 | 50.0 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| Service truck | 1.3 | 19.6 | 14.8 | 1.3 | 19.6 | 14.8 | 20 | 25 | 15 | 20 | 25 | 15 |
| Yard tractor | .1 | .1 | 1.1 | .1 | .1 | 1.1 | 60 | 75 | 63 | 60 | 75 | 63 |
| Oilfield truck | .3 | 2.7 | 9.5 | .3 | 2.7 | 9.5 | 44 | 53 | 30 | 44 | 53 | 30 |
| Cargo container chassis | .1 | 3.4 | 32.9 | .1 | 3.4 | 32.9 | 74 | 95 | 86 | 74 | 95 | 86 |
| Grain body | 6.5 | 79.6 | 12.2 | 6.5 | 79.6 | 12.2 | 9 | 18 | 16 | 9 | 18 | 16 |
| Garbage hauler | .8 | 18.2 | 22.6 | .8 | 18.2 | 22.6 | 27 | 46 | 35 | 27 | 46 | 35 |
| Dump truck | 5.5 | 78.0 | 14.2 | 5.5 | 78.0 | 14.2 | 10 | 17 | 13 | 10 | 17 | 13 |
| Tank truck (liquids or gases) | 2.5 | 76.4 | 31.0 | 2.5 | 76.4 | 31.0 | 15 | 18 | 13 | 15 | 18 | 13 |
| Tank truck (dry bulk) | .5 | 13.4 | 25.5 | .5 | 13.4 | 25.5 | 32 | 48 | 35 | 32 | 48 | 35 |
| Concrete mixer | 1.0 | 14.9 | 14.9 | 1.0 | 14.9 | 14.9 | 25 | 27 | 12 | 25 | 27 | 12 |
| Other | .5 | 8.4 | 17.0 | .5 | 8.4 | 17.0 | 33 | 65 | 55 | 33 | 65 | 55 |
| Not reported | .1 | (Z) | (Z) | .1 | (Z) | (Z) | 99 | (Z) | (Z) | 99 | (Z) | (Z) |
| ANNUAL MILES¹ | | | | | | | | | | | | |
| Less than 5,000 | 141.0 | 328.2 | 2.3 | 19.0 | 31.4 | 1.7 | 9 | 12 | -7 | 4 | 6 | 4 |
| 5,000 to 9,999 | 132.7 | 683.7 | 6.7 | 9.6 | 63.2 | 6.6 | 10 | 10 | 2 | 7 | 7 | 2 |
| 10,000 to 19,999 | 186.5 | 2,296.3 | 12.3 | 9.4 | 120.2 | 12.8 | 8 | 8 | 2 | 7 | 7 | 1 |
| 20,000 to 29,999 | 38.0 | 823.9 | 21.7 | 5.5 | 123.5 | 22.6 | 20 | 20 | 2 | 10 | 10 | 1 |
| 30,000 to 49,999 | 25.5 | 892.9 | 35.0 | 4.4 | 158.0 | 36.3 | 24 | 25 | 4 | 11 | 11 | 2 |
| 50,000 to 74,999 | 5.1 | 300.7 | 59.2 | 3.1 | 181.4 | 58.6 | 40 | 40 | 1 | 12 | 12 | 2 |
| 75,000 or more | 10.8 | 1,193.0 | 110.4 | 8.8 | 1,010.7 | 115.4 | 19 | 15 | 5 | 6 | 6 | 2 |
| RANGE OF OPERATION | | | | | | | | | | | | |
| Local | 403.4 | 4,078.7 | 10.1 | 31.8 | 396.5 | 12.5 | 3 | 6 | 5 | 3 | 8 | 7 |
| Short-range (Less than 201 miles) | 56.6 | 1,155.8 | 20.4 | 7.9 | 289.0 | 35.9 | 16 | 21 | 15 | 8 | 10 | 6 |
| Long-range (201 miles or more) | 14.3 | 1,000.3 | 69.7 | 10.0 | 947.0 | 94.3 | 18 | 6 | 15 | 5 | 5 | 3 |
| Off-the-road | 64.4 | 483.9 | 7.5 | 9.1 | 61.8 | 6.8 | 15 | 29 | 25 | 7 | 16 | 14 |
| Not reported | .9 | (Z) | (Z) | .9 | (Z) | (Z) | 25 | (Z) | (Z) | 25 | (Z) | (Z) |
| BASE OF OPERATION | | | | | | | | | | | | |
| Percentage of miles traveled outside base-of-operation | | | | | | | | | | | | |
| State | 396.3 | 4,275.1 | 10.8 | 40.1 | 566.6 | 14.1 | 3 | 6 | 6 | 2 | 6 | 6 |
| Less than 25 percent | 15.7 | 427.8 | 27.3 | 2.4 | 143.3 | 58.8 | 31 | 41 | 33 | 13 | 14 | 9 |
| 25 to 49 percent | 11.7 | 285.3 | 24.3 | 3.3 | 170.0 | 51.4 | 30 | 20 | 19 | 12 | 7 | 4 |
| 50 to 74 percent | 21.8 | 837.2 | 38.4 | 7.7 | 702.6 | 91.5 | 24 | 10 | 19 | 7 | 15 | 12 |
| 75 to 100 percent | 94.2 | 893.3 | 9.5 | 6.1 | 105.9 | 17.4 | 12 | 15 | 9 | 9 | 15 | 12 |
| Not reported | | | | | | | | | | | | |
| VEHICLE SIZE | | | | | | | | | | | | |
| Light | 489.3 | 5,121.3 | 10.5 | 9.3 | 91.1 | 9.8 | (Z) | 6 | 6 | 7 | 10 | 8 |
| Medium | 10.1 | 79.6 | 7.9 | 10.1 | 79.6 | 7.9 | 7 | 12 | 9 | 7 | 12 | 9 |
| Light-heavy | 8.9 | 88.6 | 10.0 | 8.9 | 88.6 | 10.0 | 7 | 16 | 13 | 7 | 16 | 13 |
| Heavy-heavy | 31.4 | 1,429.1 | 45.6 | 31.4 | 1,429.1 | 45.6 | 2 | 4 | 4 | 2 | 4 | 4 |

See footnotes at end of table.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1982—Con.

[Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Trucks and truck miles ¹ | | | Trucks and truck miles, excluding pickups, panels, utilities, and station wagons ¹ | | | Relative standard error of estimate (percent) for column— | | | | | |
|---|-------------------------------------|------------------------|-------------------------------------|---|------------------------|-------------------------------------|---|-----|-----|-----|-----|-----|
| | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | | | | | | |
| | A | B | C | D | E | F | A | B | C | D | E | F |
| AVERAGE WEIGHT (POUNDS) | | | | | | | | | | | | |
| Less than 6,001 | 461.1 | 4,718.9 | 10.2 | 2.6 | 17.9 | 6.8 | 1 | 6 | 6 | 14 | 20 | 14 |
| 6,001 to 10,000 | 28.2 | 402.4 | 14.3 | 6.7 | 73.2 | 10.9 | 21 | 30 | 19 | 8 | 12 | 9 |
| 10,001 to 14,000 | 4.1 | 29.9 | 7.3 | 4.1 | 29.9 | 7.3 | 11 | 19 | 15 | 11 | 19 | 15 |
| 14,001 to 16,000 | 2.4 | 18.0 | 7.7 | 2.4 | 18.0 | 7.7 | 15 | 28 | 23 | 15 | 28 | 23 |
| 16,001 to 19,500 | 3.6 | 31.7 | 8.7 | 3.6 | 31.7 | 8.7 | 12 | 18 | 13 | 12 | 18 | 13 |
| 19,501 to 26,000 | 8.8 | 88.6 | 10.1 | 8.8 | 88.6 | 10.1 | 7 | 16 | 13 | 7 | 16 | 13 |
| 26,001 to 33,000 | 3.5 | 35.0 | 10.0 | 3.5 | 35.0 | 10.0 | 12 | 25 | 21 | 12 | 25 | 21 |
| 33,001 to 40,000 | 2.6 | 47.6 | 18.5 | 2.6 | 47.6 | 18.5 | 14 | 22 | 18 | 14 | 22 | 18 |
| 40,001 to 50,000 | 5.3 | 97.7 | 18.3 | 5.3 | 97.7 | 18.3 | 10 | 15 | 12 | 10 | 15 | 12 |
| 50,001 to 60,000 | 4.3 | 178.0 | 41.1 | 4.3 | 178.0 | 41.1 | 10 | 14 | 11 | 10 | 14 | 11 |
| 60,001 to 80,000 | 15.6 | 1,068.4 | 68.7 | 15.6 | 1,068.4 | 68.7 | 7 | 5 | 4 | 4 | 5 | 4 |
| 80,001 to 100,000 | .1 | 2.3 | 25.3 | .1 | 2.3 | 25.3 | 42 | 71 | 31 | 72 | 71 | 31 |
| 100,001 to 130,000 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 130,001 or more | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| TOTAL LENGTH (FEET) | | | | | | | | | | | | |
| Less than 7.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7.0 to 9.9 | 3.2 | 30.5 | 9.5 | .1 | (Z) | .3 | 71 | 81 | 21 | 70 | 87 | 58 |
| 10.0 to 12.9 | 42.2 | 393.6 | 7.9 | .5 | 6.6 | 12.7 | 19 | 29 | 22 | 33 | 36 | 14 |
| 13.0 to 15.9 | 80.8 | 988.3 | 12.2 | 1.2 | 15.4 | 12.5 | 14 | 22 | 17 | 21 | 34 | 28 |
| 16.0 to 19.9 | 345.6 | 3,507.7 | 10.1 | 8.2 | 73.0 | 8.9 | 4 | 7 | 6 | 7 | 12 | 9 |
| 20.0 to 27.9 | 39.4 | 463.3 | 11.8 | 21.1 | 198.2 | 9.4 | 15 | 24 | 16 | 4 | 8 | 7 |
| 28.0 to 35.9 | 5.3 | 84.1 | 15.8 | 5.3 | 84.1 | 15.8 | 10 | 17 | 14 | 10 | 17 | 14 |
| 36.0 to 40.9 | 1.5 | 24.7 | 16.5 | 1.5 | 24.7 | 16.5 | 19 | 26 | 20 | 19 | 26 | 20 |
| 41.0 to 44.9 | 2.0 | 61.2 | 29.9 | 2.0 | 61.2 | 29.9 | 16 | 21 | 14 | 16 | 21 | 14 |
| 45.0 or more | 19.6 | 1,225.2 | 62.6 | 19.6 | 1,225.2 | 62.6 | 3 | 4 | 4 | 3 | 4 | 4 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| YEAR MODEL | | | | | | | | | | | | |
| 1983 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 1982 | 27.9 | 811.9 | 29.1 | 3.8 | 337.6 | 88.2 | 24 | 19 | 13 | 10 | 10 | 6 |
| 1981 | 27.3 | 655.6 | 24.0 | 3.3 | 229.6 | 69.6 | 25 | 22 | 14 | 12 | 13 | 8 |
| 1980 | 47.2 | 909.3 | 19.3 | 3.2 | 174.8 | 54.3 | 19 | 24 | 17 | 12 | 14 | 9 |
| 1979 | 45.8 | 747.8 | 16.3 | 5.4 | 218.9 | 40.8 | 18 | 17 | 10 | 10 | 13 | 10 |
| 1978 | 54.8 | 655.1 | 12.0 | 4.3 | 165.2 | 38.9 | 17 | 17 | 10 | 11 | 15 | 12 |
| 1977 | 48.3 | 608.7 | 12.6 | 3.8 | 117.1 | 30.4 | 18 | 19 | 11 | 12 | 17 | 13 |
| 1976 | 31.2 | 296.4 | 9.5 | 2.7 | 66.5 | 24.9 | 22 | 22 | 14 | 14 | 22 | 17 |
| 1975 | 29.1 | 294.4 | 10.1 | 2.8 | 54.2 | 19.1 | 23 | 29 | 19 | 14 | 21 | 16 |
| 1974 | 24.0 | 163.0 | 6.8 | 4.8 | 76.9 | 15.9 | 24 | 20 | 14 | 10 | 17 | 13 |
| 1973 | 35.4 | 339.9 | 9.6 | 5.1 | 93.9 | 18.6 | 21 | 22 | 12 | 10 | 25 | 23 |
| Pre-1973 | 168.6 | 1,236.5 | 7.3 | 20.4 | 153.7 | 7.5 | 8 | 14 | 11 | 4 | 11 | 10 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| VEHICLE ACQUISITION | | | | | | | | | | | | |
| Purchased new | 222.3 | 3,623.8 | 16.3 | 25.4 | 1,053.6 | 41.5 | 7 | 9 | 7 | 4 | 5 | 4 |
| Purchased used | 299.3 | 2,791.1 | 9.3 | 30.4 | 477.0 | 15.7 | 5 | 7 | 6 | 3 | 8 | 7 |
| Leased from someone else | 7.5 | 206.8 | 27.5 | 2.5 | 130.3 | 53.0 | 40 | 24 | 22 | 14 | 17 | 13 |
| Not reported | 10.5 | 97.0 | 9.2 | 1.4 | 27.4 | 19.2 | 39 | 41 | 23 | 19 | 28 | 21 |
| LEASE CHARACTERISTICS² | | | | | | | | | | | | |
| Leased without driver | 3.3 | 146.9 | 44.8 | 2.2 | 121.6 | 55.7 | 35 | 23 | 19 | 15 | 18 | 13 |
| Leased with driver | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Leased with owner-operator | 2.2 | 46.6 | 21.0 | .2 | 15.3 | 67.4 | 90 | 70 | 27 | 51 | 56 | 29 |
| Provisions of lease | 7.4 | 201.4 | 27.4 | 2.3 | 124.9 | 54.7 | 41 | 25 | 22 | 15 | 17 | 13 |
| Financing (no maintenance) | 5.0 | 168.5 | 33.5 | 1.9 | 111.8 | 57.6 | 46 | 27 | 24 | 16 | 19 | 12 |
| Financing (full maintenance) | 2.3 | 32.8 | 14.3 | .3 | 13.0 | 41.9 | 87 | 64 | 31 | 42 | 53 | 39 |
| Other | (Z) | .1 | 2.5 | (Z) | .1 | 2.5 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| OPERATOR CLASSIFICATION | | | | | | | | | | | | |
| Not for hire: | | | | | | | | | | | | |
| Private owner or individual | 529.8 | 6,003.3 | 11.3 | 49.8 | 973.1 | 19.5 | (Z) | 5 | 5 | 1 | 5 | 5 |
| For hire: | | | | | | | | | | | | |
| Motor carrier | 9.8 | 715.3 | 72.7 | 9.8 | 715.3 | 72.7 | 6 | 6 | 5 | 6 | 6 | 5 |
| Owner-operator | 5.8 | 530.5 | 91.6 | 5.8 | 530.5 | 91.6 | 8 | 8 | 5 | 8 | 8 | 5 |
| Daily rental | 3.5 | 169.8 | 48.8 | 3.5 | 169.8 | 48.8 | 11 | 14 | 10 | 11 | 14 | 10 |
| Mixed—for hire/not for hire | .5 | 10.1 | 20.2 | .5 | 10.1 | 20.2 | 34 | 40 | 25 | 34 | 40 | 25 |
| | .1 | 4.9 | 70.1 | .1 | 4.9 | 70.1 | 70 | 89 | 55 | 70 | 89 | 55 |
| For-hire interstate | 5.8 | 585.3 | 101.8 | 5.8 | 585.3 | 101.8 | 7 | 8 | 4 | 7 | 8 | 4 |
| Exempt carrier | 2.5 | 100.5 | 40.7 | 2.5 | 100.5 | 40.7 | 15 | 19 | 14 | 15 | 19 | 14 |
| Contract carrier | 1.0 | 34.8 | 33.4 | 1.0 | 34.8 | 33.4 | 23 | 32 | 23 | 23 | 32 | 23 |
| Common carrier | 6.0 | 501.4 | 83.6 | 6.0 | 501.4 | 83.6 | 8 | 8 | 5 | 8 | 8 | 5 |
| For-hire intrastate | 1.5 | 64.8 | 44.0 | 1.5 | 64.8 | 44.0 | 19 | 25 | 17 | 19 | 25 | 17 |
| For-hire local | 2.1 | 55.6 | 26.2 | 2.1 | 55.6 | 26.2 | 16 | 21 | 15 | 16 | 21 | 15 |

See footnotes at end of table.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1982—Con.

[Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Trucks and truck miles ¹ | | | Trucks and truck miles, excluding pickups, panels, utilities, and station wagons ¹ | | | Relative standard error of estimate (percent) for column— | | | | | |
|---|-------------------------------------|------------------------|-------------------------------------|---|------------------------|-------------------------------------|---|-----|-----|-----|-----|-----|
| | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | A | B | C | D | E | F |
| | A | B | C | D | E | F | | | | | | |
| PRODUCTS CARRIED | | | | | | | | | | | | |
| Farm products..... | 25.0 | 352.5 | 14.1 | 16.0 | 258.4 | 16.2 | 17 | 15 | 11 | 5 | 12 | 10 |
| Live animals..... | 16.8 | 261.7 | 15.6 | 1.7 | 38.9 | 22.2 | 32 | 40 | 28 | 18 | 30 | 24 |
| Mining products..... | .4 | 13.1 | 31.9 | .4 | 13.1 | 31.9 | 36 | 43 | 28 | 36 | 43 | 28 |
| Logs and other forest products..... | 5.3 | 104.7 | 19.6 | 3.4 | 86.8 | 25.9 | 38 | 28 | 28 | 13 | 27 | 23 |
| Lumber and fabricated wood products..... | 1.7 | 48.9 | 29.4 | 1.7 | 48.9 | 29.4 | 18 | 27 | 21 | 18 | 27 | 21 |
| Processed foods..... | 8.1 | 384.9 | 47.4 | 6.0 | 375.8 | 62.4 | 25 | 10 | 23 | 9 | 10 | 7 |
| Textile mill products..... | 1.2 | 13.3 | 10.9 | .1 | 4.6 | 35.8 | 90 | 70 | 32 | 59 | 73 | 57 |
| Building materials..... | 10.2 | 131.1 | 12.9 | 6.2 | 100.3 | 16.1 | 28 | 25 | 21 | 9 | 14 | 11 |
| Household goods..... | .4 | 8.7 | 19.3 | .4 | 8.7 | 19.3 | 34 | 41 | 27 | 34 | 41 | 27 |
| Furniture or hardware..... | 3.5 | 50.9 | 14.4 | .4 | 26.6 | 60.4 | 65 | 44 | 32 | 32 | 34 | 22 |
| Paper products..... | .6 | 23.4 | 38.7 | .6 | 23.4 | 38.7 | 30 | 38 | 29 | 30 | 38 | 29 |
| Chemicals..... | 3.6 | 94.2 | 26.0 | 1.6 | 34.1 | 21.7 | 56 | 64 | 12 | 18 | 26 | 21 |
| Petroleum..... | 1.5 | 33.5 | 21.8 | 1.5 | 33.5 | 21.8 | 19 | 24 | 16 | 19 | 24 | 16 |
| Plastics and/or rubber..... | .2 | 14.6 | 71.7 | .2 | 14.6 | 71.7 | 52 | 67 | 41 | 52 | 67 | 41 |
| Primary metal products..... | 8.5 | 250.0 | 29.4 | .5 | 13.3 | 24.7 | 47 | 70 | 52 | 31 | 37 | 28 |
| Fabricated metal products..... | 1.4 | 28.9 | 20.2 | 1.4 | 28.9 | 20.2 | 20 | 30 | 23 | 20 | 30 | 23 |
| Machinery..... | 4.6 | 72.2 | 15.6 | 2.6 | 58.2 | 21.4 | 44 | 29 | 26 | 14 | 23 | 20 |
| Transportation equipment..... | 5.3 | 74.4 | 13.9 | 1.3 | 23.8 | 18.3 | 53 | 52 | 22 | 20 | 27 | 18 |
| Scrap, refuse, or garbage..... | 8.0 | 116.9 | 14.6 | 2.0 | 36.6 | 18.0 | 43 | 49 | 29 | 17 | 30 | 25 |
| Mixed cargoes..... | 4.4 | 392.1 | 88.3 | 4.4 | 392.1 | 88.3 | 9 | 10 | 5 | 9 | 10 | 5 |
| Craftsman's equipment..... | 29.4 | 457.5 | 15.6 | 2.7 | 39.2 | 14.3 | 23 | 26 | 13 | 14 | 18 | 13 |
| Personal transportation..... | 357.7 | 3,099.7 | 8.7 | 1.0 | 3.8 | 3.7 | 4 | 7 | 6 | 23 | 34 | 26 |
| No load carried..... | 34.9 | 640.7 | 18.4 | 1.6 | 23.1 | 14.6 | 22 | 28 | 16 | 18 | 35 | 30 |
| Not in use..... | 1.2 | 1.0 | .8 | 1.2 | 1.0 | .8 | 21 | 69 | 65 | 21 | 69 | 65 |
| Other..... | 5.4 | 49.7 | 9.2 | .3 | 2.7 | 8.7 | 56 | 64 | 21 | 44 | 58 | 35 |
| Not reported..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| HAZARDOUS MATERIALS CARRIED | | | | | | | | | | | | |
| Hazardous materials carried..... | 5.4 | 427.6 | 78.9 | 5.4 | 427.6 | 78.9 | 9 | 9 | 6 | 9 | 9 | 6 |
| Less than 25 percent of time..... | 3.5 | 368.4 | 104.6 | 3.5 | 368.4 | 104.6 | 10 | 10 | 4 | 10 | 10 | 4 |
| 25 to 49 percent of time..... | 1.2 | 30.7 | 24.7 | 1.2 | 30.7 | 24.7 | 21 | 29 | 21 | 21 | 29 | 21 |
| 50 to 74 percent of time..... | .3 | 21.6 | 68.8 | .3 | 21.6 | 68.8 | 36 | 37 | 19 | 36 | 37 | 19 |
| 75 to 100 percent of time..... | .3 | 7.0 | 20.4 | .3 | 7.0 | 20.4 | 41 | 49 | 31 | 41 | 49 | 31 |
| No percent reported..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Types of hazardous materials ² | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Flammables or combustibles..... | 4.7 | 391.2 | 82.8 | 4.7 | 391.2 | 82.8 | 9 | 9 | 6 | 9 | 9 | 6 |
| Acids, poisons, caustics, etc..... | 2.9 | 309.9 | 105.2 | 2.9 | 309.9 | 105.2 | 11 | 11 | 6 | 11 | 11 | 6 |
| Explosives..... | .2 | 1.4 | 8.8 | .2 | 1.4 | 8.8 | 59 | 58 | 23 | 59 | 58 | 23 |
| Radioactive materials..... | .2 | 7.8 | 48.8 | .2 | 7.8 | 48.8 | 59 | 86 | 54 | 59 | 86 | 54 |
| Hazardous waste..... | (Z) | 5.3 | 150.4 | (Z) | 5.3 | 150.4 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| Hazardous materials not listed above..... | .1 | 6.1 | 65.6 | .1 | 6.1 | 65.6 | 72 | 78 | 52 | 72 | 78 | 52 |
| Not reported..... | .1 | .7 | 12.0 | .1 | .7 | 12.0 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| No hazardous materials carried..... | 320.2 | 4,540.3 | 14.2 | 50.9 | 1,212.2 | 23.8 | 5 | 7 | 6 | 1 | 4 | 4 |
| Not reported..... | 214.0 | 1,750.8 | 8.2 | 3.3 | 48.6 | 14.5 | 7 | 9 | 6 | 13 | 23 | 20 |
| TRUCK FLEET SIZE³ | | | | | | | | | | | | |
| 1..... | 426.6 | 4,250.1 | 10.0 | 19.8 | 334.4 | 16.9 | 3 | 6 | 5 | 4 | 8 | 7 |
| 2 to 5..... | 68.4 | 905.2 | 13.2 | 15.4 | 237.6 | 15.4 | 14 | 16 | 9 | 5 | 12 | 11 |
| 6 to 19..... | 24.8 | 594.2 | 24.0 | 10.8 | 227.4 | 21.0 | 21 | 33 | 23 | 6 | 10 | 9 |
| 20 or more..... | 19.8 | 969.1 | 49.0 | 13.6 | 888.9 | 65.5 | 17 | 7 | 13 | 5 | 6 | 4 |
| MILES PER GALLON | | | | | | | | | | | | |
| Less than 5..... | 10.8 | 463.4 | 43.0 | 10.8 | 463.4 | 43.0 | 6 | 9 | 8 | 6 | 9 | 8 |
| 5 to 6.9..... | 30.6 | 1,032.7 | 33.7 | 22.7 | 971.0 | 42.8 | 13 | 6 | 11 | 4 | 5 | 4 |
| 7 to 8.9..... | 33.9 | 389.8 | 11.5 | 10.6 | 111.3 | 10.5 | 19 | 24 | 14 | 7 | 12 | 10 |
| 9 to 11.9..... | 103.1 | 1,009.4 | 9.8 | 8.1 | 77.1 | 9.5 | 12 | 16 | 11 | 7 | 13 | 10 |
| 12 to 14.9..... | 97.7 | 1,009.4 | 10.3 | 2.1 | 14.7 | 7.2 | 12 | 21 | 17 | 16 | 22 | 15 |
| 15 to 19.9..... | 126.3 | 1,431.2 | 11.3 | .3 | 4.7 | 16.3 | 11 | 15 | 11 | 44 | 65 | 48 |
| 20 or more..... | 56.6 | 705.3 | 12.5 | .1 | .9 | 15.0 | 17 | 23 | 15 | 99 | 99 | 99 |
| Not reported..... | 80.7 | 677.4 | 8.4 | 5.0 | 45.3 | 9.0 | 14 | 16 | 9 | 10 | 18 | 15 |
| EQUIPMENT TYPE | | | | | | | | | | | | |
| Transmission..... | 539.6 | 6,718.7 | 12.5 | 59.6 | 1,688.4 | 28.3 | (Z) | 4 | 4 | 1 | 3 | 3 |
| Manual..... | 259.1 | 3,532.4 | 13.6 | 53.9 | 1,603.4 | 29.8 | 6 | 7 | 6 | 1 | 3 | 3 |
| Automatic..... | 267.1 | 3,050.9 | 11.4 | 2.6 | 50.0 | 19.2 | 6 | 9 | 7 | 15 | 21 | 15 |
| Not reported..... | 13.4 | 135.3 | 10.1 | 3.2 | 35.0 | 11.1 | 32 | 33 | 11 | 13 | 19 | 13 |
| Braking system..... | 539.6 | 6,718.7 | 12.5 | 59.6 | 1,688.4 | 28.3 | (Z) | 4 | 4 | 1 | 3 | 3 |
| Hydraulic..... | 13.4 | 103.8 | 7.7 | 12.4 | 100.1 | 8.1 | 5 | 8 | 6 | 10 | 8 | 8 |
| Hydraulic (power)..... | 494.5 | 5,158.6 | 10.4 | 16.2 | 150.5 | 9.3 | (Z) | 6 | 6 | 5 | 9 | 7 |
| Air..... | 27.3 | 1,396.8 | 51.2 | 27.3 | 1,396.8 | 51.2 | 2 | 4 | 4 | 2 | 4 | 4 |
| Not reported..... | 4.4 | 59.5 | 13.6 | 3.7 | 41.0 | 11.1 | 11 | 26 | 23 | 12 | 18 | 14 |
| Power steering ² | 302.4 | 4,043.2 | 13.4 | 26.7 | 719.9 | 27.0 | 5 | 7 | 6 | 3 | 6 | 6 |
| Air conditioning ² | 248.8 | 4,116.9 | 16.5 | 15.1 | 1,103.3 | 73.2 | 6 | 7 | 6 | 4 | 5 | 4 |
| Engine retarder ² | 1.5 | 126.9 | 84.7 | 1.5 | 126.9 | 84.7 | 16 | 18 | 11 | 16 | 18 | 11 |
| Reflective materials ² | 4.2 | 176.8 | 41.7 | 4.1 | 163.6 | 39.6 | 11 | 19 | 16 | 11 | 19 | 15 |
| FUEL CONSERVATION EQUIPMENT² | | | | | | | | | | | | |
| Aerodynamic features..... | 4.8 | 529.0 | 109.9 | 4.8 | 529.0 | 109.9 | 8 | 8 | 3 | 8 | 8 | 3 |
| Axle or drive ratio..... | 11.2 | 808.2 | 72.4 | 11.1 | 795.0 | 71.5 | 6 | 6 | 5 | 6 | 6 | 5 |
| Fuel economy engine..... | 11.4 | 944.8 | 82.8 | 11.4 | 944.8 | 82.8 | 5 | 5 | 3 | 5 | 5 | 3 |
| Radial tires..... | 181.9 | 3,281.0 | 18.0 | 15.3 | 1,056.3 | 68.9 | 8 | 9 | 7 | 4 | 5 | 4 |
| Road speed governor..... | 14.9 | 476.7 | 32.0 | 14.9 | 476.7 | 32.0 | 5 | 8 | 7 | 5 | 8 | 7 |
| Variable fan drives..... | 10.8 | 917.7 | 84.9 | 10.8 | 917.7 | 84.9 | 5 | 6 | 4 | 5 | 6 | 4 |
| Other fuel conservation devices..... | 2.5 | 276.1 | 112.2 | 2.5 | 276.1 | 112.2 | 12 | 12 | 5 | 12 | 12 | 5 |
| Not reported..... | 342.8 | 3,110.5 | 9.1 | 29.4 | 305.0 | 10.4 | 4 | 8 | 6 | 3 | 9 | 8 |

See footnotes at end of table.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1982—Con.

[Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Trucks and truck miles ¹ | | | Trucks and truck miles, excluding pickups, panels, utilities, and station wagons ¹ | | | Relative standard error of estimate (percent) for column— | | | | | |
|---|-------------------------------------|------------------------|-------------------------------------|---|------------------------|-------------------------------------|---|-----|-----|-----|-----|-----|
| | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | A | B | C | D | E | F |
| | A | B | C | D | E | F | | | | | | |
| MAINTENANCE | | | | | | | | | | | | |
| General maintenance: | | | | | | | | | | | | |
| Owner | 344.6 | 3,743.9 | 10.9 | 24.5 | 385.1 | 15.7 | 4 | 8 | 7 | 4 | 9 | 8 |
| Company's maintenance facilities | 30.1 | 1,094.5 | 36.4 | 19.9 | 937.3 | 47.2 | 14 | 8 | 9 | 4 | 6 | 5 |
| Dealership's service department | 46.9 | 788.0 | 16.8 | 4.2 | 125.1 | 30.1 | 18 | 18 | 8 | 11 | 15 | 11 |
| Leasing company | 1.7 | 196.5 | 81.7 | 1.7 | 136.5 | 81.7 | 15 | 15 | 8 | 15 | 15 | 8 |
| Independent garage | 135.2 | 1,455.6 | 10.8 | 10.3 | 229.1 | 22.3 | 10 | 12 | 8 | 7 | 11 | 9 |
| Component distributorship | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Other | 4 | 12.0 | 32.0 | .4 | 12.0 | 32.0 | 38 | 47 | 32 | 38 | 47 | 32 |
| Not reported | 31.5 | 413.1 | 13.1 | 4.5 | 64.9 | 14.6 | 22 | 34 | 26 | 11 | 19 | 16 |
| Major overhauls: | | | | | | | | | | | | |
| Owner | 74.4 | 948.4 | 12.7 | 8.3 | 134.1 | 16.1 | 14 | 23 | 19 | 8 | 15 | 13 |
| Company's maintenance facilities | 20.5 | 765.3 | 37.4 | 12.3 | 659.0 | 53.7 | 19 | 10 | 13 | 6 | 7 | 6 |
| Dealership's service department | 41.7 | 729.9 | 17.5 | 5.6 | 234.5 | 41.6 | 19 | 18 | 10 | 9 | 14 | 11 |
| Leasing company | .6 | 34.1 | 56.0 | .6 | 34.1 | 56.0 | 28 | 32 | 21 | 28 | 32 | 21 |
| Independent garage | 92.9 | 1,220.5 | 13.1 | 11.4 | 286.2 | 25.3 | 12 | 16 | 11 | 6 | 10 | 8 |
| Component distributorship | .3 | 11.2 | 42.9 | .3 | 11.2 | 42.9 | 46 | 51 | 26 | 46 | 51 | 26 |
| Other | 4.2 | 30.3 | 7.1 | .3 | 3.2 | 12.0 | 66 | 64 | 9 | 45 | 78 | 71 |
| Not reported | 310.3 | 3,131.8 | 10.1 | 23.1 | 438.0 | 19.0 | 5 | 7 | 6 | 4 | 8 | 7 |
| ENGINE TYPE AND SIZE | | | | | | | | | | | | |
| Engine | 539.6 | 6,718.7 | 12.5 | 59.6 | 1,688.4 | 28.3 | (Z) | 4 | 4 | 1 | 3 | 3 |
| Gasoline | 507.2 | 5,212.2 | 10.3 | 35.1 | 282.1 | 8.0 | 1 | 6 | 6 | 2 | 6 | 5 |
| Diesel | 27.2 | 1,446.5 | 53.3 | 23.2 | 1,389.9 | 60.0 | 11 | 5 | 8 | 2 | 4 | 3 |
| LPG or other | 3.2 | 47.1 | 14.8 | 1.2 | 15.8 | 13.1 | 63 | 68 | 15 | 22 | 48 | 42 |
| Not reported | 2.1 | 12.9 | 6.1 | .1 | .6 | 5.3 | 95 | 95 | 1 | 70 | 70 | (Z) |
| Cylinders | 539.6 | 6,718.7 | 12.5 | 59.6 | 1,688.4 | 28.3 | (Z) | 4 | 4 | 1 | 3 | 3 |
| 4 | 54.5 | 490.9 | 9.0 | .2 | 4.9 | 20.1 | 17 | 24 | 16 | 45 | 56 | 37 |
| 6 | 144.0 | 2,461.4 | 17.1 | 24.5 | 1,271.5 | 51.9 | 9 | 8 | 7 | 3 | 4 | 4 |
| 8 | 337.2 | 3,742.1 | 11.1 | 34.1 | 406.7 | 11.9 | 4 | 8 | 7 | 2 | 6 | 6 |
| Other | .1 | 2.3 | 40.0 | .1 | 2.3 | 40.0 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| Not reported | 3.8 | 21.9 | 5.8 | .7 | 2.9 | 4.1 | 60 | 64 | 6 | 28 | 42 | 31 |
| Cubic inch displacement | 537.5 | 6,705.8 | 12.5 | 59.5 | 1,687.8 | 28.4 | (Z) | 5 | 4 | 1 | 3 | 3 |
| Gasoline engines | 507.2 | 5,212.2 | 10.3 | 35.1 | 282.1 | 8.0 | 1 | 6 | 6 | 2 | 6 | 5 |
| Less than 200 | 40.0 | 390.6 | 9.8 | .1 | (Z) | .3 | 21 | 29 | 19 | 99 | 99 | (Z) |
| 200 to 299 | 88.8 | 814.2 | 9.2 | 4.6 | 23.7 | 5.1 | 13 | 17 | 11 | 11 | 30 | 28 |
| 300 to 349 | 96.3 | 1,021.8 | 10.6 | 5.8 | 33.5 | 5.8 | 12 | 16 | 10 | 9 | 15 | 12 |
| 350 to 399 | 191.8 | 2,190.4 | 11.4 | 17.2 | 152.6 | 8.9 | 8 | 13 | 10 | 4 | 7 | 5 |
| 400 or more | 31.1 | 308.5 | 9.9 | 4.9 | 57.7 | 11.7 | 22 | 24 | 11 | 10 | 19 | 15 |
| Not reported | 59.2 | 486.7 | 8.2 | 2.5 | 14.5 | 5.9 | 16 | 27 | 21 | 15 | 27 | 23 |
| Diesel engines | 27.2 | 1,446.5 | 53.3 | 23.2 | 1,389.9 | 60.0 | 11 | 5 | 8 | 2 | 4 | 3 |
| Less than 400 | 5.0 | 87.2 | 17.3 | 1.1 | 30.6 | 28.6 | 56 | 48 | 15 | 22 | 35 | 24 |
| 400 to 599 | 3.7 | 111.7 | 30.0 | 3.7 | 111.7 | 30.0 | 11 | 16 | 12 | 11 | 16 | 12 |
| 600 to 799 | 5.1 | 197.3 | 38.9 | 5.1 | 197.3 | 38.9 | 10 | 12 | 9 | 10 | 12 | 9 |
| 800 or more | 12.5 | 1,034.2 | 82.7 | 12.5 | 1,034.2 | 82.7 | 5 | 5 | 4 | 5 | 5 | 4 |
| Not reported | .8 | 16.0 | 20.0 | .8 | 16.0 | 20.0 | 25 | 33 | 27 | 25 | 33 | 27 |
| Other engines | 3.2 | 47.1 | 14.8 | 1.2 | 15.8 | 13.1 | 63 | 68 | 15 | 22 | 48 | 42 |
| Less than 400 | 3.0 | 45.1 | 15.3 | 1.0 | 13.8 | 14.3 | 68 | 71 | 14 | 24 | 54 | 47 |
| 400 or more | .2 | 1.9 | 10.2 | .2 | 1.9 | 10.2 | 57 | 66 | 67 | 57 | 66 | 67 |
| Not reported | .1 | .1 | 2.0 | .1 | .1 | 2.0 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| Horsepower | 537.5 | 6,705.8 | 12.5 | 59.5 | 1,687.8 | 28.4 | (Z) | 5 | 4 | 1 | 3 | 3 |
| Gasoline engines | 507.2 | 5,212.2 | 10.3 | 35.1 | 282.1 | 8.0 | 1 | 6 | 6 | 2 | 6 | 5 |
| Less than 100 | 31.7 | 291.2 | 9.2 | .1 | .1 | .5 | 24 | 35 | 25 | 70 | 71 | 10 |
| 100 to 199 | 359.7 | 3,853.1 | 10.7 | 22.3 | 164.9 | 7.4 | 4 | 8 | 7 | 4 | 8 | 7 |
| 200 to 249 | 46.0 | 439.1 | 9.5 | 9.7 | 92.8 | 9.6 | 17 | 19 | 9 | 7 | 12 | 10 |
| 250 or more | 12.6 | 147.3 | 11.7 | .6 | 9.7 | 15.5 | 38 | 40 | 14 | 30 | 41 | 28 |
| Not reported | 57.2 | 481.5 | 8.4 | 2.5 | 14.5 | 5.9 | 17 | 28 | 21 | 15 | 27 | 23 |
| Diesel engines | 27.2 | 1,446.5 | 53.3 | 23.2 | 1,389.9 | 60.0 | 11 | 5 | 8 | 2 | 4 | 3 |
| Less than 250 | 11.6 | 282.1 | 24.4 | 7.6 | 225.5 | 29.8 | 25 | 17 | 12 | 8 | 11 | 7 |
| 250 to 349 | 10.9 | 736.7 | 67.9 | 10.9 | 736.7 | 67.9 | 5 | 7 | 5 | 5 | 7 | 5 |
| 350 to 449 | .6 | 373.4 | 102.6 | 3.6 | 373.4 | 102.6 | 10 | 11 | 5 | 10 | 11 | 5 |
| 450 or more | 3.5 | 42.5 | 94.4 | .5 | 42.5 | 94.4 | 31 | 34 | 18 | 31 | 34 | 18 |
| Not reported | .7 | 11.8 | 17.8 | .7 | 11.8 | 17.8 | 28 | 40 | 33 | 28 | 40 | 33 |
| Other engines | 3.2 | 47.1 | 14.8 | 1.2 | 15.8 | 13.1 | 63 | 68 | 15 | 22 | 48 | 42 |
| Less than 250 | 3.1 | 46.8 | 15.2 | 1.1 | 15.4 | 14.2 | 65 | 69 | 14 | 23 | 49 | 43 |
| 250 or more | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Not reported | .1 | .3 | 2.8 | .1 | .3 | 2.8 | 70 | 73 | 19 | 70 | 73 | 19 |
| TRUCK TYPE AND AXLE ARRANGEMENT | | | | | | | | | | | | |
| Single-unit trucks | 516.3 | 5,407.9 | 10.5 | 36.3 | 377.7 | 10.4 | (Z) | 5 | 5 | 2 | 6 | 5 |
| 2 axles | 509.7 | 5,312.2 | 10.4 | 29.8 | 282.0 | 9.5 | (Z) | 6 | 6 | 2 | 7 | 6 |
| 3 axles | 5.4 | 70.4 | 13.1 | 5.4 | 70.4 | 13.1 | 10 | 16 | 12 | 10 | 16 | 12 |
| 4 axles or more | 1.1 | 25.3 | 22.4 | 1.1 | 25.3 | 22.4 | 23 | 30 | 19 | 23 | 30 | 19 |
| Combinations | 23.4 | 1,310.7 | 56.1 | 23.4 | 1,310.7 | 56.1 | 3 | 4 | 4 | 3 | 4 | 4 |
| Single-unit truck with trailer | 3.3 | 70.1 | 21.4 | 3.3 | 70.1 | 21.4 | 13 | 32 | 30 | 13 | 32 | 30 |
| 3 axles | .1 | .2 | 1.5 | .1 | .2 | 1.5 | 70 | 75 | 22 | 70 | 75 | 22 |
| 4 axles | 1.8 | 12.9 | 7.2 | 1.8 | 12.9 | 7.2 | 18 | 27 | 21 | 18 | 27 | 21 |
| 5 axles or more | 1.4 | 57.1 | 42.2 | 1.4 | 57.1 | 42.2 | 20 | 39 | 33 | 20 | 39 | 33 |
| Truck-tractor with single trailer | 20.0 | 1,238.9 | 62.0 | 20.0 | 1,238.9 | 62.0 | 3 | 4 | 4 | 3 | 4 | 4 |
| 3 axles | 1.0 | 24.0 | 23.6 | 1.0 | 24.0 | 23.6 | 23 | 35 | 27 | 23 | 35 | 27 |
| 4 axles | 4.1 | 111.4 | 27.5 | 4.1 | 111.4 | 27.5 | 11 | 17 | 14 | 11 | 17 | 14 |
| 5 axles or more | 14.9 | 1,103.6 | 74.0 | 14.9 | 1,103.6 | 74.0 | 4 | 5 | 4 | 4 | 5 | 4 |
| Truck-tractor with double trailers | .1 | 1.7 | 16.2 | .1 | 1.7 | 16.2 | 74 | 75 | 5 | 74 | 75 | 5 |
| 5 axles | (Z) | .5 | 14.2 | (Z) | .5 | 14.2 | 99 | 99 | (Z) | 99 | 99 | (Z) |
| 6 axles | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 axles or more | .1 | 1.2 | 17.3 | .1 | 1.2 | 17.3 | 99 | 99 | (Z) | 99 | 99 | (Z) |

See footnotes at end of table.

Table 2. Trucks, Truck Miles, and Average Annual Miles: 1982—Con.

[Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Trucks and truck miles ¹ | | | Trucks and truck miles, excluding pickups, panels, utilities, and station wagons ¹ | | | Relative standard error of estimate (percent) for column— | | | | | |
|---|-------------------------------------|------------------------|-------------------------------------|---|------------------------|-------------------------------------|---|-----|-----|-----|-----|-----|
| | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | Trucks (thousands) | Truck miles (millions) | Average miles per truck (thousands) | A | B | C | D | E | F |
| | A | B | C | D | E | F | | | | | | |
| TRUCK TYPE AND AXLE ARRANGEMENT—Con. | | | | | | | | | | | | |
| Truck-tractor with triple trailers..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 axes..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 8 axes or more..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Trailer not specified..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Powered axles..... | 539.6 | 6,718.7 | 12.5 | 59.6 | 1,688.4 | 28.3 | (Z) | 4 | 4 | 1 | 3 | 3 |
| 1..... | 438.7 | 4,735.4 | 10.8 | 39.3 | 505.7 | 12.9 | 2 | 6 | 6 | 2 | 6 | 6 |
| 2..... | 91.5 | 1,871.2 | 20.5 | 17.4 | 1,098.4 | 63.0 | 11 | 9 | 8 | 3 | 5 | 4 |
| 3 or more..... | .8 | 26.7 | 34.6 | .6 | 25.8 | 43.1 | 25 | 32 | 25 | 27 | 33 | 24 |
| Not reported..... | 8.7 | 85.4 | 9.8 | 2.3 | 58.5 | 25.5 | 34 | 25 | 25 | 16 | 26 | 21 |
| CAB TYPE⁴ | | | | | | | | | | | | |
| Cab forward of engine..... | 1.0 | 14.9 | 14.3 | 1.0 | 14.9 | 14.3 | 22 | 40 | 36 | 22 | 40 | 36 |
| Cab over engine..... | 11.8 | 866.3 | 73.4 | 11.7 | 866.1 | 73.7 | 5 | 6 | 4 | 5 | 6 | 4 |
| Short-hood conventional..... | 11.7 | 248.1 | 21.2 | 11.6 | 247.1 | 21.3 | 6 | 11 | 9 | 6 | 11 | 9 |
| Medium-hood conventional..... | 23.0 | 361.9 | 15.7 | 22.7 | 360.9 | 15.9 | 4 | 9 | 8 | 4 | 9 | 8 |
| Long-hood conventional..... | 5.4 | 119.0 | 21.8 | 5.3 | 117.5 | 22.2 | 10 | 16 | 14 | 10 | 17 | 14 |
| Cab beside engine..... | .1 | .7 | 5.8 | .1 | .7 | 5.8 | 70 | 87 | 52 | 70 | 87 | 52 |
| Other..... | 3.6 | 49.0 | 13.4 | 2.7 | 33.4 | 12.5 | 12 | 30 | 28 | 14 | 20 | 15 |
| Not reported..... | 482.9 | 5,058.8 | 10.5 | 4.5 | 47.9 | 10.7 | (Z) | 6 | 6 | 11 | 17 | 13 |
| PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS | | | | | | | | | | | | |
| Total..... | 480.0 | 5,030.3 | 10.5 | (Z) | (Z) | (Z) | (Z) | 6 | 6 | (Z) | (Z) | (Z) |
| Pickups..... | 415.8 | 4,422.1 | 10.6 | (Z) | (Z) | (Z) | (Z) | 7 | 6 | (Z) | (Z) | (Z) |
| Panels or vans..... | 29.9 | 353.5 | 11.8 | (Z) | (Z) | (Z) | 14 | 20 | 14 | (Z) | (Z) | (Z) |
| Utilities..... | 32.2 | 221.7 | 6.9 | (Z) | (Z) | (Z) | 15 | 21 | 17 | (Z) | (Z) | (Z) |
| Station wagons..... | 2.2 | 33.0 | 15.0 | (Z) | (Z) | (Z) | 70 | 100 | 71 | (Z) | (Z) | (Z) |
| Driving wheels..... | 478.3 | 5,022.3 | 10.5 | (Z) | (Z) | (Z) | (Z) | 6 | 6 | (Z) | (Z) | (Z) |
| 4-wheel drive..... | 77.8 | 792.4 | 10.2 | (Z) | (Z) | (Z) | 14 | 19 | 13 | (Z) | (Z) | (Z) |
| 2-wheel drive..... | 392.3 | 4,147.4 | 10.6 | (Z) | (Z) | (Z) | 3 | 7 | 7 | (Z) | (Z) | (Z) |
| Front-wheel drive..... | 8.2 | 82.5 | 10.1 | (Z) | (Z) | (Z) | 46 | 50 | 22 | (Z) | (Z) | (Z) |

¹When no response was obtained for annual miles, data were imputed.
²Detail does not add to totals because items were not applicable or multiple responses were possible.
³When no response was obtained, one truck was imputed based on body type of sampled vehicle.
⁴Pickups, panels, and vans are not included.

Table 3. Trucks by Major Use: 1982

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| | Vehicular and operational characteristics | Total | Major use | | | | | | |
|---|---|-------|-------------|------------------------|----------------------|--------------|---------------|-----------------|--------------|
| | | | Agriculture | Forestry and lumbering | Mining and quarrying | Construction | Manufacturing | Wholesale trade | Retail trade |
| 1 | Total | 539.6 | 59.2 | 6.3 | (S) 73.3 | 38.2 | 8.1 | 9.2 | 20.0 |
| 2 | Relative standard error (percent) .. | (Z) | 14.3 | 32.5 | | 18.9 | 37.5 | 27.9 | 26.6 |
| BODY TYPE | | | | | | | | | |
| 3 | Pickup | 415.8 | 38.0 | (S) | (S) | 23.9 | (S) | (S) | 13.9 |
| 4 | Panel or van | 29.9 | (Z) | (S) | (S) | 4.4 | (S) | (S) | (S) |
| 5 | Utility | 32.2 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 6 | Station wagon | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 7 | Multistop or walk-in | .6 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 8 | Platform with added devices | 2.1 | .9 | (S) | (S) | .4 | (S) | (S) | (S) |
| 9 | Low boy or depressed center | 1.6 | .4 | (S) | (S) | .6 | (S) | (S) | .4 |
| 10 | Basic platform | 14.7 | 7.2 | (S) | (S) | 1.8 | (S) | (S) | (S) |
| 11 | Livestock truck | 1.0 | 1.0 | (S) | (S) | (S) | (S) | (S) | (S) |
| 12 | Insulated nonrefrigerated van | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 13 | Insulated refrigerated van | 4.0 | .3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 14 | Drop-frame van | .5 | .5 | (S) | (S) | (S) | (S) | (S) | (S) |
| 15 | Open-top van | 1.6 | .3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 16 | Basic enclosed van | 8.1 | .9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 17 | Beverage | .9 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 18 | Public utility | 1.4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 19 | Winch or crane | .4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 20 | Wrecker | .6 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 21 | Pole or logging | 2.7 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 22 | Auto transport | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 23 | Service truck | 1.3 | (Z) | (S) | (S) | .7 | (S) | (S) | (S) |
| 24 | Yard tractor | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 25 | Oilfield truck | .3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 26 | Cargo container chassis | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 27 | Grain body | 6.5 | 6.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 28 | Garbage hauler | .8 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 29 | Dump truck | 5.5 | .9 | (S) | (S) | 2.7 | (S) | (S) | (S) |
| 30 | Tank truck (liquids or gases) | 2.5 | .3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 31 | Tank truck (dry bulk) | .5 | .4 | (S) | (S) | (S) | (S) | (S) | (S) |
| 32 | Concrete mixer | 1.0 | .4 | (S) | (S) | 1.6 | (S) | (S) | (S) |
| 33 | Other | .5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 34 | Not reported | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| ANNUAL MILES¹ | | | | | | | | | |
| 35 | Less than 5,000 | 141.0 | 19.6 | 1.1 | (S) | 1.7 | (S) | (S) | 1.0 |
| 36 | 5,000 to 9,999 | 132.7 | 11.1 | (S) | (S) | 3.1 | (S) | (S) | (S) |
| 37 | 10,000 to 19,999 | 186.5 | 18.4 | .9 | (S) | 18.2 | (S) | (S) | 7.1 |
| 38 | 20,000 to 29,999 | 38.0 | (S) | .3 | (S) | 9.2 | (S) | (S) | (S) |
| 39 | 30,000 to 49,999 | 25.5 | (S) | .5 | (S) | (S) | (S) | (S) | (S) |
| 40 | 50,000 to 74,999 | 5.1 | .8 | .4 | (S) | (S) | (S) | (S) | .3 |
| 41 | 75,000 or more | 10.8 | .8 | .3 | (S) | (S) | (S) | (S) | 1.0 |
| RANGE OF OPERATION | | | | | | | | | |
| 42 | Local | 403.4 | 41.4 | 4.5 | (S) | 26.4 | (S) | 5.3 | 11.6 |
| 43 | Short-range (Less than 201 miles) | 56.6 | (S) | .9 | (S) | 10.1 | (S) | 2.8 | (S) |
| 44 | Long-range (201 miles or more) | 14.3 | .9 | (S) | (S) | .4 | 1.2 | (S) | 1.3 |
| 45 | Off-the-road | 64.4 | 13.1 | .8 | (S) | 1.2 | (S) | (S) | (S) |
| 46 | Not reported | .9 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| BASE OF OPERATION | | | | | | | | | |
| Percentage of miles traveled outside base-of-operation State: | | | | | | | | | |
| 47 | Less than 25 percent | 396.3 | 49.9 | 5.3 | (S) | 29.9 | 6.3 | 7.5 | 16.9 |
| 48 | 25 to 49 percent | 15.7 | (S) | (S) | (S) | (S) | 4.4 | (S) | (S) |
| 49 | 50 to 74 percent | 11.7 | .6 | (S) | (S) | (S) | 5.5 | (S) | (S) |
| 50 | 75 to 100 percent | 21.8 | (S) | .7 | (S) | (S) | .6 | (S) | (S) |
| 51 | Not reported | 94.2 | 1.6 | .7 | (S) | (S) | .3 | .4 | .5 |
| VEHICLE SIZE | | | | | | | | | |
| 52 | Light | 489.3 | 42.2 | (S) | (S) | 32.1 | (S) | 5.3 | 16.1 |
| 53 | Medium | 10.1 | 3.7 | .7 | (S) | 1.3 | .4 | .6 | 1.0 |
| 54 | Light-heavy | 8.9 | 4.0 | .8 | (S) | .8 | .3 | .9 | 1.3 |
| 55 | Heavy-heavy | 31.4 | 9.3 | 2.6 | (S) | 4.0 | 2.1 | 2.5 | 1.7 |
| AVERAGE WEIGHT (POUNDS) | | | | | | | | | |
| 56 | Less than 6,001 | 461.1 | 32.5 | (S) | (S) | 28.7 | (S) | (S) | 15.5 |
| 57 | 6,001 to 10,000 | 28.2 | 9.7 | .3 | (S) | 3.5 | (S) | (S) | .5 |
| 58 | 10,001 to 14,000 | 4.1 | 1.3 | .3 | (S) | .4 | (S) | (S) | .6 |
| 59 | 14,001 to 16,000 | 2.4 | .9 | (S) | (S) | .3 | (S) | (S) | (S) |
| 60 | 16,001 to 19,500 | 3.6 | 1.5 | .2 | (S) | .6 | (S) | (S) | .2 |
| 61 | 19,501 to 26,000 | 8.8 | 3.9 | .6 | (S) | .8 | (S) | .8 | 1.3 |
| 62 | 26,001 to 33,000 | 3.5 | 2.0 | .4 | (S) | (S) | (S) | (S) | (S) |
| 63 | 33,001 to 40,000 | 2.6 | .8 | (S) | (S) | (S) | (S) | (S) | (S) |
| 64 | 40,001 to 50,000 | 5.3 | 1.6 | (S) | (S) | 1.5 | (S) | (S) | (S) |
| 65 | 50,001 to 60,000 | 4.3 | 1.3 | .4 | (S) | .4 | (S) | (S) | 1.0 |
| 66 | 60,001 to 80,000 | 15.6 | 3.7 | 1.4 | (S) | 1.3 | 1.1 | 1.1 | .4 |
| 67 | 80,001 to 100,000 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 68 | 100,001 to 130,000 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 69 | 130,001 or more | (Z) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 70 | Not reported | (Z) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |

See footnotes at end of table.

Major use—Con.

| For-hire transportation | Utilities | Services | Daily rental | Personal transportation | Other | Not in use | Not reported | Relative standard error of estimate (percent) for total | |
|-------------------------|-------------|--------------|--------------|-------------------------|-------------|-------------|--------------|---|--------|
| 10.7 19.2 | 4.3 36.6 | 13.3 35.1 | 5 33.7 | 361.6 3.6 | (5) 69.4 | 1.4 19.6 | (5) 98.6 | (Z) (Z) | 1 2 |
| | | | | 314.0 | | | | 7 | 3 |
| | | | | 20.0 | | | | 13.6 | 4 |
| | | | | 25.6 | | | | 15.4 | 5 |
| | | | | | | | | 70.0 | 6 |
| | | | | | | | | 29.6 | 7 |
| | | | | | | | | 15.7 | 8 |
| | | | | | | | | 18.4 | 9 |
| | | | | | | | | 5.3 | 10 |
| | | | | | | | | 23.4 | 11 |
| | | | | | | | | 72.0 | 12 |
| | | | | | | | | 9.8 | 13 |
| | | | | | | | | 29.4 | 14 |
| | | | | | | | | 18.2 | 15 |
| | | | | | | | | 7.0 | 16 |
| | | | | | | | | 25.1 | 17 |
| | | | | | | | | 19.5 | 18 |
| | | | | | | | | 35.7 | 19 |
| | | | | | | | | 31.2 | 20 |
| | | | | | | | | 14.0 | 21 |
| | | | | | | | | 99.1 | 22 |
| | | | | | | | | 20.3 | 23 |
| | | | | | | | | 60.1 | 24 |
| | | | | | | | | 44.2 | 25 |
| | | | | | | | | 73.4 | 26 |
| | | | | | | | | 8.7 | 27 |
| | | | | | | | | 27.4 | 28 |
| | | | | | | | | 9.6 | 29 |
| | | | | | | | | 14.7 | 30 |
| | | | | | | | | 32.0 | 31 |
| | | | | | | | | 24.6 | 32 |
| | | | | | | | | 33.1 | 33 |
| | | | | | | | | 99.1 | 34 |
| | | | | | | | | 9.2 | 35 |
| | | | | | | | | 9.9 | 36 |
| | | | | | | | | 7.8 | 37 |
| | | | | | | | | 19.6 | 38 |
| | | | | | | | | 24.1 | 39 |
| | | | | | | | | 39.8 | 40 |
| | | | | | | | | 19.0 | 41 |
| | | | | | | | | 3.1 | 42 |
| | | | | | | | | 16.0 | 43 |
| | | | | | | | | 17.9 | 44 |
| | | | | | | | | 14.6 | 45 |
| | | | | | | | | 24.7 | 46 |
| | | | | | | | | 3.3 | 47 |
| | | | | | | | | 30.6 | 48 |
| | | | | | | | | 30.2 | 49 |
| | | | | | | | | 23.9 | 50 |
| | | | | | | | | 12.3 | 51 |
| | | | | | | | | 6.5 | 52 |
| | | | | | | | | 7.2 | 53 |
| | | | | | | | | 2.2 | 54 |
| | | | | | | | | 1.3 | 55 |
| | | | | | | | | 21.4 | 56 |
| | | | | | | | | 11.2 | 57 |
| | | | | | | | | 14.5 | 58 |
| | | | | | | | | 11.9 | 59 |
| | | | | | | | | 7.2 | 60 |
| | | | | | | | | 12.2 | 61 |
| | | | | | | | | 14.2 | 62 |
| | | | | | | | | 9.7 | 63 |
| | | | | | | | | 10.4 | 64 |
| | | | | | | | | 3.9 | 65 |
| | | | | | | | | 72.0 | 66 |
| | | | | | | | | 9.8 | 67 |
| | | | | | | | | 9.8 | 68 |
| | | | | | | | | 9.8 | 69 |
| | | | | | | | | 9.8 | 70 |

Table 3. Trucks by Major Use: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Major use | | | | | | |
|---|-------|-------------|------------------------|----------------------|--------------|---------------|-----------------|--------------|
| | | Agriculture | Forestry and lumbering | Mining and quarrying | Construction | Manufacturing | Wholesale trade | Retail trade |
| TOTAL LENGTH (FEET) | | | | | | | | |
| 1 Less than 7.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 2 7.0 to 9.9 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 3 10.0 to 12.9 | 42.2 | 9.3 | 27.3 | 25.0 | 5.1 | 1.5 | 11.7 | 2.3 |
| 4 13.0 to 15.9 | 80.8 | 27.3 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 5 16.0 to 19.9 | 345.6 | 27.3 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 6 20.0 to 27.9 | 39.4 | 12.6 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 7 28.0 to 35.9 | 5.3 | 2.2 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 8 36.0 to 40.9 | 1.5 | .5 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 9 41.0 to 44.9 | 2.0 | .5 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 10 45.0 or more | 19.6 | 4.7 | 1.4 | 1.1 | 1.5 | 1.6 | 11.7 | 2.3 |
| 11 Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| YEAR MODEL | | | | | | | | |
| 12 1983 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 13 1982 | 27.9 | 10.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 14 1981 | 27.3 | 9.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 15 1980 | 47.2 | 9.9 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 16 1979 | 45.8 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 17 1978 | 54.8 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 18 1977 | 48.3 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 19 1976 | 31.2 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 20 1975 | 29.1 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 21 1974 | 24.0 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 22 1973 | 35.4 | 1.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 23 Pre-1973 | 168.6 | 16.5 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 24 Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| VEHICLE ACQUISITION | | | | | | | | |
| 25 Purchased new | 222.3 | 29.5 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 26 Purchased used | 299.3 | 29.0 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 27 Leased from someone else | 7.5 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 28 Not reported | 10.5 | .4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| LEASE CHARACTERISTICS² | | | | | | | | |
| 29 Leased without driver | 3.3 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 30 Leased with driver | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 31 Leased with owner-operator | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 32 Provisions of lease | 7.4 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 33 Financing (no maintenance) | 5.0 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 34 Financing (full maintenance) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 35 Other | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| OPERATOR CLASSIFICATION | | | | | | | | |
| 36 Not for hire: | | | | | | | | |
| Private owner or individual | 529.8 | 58.9 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 | 6.2 |
| 37 For hire | 9.8 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 38 Motor carrier | 5.8 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 39 Owner-operator | 3.5 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 40 Daily rental | .5 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 41 Mixed—for hire/not for hire | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 42 For-hire interstate | 5.8 | .1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 43 Exempt carrier | 2.5 | .9 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 44 Contract carrier | 1.0 | .9 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 45 Common carrier | 6.0 | .9 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 46 For-hire intrastate | 1.5 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 47 For-hire local | 2.1 | .3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| PRODUCTS CARRIED | | | | | | | | |
| 48 Farm products | 25.0 | 22.1 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 49 Live animals | 16.8 | 14.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 50 Mining products | .4 | .4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 51 Logs and other forest products | 5.3 | 5.3 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 52 Lumber and fabricated wood products | 1.7 | 1.7 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 53 Processed foods | 8.1 | .8 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 54 Textile mill products | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 55 Building materials | 10.2 | 10.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 56 Household goods | .4 | .4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 57 Furniture or hardware | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 58 Paper products | .6 | .6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 59 Chemicals | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 60 Petroleum | 1.5 | 1.5 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 61 Plastics and/or rubber | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 62 Primary metal products | 8.5 | 8.5 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 63 Fabricated metal products | 1.4 | 1.4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 64 Machinery, elect or nonelect | 4.6 | 4.6 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 65 Transportation equipment | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 66 Scrap, refuse, or garbage | 8.0 | 8.0 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 67 Mixed cargoes | 4.4 | 4.4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 68 Craftsman's equipment | 29.4 | 29.4 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 69 Personal transportation | 357.7 | 357.7 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 70 No load carried | 34.9 | 34.9 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 71 Not in use | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 | 1.2 |
| 72 Other | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 73 Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

See footnotes at end of table.

Table 3. Trucks by Major Use: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Major use | | | | | | |
|--|-------|-------------|------------------------|----------------------|--------------|---------------|-----------------|--------------|
| | | Agriculture | Forestry and lumbering | Mining and quarrying | Construction | Manufacturing | Wholesale trade | Retail trade |
| HAZARDOUS MATERIALS CARRIED | | | | | | | | |
| 1 Hazardous materials carried | 5.4 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 2 Less than 25 percent of time | 3.5 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 3 25 to 49 percent of time | 1.2 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 4 50 to 74 percent of time | .3 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 5 75 to 100 percent of time | .3 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 6 No percent reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 Types of hazardous materials | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 8 Flammables or combustibles | 4.7 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 9 Acids, poisons, caustics, etc. | 2.9 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 10 Explosives | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 11 Radioactive materials | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 12 Hazardous waste | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 13 Hazardous materials not listed above .. | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 14 Not reported | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 15 No hazardous materials carried | 320.2 | 57.7 | 6.2 | (S) | 35.7 | 7.5 | 8.5 | 19.0 |
| 16 Not reported | 214.0 | 1.5 | (S) | (S) | (S) | (S) | (S) | .3 |
| TRUCK FLEET SIZE³ | | | | | | | | |
| 17 1 | 426.6 | 34.5 | (S) | (S) | 19.7 | (S) | (S) | 14.7 |
| 18 2 to 5 | 68.4 | 18.2 | 1.1 | (S) | 9.4 | (S) | (S) | 1.2 |
| 19 6 to 19 | 24.8 | 5.2 | .7 | (S) | 7.6 | (S) | (S) | (S) |
| 20 20 or more | 19.8 | 1.3 | .6 | .3 | 1.4 | 1.2 | 1.8 | 1.5 |
| MILES PER GALLON | | | | | | | | |
| 21 Less than 5 | 10.8 | 2.6 | .8 | (S) | 1.2 | (S) | (S) | (S) |
| 22 5 to 6.9 | 30.6 | 8.5 | 1.9 | (S) | 4.7 | (S) | (S) | 2.2 |
| 23 7 to 8.9 | 33.9 | 11.9 | .6 | (S) | 2.6 | (S) | 1.9 | 2.2 |
| 24 9 to 11.9 | 103.1 | 14.1 | .6 | (S) | 6.5 | (S) | (S) | 1.2 |
| 25 12 to 14.9 | 97.7 | 6.9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 26 15 to 19.9 | 126.3 | (S) | (S) | (S) | 9.1 | (S) | (S) | (S) |
| 27 20 or more | 56.6 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 28 Not reported | 80.7 | 7.1 | (S) | (S) | (S) | (S) | (S) | 8.0 |
| EQUIPMENT TYPE | | | | | | | | |
| 29 Transmission | 539.6 | 59.2 | 6.3 | (S) | 38.2 | 8.1 | 9.2 | 20.0 |
| 30 Manual | 259.1 | 27.6 | 4.0 | (S) | 20.3 | 2.6 | 6.1 | 15.5 |
| 31 Automatic | 267.1 | 30.3 | (S) | (S) | 17.6 | (S) | (S) | (S) |
| 32 Not reported | 13.4 | 1.3 | (S) | (S) | .3 | (S) | (S) | (S) |
| 33 Braking system | 539.6 | 59.2 | 6.3 | (S) | 38.2 | 8.1 | 9.2 | 20.0 |
| 34 Hydraulic | 13.4 | 4.7 | 1.1 | (S) | 1.8 | (S) | 1.1 | 1.2 |
| 35 Hydraulic (power) | 494.5 | 46.0 | (S) | (S) | 32.8 | (S) | 5.4 | 16.9 |
| 36 Air | 27.3 | 7.2 | 2.2 | (S) | 3.1 | 2.1 | 2.4 | 1.6 |
| 37 Not reported | 4.4 | 1.4 | (S) | (S) | .5 | (S) | .3 | .2 |
| 38 Power steering ² | 302.4 | 41.7 | 4.2 | (S) | 24.9 | 6.9 | 4.2 | 12.6 |
| 39 Air conditioning ² | 248.8 | 32.6 | (S) | (S) | 18.3 | 6.5 | 5.8 | 9.5 |
| 40 Engine retarder ² | 1.5 | (S) | (S) | (S) | (S) | .2 | (S) | (S) |
| 41 Reflective materials ² | 4.2 | 1.4 | .5 | (S) | .5 | .3 | .4 | (S) |
| FUEL CONSERVATION EQUIPMENT² | | | | | | | | |
| 42 Aerodynamic features | 4.8 | (Z) | (S) | (S) | (S) | .5 | .2 | .3 |
| 43 Axle or drive ratio | 11.2 | 2.4 | .3 | (S) | .8 | .8 | .9 | 1.3 |
| 44 Fuel economy engine | 11.4 | 1.5 | .9 | (S) | .8 | 1.1 | 1.1 | 1.7 |
| 45 Radial tires | 181.9 | 15.8 | (S) | (S) | 13.3 | (S) | 3.1 | 11.9 |
| 46 Road speed governor | 14.9 | 4.1 | 1.2 | (S) | 2.2 | 1.2 | 1.3 | .9 |
| 47 Variable fan drives | 10.8 | 1.1 | .4 | (S) | .9 | 1.1 | 1.4 | 1.0 |
| 48 Other fuel conservation devices | 2.5 | (Z) | (Z) | (S) | (S) | (S) | .3 | (S) |
| 49 Not reported | 342.8 | 38.8 | 2.1 | (S) | 22.6 | (S) | 4.7 | 7.4 |
| MAINTENANCE | | | | | | | | |
| General maintenance: | | | | | | | | |
| 50 Owner | 344.6 | 37.6 | 4.4 | (S) | 24.3 | (S) | (S) | 7.3 |
| 51 Company's maintenance facilities | 30.1 | 3.6 | 1.2 | (S) | 5.0 | 1.6 | 2.0 | (S) |
| 52 Dealership's service department | 46.9 | (S) | (S) | (S) | (S) | (S) | .7 | (S) |
| 53 Leasing company | 1.7 | (S) | (S) | (S) | (S) | .3 | .3 | .8 |
| 54 Independent garage | 135.2 | 16.8 | .6 | (S) | 10.3 | (S) | 3.6 | 6.5 |
| 55 Component distributorship | (Z) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 56 Other | .4 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 57 Not reported | 31.5 | 1.7 | .3 | (S) | (S) | (S) | .3 | .2 |
| Major overhauls: | | | | | | | | |
| 58 Owner | 74.4 | 9.3 | 1.0 | (S) | (S) | (S) | (S) | (S) |
| 59 Company's maintenance facilities | 20.5 | 2.0 | .4 | (S) | 1.8 | .7 | 1.3 | (S) |
| 60 Dealership's service department | 41.7 | 7.1 | .7 | (S) | (S) | .4 | .9 | (S) |
| 61 Leasing company | .8 | (S) | (S) | (S) | (S) | .3 | .3 | (S) |
| 62 Independent garage | 92.9 | 10.6 | (S) | (S) | 10.5 | (S) | (S) | 1.0 |
| 63 Component distributorship | .3 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 64 Other | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 65 Not reported | 310.3 | 30.6 | 1.5 | .4 | 18.0 | (S) | 4.0 | 9.3 |

See footnotes at end of table.

Major use—Con.

| For-hire transportation | Utilities | Services | Daily rental | Personal transportation | Other | Not in use | Not reported | Relative standard error of estimate (percent) for total | |
|-------------------------|-----------|----------|--------------|-------------------------|-------|------------|--------------|---|----|
| 3.5 | | | | | | | | 8.6 | 1 |
| 3.4 | | | | | | | | 10.1 | 2 |
| | | | | | | | | 21.2 | 3 |
| | | | | | | | | 36.0 | 4 |
| | | | | | | | | 41.1 | 5 |
| | | | | | | | | (Z) | 6 |
| | | | | | | | | (Z) | 7 |
| 2.3 | | | | | | | | 9.1 | 8 |
| 2.5 | | | | | | | | 10.7 | 9 |
| | | | | | | | | 59.0 | 10 |
| | | | | | | | | 59.0 | 11 |
| | | | | | | | | 98.6 | 12 |
| | | | | | | | | 72.0 | 13 |
| | | | | | | | | 99.1 | 14 |
| 7.2 | 4.2 | 13.2 | 1.4 | 152.8 | | 1.0 | | 4.7 | 15 |
| (5) | | | | 208.8 | | .4 | | 7.0 | 16 |
| | | | | | | | | | |
| 2.1 | | 10.7 | | 326.0 | | | | 2.5 | 17 |
| 1.1 | | | | 33.6 | | | | 13.5 | 18 |
| 1.5 | | | | (5) | | | | 21.1 | 19 |
| 6.0 | | | | | | | | 16.5 | 20 |
| | | | | | | | | | |
| 2.8 | | | | | | | | 6.1 | 21 |
| 5.2 | | | | | | | | 13.2 | 22 |
| (4) | | | | | | | | 19.1 | 23 |
| | | | | | | | | 11.6 | 24 |
| | | | | | | | | 12.1 | 25 |
| | | | | | | | | | |
| | | | | | | | | 10.5 | 26 |
| | | | | | | | | 17.2 | 27 |
| | | | | | | | | 13.6 | 28 |
| | | | | | | | | | |
| 10.7 | | 13.3 | | 361.6 | | 1.4 | | (Z) | 29 |
| 8.5 | | 10.1 | | 159.4 | | 1.0 | | 5.7 | 30 |
| | | | | 191.9 | | | | 5.6 | 31 |
| | | | | 10.3 | | .4 | | 31.7 | 32 |
| | | | | | | | | | |
| 10.7 | | 13.3 | | 361.6 | | 1.4 | | (Z) | 33 |
| | | 1.2 | | 359.7 | | 3.4 | | 5.3 | 34 |
| | | 12.5 | | | | 5.4 | | .2 | 35 |
| | | | | | | 5.7 | | 2.3 | 36 |
| | | | | | | .7 | | 10.8 | 37 |
| | | | | | | | | 4.9 | 38 |
| 4.1 | | 7.6 | | 191.3 | | | | 6.0 | 39 |
| 7.3 | | | | 157.2 | | | | 16.4 | 40 |
| .7 | | | | | | | | 10.9 | 41 |
| .3 | | | | | | | | | |
| | | | | | | | | | |
| 3.6 | | | | | | | | 8.3 | 42 |
| 4.2 | | | | | | | | 5.6 | 43 |
| 4.5 | | | | | | | | 5.0 | 44 |
| 7.1 | | | | 117.2 | | | | 7.9 | 45 |
| 2.9 | | | | (5) | | | | 5.2 | 46 |
| | | | | | | | | | |
| 4.5 | | | | | | | | 5.4 | 47 |
| 2.0 | | | | | | | | 12.1 | 48 |
| 1.6 | | | | 244.3 | | | | 4.2 | 49 |
| | | | | | | | | | |
| | | | | | | | | | |
| 3.1 | | 9.5 | | 248.4 | | | | 4.1 | 50 |
| 6.9 | | | | (5) | | | | 14.3 | 51 |
| 5.5 | | | | 27.5 | | | | 17.9 | 52 |
| 1.0 | | | | | | | | 15.3 | 53 |
| | | | | 83.2 | | | | 9.6 | 54 |
| | | | | | | | | | |
| | | | | | | | | (Z) | 55 |
| | | | | | | | | 38.4 | 56 |
| | | | | 25.1 | | | | 22.4 | 57 |
| | | | | | | | | | |
| | | | | 53.3 | | | | 13.8 | 58 |
| | | | | (5) | | | | 18.7 | 59 |
| | | | | 19.1 | | | | 19.3 | 60 |
| | | | | (Z) | | | | 28.4 | 61 |
| | | | | 53.1 | | | | 12.2 | 62 |
| | | | | | | | | | |
| | | | | | | | | 45.9 | 63 |
| | | | | (Z) | | | | 66.2 | 64 |
| | | | | 231.0 | | | | 4.8 | 65 |

Table 3. Trucks by Major Use: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| | Vehicular and operational characteristics | Total | Major use | | | | | | |
|--|---|-------|-------------|------------------------|----------------------|--------------|---------------|-----------------|--------------|
| | | | Agriculture | Forestry and lumbering | Mining and quarrying | Construction | Manufacturing | Wholesale trade | Retail trade |
| ENGINE TYPE AND SIZE | | | | | | | | | |
| 1 | Engine | 539.6 | 59.2 | 6.3 | (S) | 38.2 | 8.1 | 9.2 | 20.0 |
| 2 | Gasoline | 507.2 | 54.8 | 4.5 | (S) | 33.4 | 6.3 | 6.3 | 17.9 |
| 3 | Diesel | 27.2 | 4.2 | 1.8 | (Z) | 4.7 | 1.8 | 2.8 | 1.7 |
| 4 | LP gas or other | (S) | (S) | (Z) | (Z) | (S) | (Z) | (S) | .5 |
| 5 | Not reported | (S) | (Z) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) |
| 6 | Cylinders | 539.6 | 59.2 | 6.3 | (S) | 38.2 | 8.1 | 9.2 | 20.0 |
| 7 | 4 | 54.5 | (S) | (Z) | (S) | (S) | (S) | (S) | (S) |
| 8 | 6 | 144.0 | 12.2 | 2.0 | (S) | 6.1 | (S) | (S) | 6.6 |
| 9 | 8 | 337.2 | 44.7 | 4.2 | (S) | 28.0 | (S) | (S) | 9.1 |
| 10 | Other | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 11 | Not reported | (S) | .3 | (S) | (S) | (S) | (S) | (Z) | (S) |
| 12 | Cubic inch displacement | 537.5 | 59.2 | 6.3 | (S) | 38.1 | 8.1 | 9.2 | 20.0 |
| 13 | Gasoline engines | 507.2 | 54.8 | 4.5 | (S) | 33.4 | 6.3 | 6.3 | 17.9 |
| 14 | Less than 200 | 40.0 | (S) | (Z) | (S) | (S) | (S) | (S) | (S) |
| 15 | 200 to 299 | 88.8 | 6.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 16 | 300 to 349 | 96.3 | 10.4 | 1.5 | (S) | 9.1 | (S) | (S) | (S) |
| 17 | 350 to 399 | 191.8 | 25.1 | 1.5 | (S) | 13.4 | (S) | (S) | 5.7 |
| 18 | 400 or more | 31.1 | 8.3 | 5.5 | (S) | .9 | (S) | (S) | .2 |
| 19 | Not reported | 59.1 | (S) | (S) | (S) | .3 | (S) | (S) | (S) |
| 20 | Diesel engines | 27.2 | 4.2 | 1.8 | (S) | 4.7 | 1.8 | 2.8 | 1.7 |
| 21 | Less than 400 | (S) | .3 | (S) | (S) | (S) | (Z) | (S) | (S) |
| 22 | 400 to 599 | 3.7 | .8 | .3 | (S) | .7 | (S) | (S) | (S) |
| 23 | 600 to 799 | 5.1 | 1.1 | .4 | (S) | 1.1 | 1.4 | 1.8 | 1.2 |
| 24 | 800 or more | 12.5 | 1.7 | .9 | (S) | .7 | 1.2 | 1.5 | 1.2 |
| 25 | Not reported | .8 | .3 | (S) | (S) | (S) | (Z) | (S) | (S) |
| 26 | Other engines | (S) | (S) | (S) | (S) | (S) | (S) | (S) | .5 |
| 27 | Less than 400 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | .3 |
| 28 | 400 or more | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 29 | Not reported | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 30 | Horsepower | 537.5 | 59.2 | 6.3 | (S) | 38.1 | 8.1 | 9.2 | 20.0 |
| 31 | Gasoline engines | 507.2 | 54.8 | 4.5 | (S) | 33.4 | 6.3 | 6.3 | 17.9 |
| 32 | Less than 100 | 31.7 | (S) | (Z) | (S) | (S) | (S) | (S) | (S) |
| 33 | 100 to 199 | 359.7 | 37.6 | (S) | (S) | 27.5 | (S) | (S) | 7.7 |
| 34 | 200 to 249 | 46.0 | 10.0 | (S) | (S) | (S) | (S) | (S) | .5 |
| 35 | 250 or more | 12.6 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 36 | Not reported | 57.2 | (S) | (S) | (S) | .3 | (S) | (S) | (S) |
| 37 | Diesel engines | 27.2 | 4.2 | 1.8 | (S) | 4.7 | 1.8 | 2.8 | 1.7 |
| 38 | Less than 250 | 11.6 | 1.2 | .8 | (S) | (S) | (S) | (S) | 1.4 |
| 39 | 250 to 349 | 10.9 | 2.1 | .8 | (S) | .9 | (S) | (S) | 1.1 |
| 40 | 350 to 449 | 3.6 | .6 | (S) | (S) | (S) | (S) | (S) | .3 |
| 41 | 450 or more | .5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 42 | Not reported | .7 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 43 | Other engines | (S) | (S) | (S) | (S) | (S) | (S) | (S) | .5 |
| 44 | Less than 250 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 45 | 250 or more | (Z) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 46 | Not reported | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| TRUCK TYPE AND AXLE ARRANGEMENT | | | | | | | | | |
| 47 | Single-unit trucks | 516.3 | 53.2 | 4.2 | (S) | 36.9 | (S) | 7.3 | 18.3 |
| 48 | 2 axles | 509.7 | 51.0 | (S) | (S) | 34.3 | (S) | 7.0 | 18.2 |
| 49 | 3 axles | 5.4 | 2.0 | .4 | (S) | 1.9 | (S) | .3 | (S) |
| 50 | 4 axles or more | 1.1 | (S) | (Z) | (S) | .7 | (S) | (Z) | (S) |
| 51 | Combinations | 23.4 | 6.0 | 2.1 | (S) | 1.3 | 2.1 | 1.9 | 1.7 |
| 52 | Single-unit truck with trailer | 3.3 | 1.4 | .5 | (S) | .4 | (S) | (S) | (S) |
| 53 | 3 axles | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 54 | 4 axles | 1.8 | 1.0 | (S) | (S) | .3 | (S) | (S) | (S) |
| 55 | 5 axles or more | 1.4 | .4 | .4 | (S) | .3 | (S) | (S) | (S) |
| 56 | Truck-tractor with single trailer | 20.0 | 4.6 | 1.5 | (S) | .9 | 2.0 | 1.9 | 1.5 |
| 57 | 3 axles | 1.0 | .4 | (S) | (S) | (S) | .3 | (S) | .4 |
| 58 | 4 axles | 4.1 | 1.3 | .4 | (S) | .7 | 1.5 | 1.6 | 1.2 |
| 59 | 5 axles or more | 14.9 | 3.0 | 1.2 | (S) | .7 | 1.5 | 1.1 | 1.2 |
| 60 | Truck-tractor with double trailers | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 61 | 5 axles | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 62 | 6 axles | (Z) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 63 | 7 axles or more | (S) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 64 | Truck-tractor with triple trailers | (Z) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 65 | 7 axles | (Z) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 66 | 8 axles or more | (Z) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 67 | Trailer not specified | (Z) | (Z) | (S) | (S) | (Z) | (Z) | (Z) | (S) |
| 68 | Powered axles | 539.6 | 59.2 | 6.3 | (S) | 38.2 | 8.1 | 9.2 | 20.0 |
| 69 | 1 | 438.7 | 38.0 | 4.3 | (S) | 34.2 | 6.7 | 7.8 | 16.4 |
| 70 | 2 | 91.5 | 20.4 | 1.5 | (S) | 3.5 | 1.4 | 1.1 | (S) |
| 71 | 3 or more | .8 | (S) | .4 | (S) | (S) | (S) | (S) | (S) |
| 72 | Not reported | 8.7 | .6 | (S) | (S) | .4 | (S) | (S) | (S) |
| CAB TYPE⁴ | | | | | | | | | |
| 73 | Cab forward of engine | 1.0 | .4 | (Z) | (S) | (S) | (Z) | (S) | (S) |
| 74 | Cab over engine | 11.8 | 2.6 | .4 | (S) | 1.5 | .6 | 1.2 | 1.1 |
| 75 | Short-hood conventional | 11.7 | 3.2 | .7 | (S) | 1.5 | 1.7 | 1.2 | 1.8 |
| 76 | Medium-hood conventional | 23.0 | 8.3 | 2.2 | (S) | 3.2 | 1.1 | (S) | .2 |
| 77 | Long-hood conventional | 5.4 | 2.2 | .4 | (S) | 1.1 | .2 | (S) | (S) |
| 78 | Cab beside engine | (S) | (S) | (Z) | (S) | (Z) | (S) | (Z) | (S) |
| 79 | Other | 3.6 | .8 | .2 | (S) | .6 | (S) | (S) | (S) |
| 80 | Not reported | 482.9 | 41.7 | (S) | (S) | 31.2 | (S) | (S) | 15.5 |

See footnotes at end of table.

Major use—Con.

| For-hire transportation | Utilities | Services | Daily rental | Personal transportation | Other | Not in use | Not reported | Relative standard error of estimate (percent) for total | |
|-------------------------|-----------|----------|--------------|-------------------------|-------|------------|--------------|---|----|
| 10.7 | 4.3 | 13.3 | 5 | 361.6 | | | | (Z) | 1 |
| (7.1) | 3.8 | 13.0 | | 355.6 | | | | .8 | 2 |
| (7.1) | 4.3 | | | | | | | 10.5 | 3 |
| (7.1) | 4.3 | | | | | | | 62.9 | 4 |
| (7.1) | 4.3 | | | | | | | 94.6 | 5 |
| 10.7 | 4.3 | 13.3 | 5 | 361.6 | | | | (Z) | 6 |
| (7.1) | 4.3 | | | 361.6 | | | | 17.3 | 7 |
| (7.1) | 4.3 | | | 38.3 | | | | 9.0 | 8 |
| (7.1) | 4.3 | | | 97.2 | | | | 4.3 | 9 |
| (7.1) | 4.3 | | | 229.0 | | | | 99.1 | 10 |
| (7.1) | 4.3 | | | 7 | | | | 60.0 | 11 |
| 10.7 | 4.3 | 13.3 | 5 | 359.6 | | | | .4 | 12 |
| (7.1) | 4.3 | | | 355.6 | | | | .8 | 13 |
| (7.1) | 4.3 | | | 26.1 | | | | 20.6 | 14 |
| (7.1) | 4.3 | | | 66.1 | | | | 12.7 | 15 |
| (7.1) | 4.3 | | | 66.3 | | | | 12.0 | 16 |
| (7.1) | 4.3 | | | 129.5 | | | | 7.6 | 17 |
| (7.1) | 4.3 | | | 20.0 | | | | 22.2 | 18 |
| (7.1) | 4.3 | | | 47.7 | | | | 16.4 | 19 |
| 10.7 | 4.3 | 13.3 | 5 | 359.6 | | | | 10.5 | 20 |
| (7.1) | 4.3 | | | 355.6 | | | | 55.8 | 21 |
| (7.1) | 4.3 | | | 19.6 | | | | 11.4 | 22 |
| (7.1) | 4.3 | | | 252.0 | | | | 9.6 | 23 |
| (7.1) | 4.3 | | | 28.3 | | | | 4.5 | 24 |
| (7.1) | 4.3 | | | 10.0 | | | | 24.9 | 25 |
| (7.1) | 4.3 | | | 45.7 | | | | 62.9 | 26 |
| 10.7 | 4.3 | 13.3 | 5 | 359.6 | | | | 67.8 | 27 |
| (7.1) | 4.3 | | | 355.6 | | | | 57.4 | 28 |
| (7.1) | 4.3 | | | 19.6 | | | | 99.1 | 29 |
| (7.1) | 4.3 | | | 252.0 | | | | .4 | 30 |
| (7.1) | 4.3 | | | 28.3 | | | | 23.5 | 31 |
| (7.1) | 4.3 | | | 10.0 | | | | 3.8 | 32 |
| (7.1) | 4.3 | | | 45.7 | | | | 17.3 | 33 |
| 10.7 | 4.3 | 13.3 | 5 | 361.5 | | | | 38.3 | 34 |
| (7.1) | 4.3 | | | 361.5 | | | | 16.7 | 35 |
| (7.1) | 4.3 | | | | | | | 10.5 | 36 |
| (7.1) | 4.3 | | | | | | | 24.8 | 37 |
| (7.1) | 4.3 | | | | | | | 5.2 | 38 |
| (7.1) | 4.3 | | | | | | | 9.8 | 39 |
| (7.1) | 4.3 | | | | | | | 30.9 | 40 |
| (7.1) | 4.3 | | | | | | | 27.5 | 41 |
| (7.1) | 4.3 | | | | | | | 62.9 | 42 |
| (7.1) | 4.3 | | | | | | | 65.2 | 43 |
| (7.1) | 4.3 | | | | | | | 70.0 | 44 |
| (7.1) | 4.3 | | | | | | | (Z) | 45 |
| (7.1) | 4.3 | | | | | | | .1 | 46 |
| 10.7 | 4.3 | 13.3 | 5 | 361.5 | | | | .1 | 47 |
| (7.1) | 4.3 | | | 361.5 | | | | 9.8 | 48 |
| (7.1) | 4.3 | | | | | | | 22.9 | 49 |
| (7.1) | 4.3 | | | | | | | 2.9 | 50 |
| (7.1) | 4.3 | | | | | | | 12.7 | 51 |
| (7.1) | 4.3 | | | | | | | 70.4 | 52 |
| (7.1) | 4.3 | | | | | | | 17.5 | 53 |
| (7.1) | 4.3 | | | | | | | 19.8 | 54 |
| (7.1) | 4.3 | | | | | | | 3.2 | 55 |
| (7.1) | 4.3 | | | | | | | 23.2 | 56 |
| (7.1) | 4.3 | | | | | | | 11.1 | 57 |
| (7.1) | 4.3 | | | | | | | 3.8 | 58 |
| (7.1) | 4.3 | | | | | | | 73.4 | 59 |
| (7.1) | 4.3 | | | | | | | 98.6 | 60 |
| (7.1) | 4.3 | | | | | | | (Z) | 61 |
| (7.1) | 4.3 | | | | | | | 99.3 | 62 |
| (7.1) | 4.3 | | | | | | | (Z) | 63 |
| (7.1) | 4.3 | | | | | | | (Z) | 64 |
| (7.1) | 4.3 | | | | | | | (Z) | 65 |
| (7.1) | 4.3 | | | | | | | (Z) | 66 |
| (7.1) | 4.3 | | | | | | | (Z) | 67 |
| (7.1) | 4.3 | | | | | | | (Z) | 68 |
| (7.1) | 4.3 | | | | | | | 2.4 | 69 |
| (7.1) | 4.3 | | | | | | | 11.3 | 70 |
| (7.1) | 4.3 | | | | | | | 24.8 | 71 |
| (7.1) | 4.3 | | | | | | | 33.9 | 72 |
| 10.7 | 4.3 | 13.3 | 5 | 361.6 | | | | 22.4 | 73 |
| (7.1) | 4.3 | | | 361.6 | | | | 4.9 | 74 |
| (7.1) | 4.3 | | | | | | | 6.2 | 75 |
| (7.1) | 4.3 | | | | | | | 3.8 | 76 |
| (7.1) | 4.3 | | | | | | | 9.5 | 77 |
| 10.7 | 4.3 | 13.3 | 5 | 359.6 | | | | 70.0 | 78 |
| (7.1) | 4.3 | | | | | | | 11.8 | 79 |
| (7.1) | 4.3 | | | | | | | .1 | 80 |

Table 3. Trucks by Major Use: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| | Vehicular and operational characteristics | Total | Major use | | | | | | |
|---|---|-------|-------------|------------------------|----------------------|--------------|---------------|-----------------|--------------|
| | | | Agriculture | Forestry and lumbering | Mining and quarrying | Construction | Manufacturing | Wholesale trade | Retail trade |
| | PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS | | | | | | | | |
| 1 | Total | 480.0 | 40.2 | (S) | (S) | 30.5 | (S) | (S) | 15.0 |
| 2 | Pickups | 415.8 | 38.0 | (Z) | (S) | 23.9 | (S) | (S) | 13.9 |
| 3 | Panel or vans | 29.9 | (Z) | (Z) | (S) | 4.4 | (S) | (S) | (Z) |
| 4 | Utilities | 32.2 | (S) | (Z) | (S) | (S) | (S) | (S) | (S) |
| 5 | Station wagons | (S) | (Z) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) |
| 6 | Driving wheels | 478.3 | 40.2 | (S) | (S) | 30.5 | (S) | (S) | 15.0 |
| 7 | 4-wheel drive | 77.8 | 17.0 | (Z) | (Z) | (S) | (S) | (S) | (S) |
| 8 | 2-wheel drive | 392.3 | 22.1 | (S) | (S) | 29.4 | (S) | (S) | 13.0 |
| 9 | Front-wheel drive | 8.2 | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

NOTE: Because the sample is designed to measure the number of trucks and not all of the specific vehicular and operational characteristics of those trucks, some data cells may have high relative standard errors of estimate (RSEs). For Arkansas, 54.3 of the cells have RSEs greater than 10 percent, and 43.5 of the cells have RSEs greater than 25 percent.

¹When no response was obtained for annual miles data were imputed.

²Detail does not add to totals because items were not applicable or multiple responses were possible.

³When no response was obtained, one truck was imputed based on body type of sampled vehicle.

⁴Pickups, panels, and vans are not included.

Major use—Con.

| Major use—Con. | | | | | | | Relative standard error of estimate (percent) for total | | |
|-------------------------|-----------|----------|--------------|-------------------------|-------|------------|---|------|--------------|
| For-hire transportation | Utilities | Services | Daily rental | Personal transportation | Other | Not in use | | | Not reported |
| | | 12.2 | | 360.6 | | | | .1 | 1 |
| | | 10.0 | | 314.0 | | | | .7 | 2 |
| | | (S) | | 20.0 | | | | 13.8 | 3 |
| | | (S) | | 25.6 | | | | 15.4 | 4 |
| | | (S) | | (S) | | | | 70.0 | 5 |
| | | 12.2 | | 358.9 | | | | .2 | 6 |
| | | (S) | | 54.5 | | | | 13.5 | 7 |
| | | 10.0 | | 297.4 | | | | 2.8 | 8 |
| | | (S) | | (S) | | | | 46.0 | 9 |

Table 4. Trucks by Vehicle Size: 1982

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Vehicle size | | | | Relative standard error of estimate (percent) for total |
|---|-------|--------------|--------|-------------|-------------|---|
| | | Light | Medium | Light-heavy | Heavy-heavy | |
| Total | 539.6 | 489.3 | 10.1 | 8.9 | 31.4 | (Z) |
| Relative standard error (percent) | (Z) | .1 | 6.5 | 7.2 | 2.2 | (Z) |
| MAJOR USE | | | | | | |
| Agriculture | 59.2 | 42.2 | 3.7 | 4.0 | 9.3 | 14.3 |
| Forestry and lumbering | 6.3 | (S) | .7 | .6 | 2.6 | 32.5 |
| Mining and quarrying | (S) | (S) | (S) | (S) | .5 | 73.3 |
| Construction | 38.2 | 32.1 | 1.3 | .8 | 4.0 | 18.9 |
| Manufacturing | 8.1 | (S) | .4 | .3 | 2.1 | 37.5 |
| Wholesale trade | 9.2 | 5.3 | .6 | .8 | 2.5 | 27.9 |
| Retail trade | 20.0 | 16.1 | 1.0 | 1.3 | 1.7 | 26.6 |
| For-hire transportation | 10.7 | (S) | .3 | .3 | 7.9 | 19.2 |
| Utilities | 4.3 | (S) | .7 | (S) | (S) | 36.6 |
| Services | 13.3 | 12.7 | .3 | (S) | (S) | 35.1 |
| Daily rental | .5 | (S) | .2 | (Z) | (S) | 33.7 |
| Personal transportation | 361.6 | 361.3 | .3 | (Z) | (Z) | 3.6 |
| Other | (S) | (S) | (Z) | (S) | (Z) | 69.4 |
| Not in use | 1.4 | (S) | .4 | (S) | (S) | 19.6 |
| Not reported | (S) | (Z) | (Z) | (Z) | (S) | 98.6 |
| BODY TYPE | | | | | | |
| Pickup | 415.8 | 415.8 | (Z) | (Z) | (Z) | .7 |
| Panel or van | 29.9 | 29.9 | (Z) | (Z) | (Z) | 13.8 |
| Utility | 32.2 | 32.2 | (Z) | (Z) | (Z) | 15.4 |
| Station wagon | (S) | (S) | (Z) | (Z) | (Z) | 70.0 |
| Multistop or walk-in | .6 | .6 | (Z) | (Z) | (Z) | 29.6 |
| Platform with added devices | 2.1 | .4 | .5 | .3 | .8 | 15.7 |
| Low boy or depressed center | 1.6 | (S) | (S) | (Z) | 1.3 | 18.4 |
| Basic platform | 14.7 | 3.8 | 3.4 | 2.5 | 5.0 | 5.3 |
| Livestock truck | 1.0 | (S) | (S) | (S) | .5 | 23.4 |
| Insulated nonrefrigerated van | (S) | (S) | (Z) | (S) | (S) | 72.0 |
| Insulated refrigerated van | 4.0 | (Z) | (S) | (S) | 3.6 | 9.8 |
| Drop-frame van | .5 | (S) | (S) | (S) | .4 | 29.4 |
| Open-top van | 1.6 | (Z) | (S) | (S) | 1.4 | 18.2 |
| Basic enclosed van | 8.0 | 1.0 | .9 | .6 | 5.5 | 7.0 |
| Beverage | .9 | (S) | (Z) | .3 | .5 | 25.1 |
| Public utility | 1.4 | .5 | .6 | .3 | (S) | 19.5 |
| Winch or crane | .4 | (Z) | (S) | (S) | (S) | 35.7 |
| Wrecker | .6 | (S) | .4 | (S) | (Z) | 31.2 |
| Pole or logging | 2.7 | (S) | .3 | .5 | 2.0 | 14.0 |
| Auto transport | (S) | (S) | (Z) | (Z) | (Z) | 99.1 |
| Service truck | 1.3 | 1.1 | (S) | (Z) | (Z) | 20.3 |
| Yard tractor | (S) | (S) | (S) | (S) | (S) | 60.1 |
| Oilfield truck | (S) | (S) | (S) | (Z) | (S) | 44.2 |
| Cargo container chassis | (S) | (S) | (S) | (Z) | (S) | 73.4 |
| Grain body | 6.5 | (S) | 1.1 | 1.5 | 3.8 | 8.7 |
| Garbage hauler | .8 | (S) | (S) | .3 | .3 | 27.4 |
| Dump truck | 5.5 | .4 | 1.2 | .9 | 3.0 | 9.6 |
| Tank truck (liquids or gases) | 2.5 | (S) | .3 | .6 | 1.4 | 14.7 |
| Tank truck (dry bulk) | .5 | (S) | (S) | (S) | .3 | 32.0 |
| Concrete mixer | 1.0 | (Z) | (S) | (S) | .9 | 24.8 |
| Other | .5 | (Z) | (S) | (S) | .3 | 33.1 |
| Not reported | (S) | (S) | (Z) | (Z) | (Z) | 99.1 |
| ANNUAL MILES¹ | | | | | | |
| Less than 5,000 | 141.1 | 125.4 | 4.7 | 4.5 | 6.5 | 9.2 |
| 5,000 to 9,999 | 132.7 | 125.2 | 2.7 | 1.6 | 3.1 | 9.9 |
| 10,000 to 19,999 | 186.5 | 179.3 | 1.6 | 1.5 | 4.1 | 7.8 |
| 20,000 to 29,999 | 38.0 | 33.5 | .6 | .6 | 3.2 | 19.6 |
| 30,000 to 49,999 | 25.5 | 21.8 | .3 | .2 | 3.2 | 24.1 |
| 50,000 to 74,999 | 5.1 | (S) | (S) | .3 | 2.6 | 39.8 |
| 75,000 or more | 10.8 | (S) | (Z) | (S) | 8.6 | 19.0 |
| RANGE OF OPERATION | | | | | | |
| Local | 403.4 | 377.6 | 6.4 | 5.6 | 13.7 | 3.1 |
| Short-range (Less than 201 miles) | 58.6 | 49.6 | .9 | .9 | 5.2 | 16.0 |
| Long-range (201 miles or more) | 14.3 | (S) | .4 | .2 | 9.2 | 17.9 |
| Off-the-road | 64.4 | 57.0 | 2.3 | 2.1 | 3.1 | 14.6 |
| Not reported | .9 | .6 | (S) | (S) | (S) | 24.7 |
| BASE OF OPERATION | | | | | | |
| Percentage of miles traveled outside base-of-operation State: | | | | | | |
| Less than 25 percent | 396.3 | 363.4 | 7.9 | 7.4 | 17.6 | 3.3 |
| 25 to 49 percent | 15.7 | 13.5 | (S) | (S) | 1.9 | 30.6 |
| 50 to 74 percent | 11.7 | 8.7 | .5 | .2 | 2.4 | 30.2 |
| 75 to 100 percent | 21.8 | 14.5 | .4 | .4 | 6.5 | 23.9 |
| Not reported | 94.2 | 89.3 | 1.2 | .7 | 3.0 | 12.3 |
| AVERAGE WEIGHT (POUNDS) | | | | | | |
| Less than 6,001 | 461.1 | 461.1 | (Z) | (Z) | (Z) | 1.3 |
| 6,001 to 10,000 | 28.2 | 28.2 | (Z) | (Z) | (Z) | 21.4 |
| 10,001 to 14,000 | 4.1 | (Z) | 4.1 | (Z) | (Z) | 11.2 |
| 14,001 to 16,000 | 2.4 | (Z) | 2.4 | (Z) | (Z) | 14.9 |
| 16,001 to 19,500 | 3.6 | (Z) | 3.6 | (Z) | (Z) | 11.9 |
| 19,501 to 26,000 | 8.8 | (Z) | (Z) | 8.8 | (Z) | 7.2 |
| 26,001 to 33,000 | 3.5 | (Z) | (Z) | (Z) | 3.5 | 12.2 |
| 33,001 to 40,000 | 2.6 | (Z) | (Z) | (Z) | 2.6 | 14.2 |
| 40,001 to 50,000 | 5.3 | (Z) | (Z) | (Z) | 5.3 | 9.7 |
| 50,001 to 60,000 | 4.3 | (Z) | (Z) | (Z) | 4.3 | 10.4 |
| 60,001 to 80,000 | 15.3 | (Z) | (Z) | (Z) | 15.6 | 3.9 |
| 80,001 to 100,000 | (S) | (S) | (S) | (S) | (S) | 72.0 |
| 100,001 to 130,000 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 130,001 or more | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

See footnotes at end of table.

Table 4. Trucks by Vehicle Size: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Vehicle size | | | | | Relative standard error of estimate (percent) for total |
|---|--------------|-------|--------|-------------|-------------|---|
| | Total | Light | Medium | Light-heavy | Heavy-heavy | |
| TOTAL LENGTH (FEET) | | | | | | |
| Less than 7.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7.0 to 9.9 | (S) | (S) | (S) | (S) | (S) | 70.8 |
| 10.0 to 12.9 | 42.2 | 42.0 | .3 | .9 | .6 | 18.9 |
| 13.0 to 15.9 | 80.8 | 80.4 | .3 | .9 | .6 | 13.6 |
| 16.0 to 19.9 | 345.6 | 342.0 | 2.1 | .9 | .6 | 3.9 |
| 20.0 to 27.9 | 39.4 | 21.6 | 6.4 | 6.5 | 4.9 | 14.7 |
| 28.0 to 35.9 | 5.3 | (S) | .8 | .8 | 3.6 | 9.8 |
| 36.0 to 40.9 | 1.5 | (Z) | .3 | (S) | 1.1 | 18.8 |
| 41.0 to 44.9 | 2.0 | (Z) | (Z) | (Z) | 2.0 | 16.4 |
| 45.0 or more | 19.6 | (Z) | (Z) | (Z) | 19.1 | 3.4 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| YEAR MODEL | | | | | | |
| 1983 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 1982 | 27.9 | 24.5 | .3 | (S) | 2.9 | 23.8 |
| 1981 | 27.3 | 24.3 | .3 | .3 | 2.4 | 24.6 |
| 1980 | 47.2 | 44.4 | (S) | .4 | 2.3 | 18.6 |
| 1979 | 45.8 | 41.5 | .6 | .4 | 3.4 | 18.1 |
| 1978 | 54.8 | 51.5 | .5 | .5 | 2.3 | 16.7 |
| 1977 | 48.3 | 45.3 | .6 | (S) | 2.2 | 18.0 |
| 1976 | 31.2 | 28.7 | .2 | .9 | 1.3 | 22.2 |
| 1975 | 29.1 | 26.6 | .3 | .9 | 1.2 | 23.3 |
| 1974 | 24.0 | 20.2 | 1.0 | .6 | 2.3 | 24.4 |
| 1973 | 35.4 | 31.0 | .7 | .7 | 3.0 | 20.6 |
| Pre-1973 | 168.6 | 151.2 | 5.9 | 3.9 | 8.1 | 8.2 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| VEHICLE ACQUISITION | | | | | | |
| Purchased new | 222.3 | 201.0 | 3.5 | 3.8 | 14.0 | 6.7 |
| Purchased used | 299.3 | 273.7 | 5.7 | 4.8 | 15.0 | 5.0 |
| Leased from someone else | 7.5 | (S) | .5 | (S) | 1.5 | 40.3 |
| Not reported | 10.5 | 9.3 | .3 | (S) | .9 | 39.0 |
| LEASE CHARACTERISTICS² | | | | | | |
| Leased without driver | 3.3 | (S) | .4 | (S) | 1.4 | 34.9 |
| Leased with driver | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Leased with owner-operator | (S) | (S) | (S) | (S) | (S) | 89.9 |
| Provisions of lease | 7.4 | (S) | .5 | (S) | 1.5 | 41.2 |
| Financing (no maintenance) | 5.0 | (S) | .3 | (S) | 1.3 | 45.6 |
| Financing (full maintenance) | (S) | (S) | (S) | (S) | (S) | 86.7 |
| Other | (S) | (Z) | (Z) | (Z) | (S) | 98.6 |
| OPERATOR CLASSIFICATION | | | | | | |
| Not for hire: | | | | | | |
| Private owner or individual | 529.8 | 489.0 | 9.6 | 8.5 | 22.6 | .1 |
| For hire: | | | | | | |
| Motor carrier | 9.8 | (S) | .5 | (S) | 8.7 | 5.9 |
| Owner-operator | 5.8 | (S) | (S) | (S) | 5.5 | 7.9 |
| Daily rental | 3.5 | (S) | (S) | (S) | 3.0 | 11.3 |
| Mixed—for hire/not for hire | .5 | (S) | .2 | (S) | (S) | 33.7 |
| For-hire interstate | (S) | (Z) | (Z) | (Z) | (S) | 69.6 |
| Exempt carrier | 5.8 | (S) | (S) | (S) | 5.5 | 7.2 |
| Contract carrier | 2.5 | (S) | (S) | (S) | 1.9 | 14.5 |
| Common carrier | 1.0 | (S) | (S) | (S) | .7 | 22.5 |
| For-hire intrastate | 6.0 | (S) | (S) | (S) | 5.4 | 7.9 |
| For-hire local | 1.5 | (S) | (S) | (S) | 1.4 | 18.8 |
| Not reported | 2.1 | (S) | .2 | (S) | 1.7 | 15.9 |
| PRODUCTS CARRIED | | | | | | |
| Farm products | 25.0 | 10.4 | 2.5 | 3.4 | 8.7 | 16.7 |
| Live animals | 16.8 | 15.4 | .3 | .2 | .9 | 31.7 |
| Mining products | .4 | (S) | (S) | (Z) | .3 | 36.1 |
| Logs and other forest products | 5.3 | (S) | .6 | .3 | 2.3 | 38.0 |
| Lumber and fabricated wood products | 1.7 | .3 | .3 | .3 | .7 | 17.6 |
| Processed foods | 8.1 | (S) | .2 | .9 | 4.2 | 25.3 |
| Textile mill products | (S) | (S) | (S) | (Z) | (S) | 89.7 |
| Building materials | 10.2 | (S) | 1.0 | .6 | 4.0 | 28.1 |
| Household goods | .4 | (S) | .2 | (S) | (S) | 33.6 |
| Furniture or hardware | (S) | (S) | (S) | (Z) | .2 | 64.5 |
| Paper products | .6 | (S) | (S) | (Z) | .4 | 29.5 |
| Chemicals | (S) | (S) | (S) | (Z) | .6 | 55.6 |
| Petroleum | 1.5 | (Z) | .2 | .5 | .6 | 19.1 |
| Plastics and/or rubber | (S) | (S) | (S) | (S) | .3 | 51.8 |
| Primary metal products | 8.5 | 8.0 | (S) | (S) | .3 | 46.5 |
| Fabricated metal products | 1.4 | .3 | (S) | (S) | .8 | 19.6 |
| Machinery | 4.6 | (S) | .5 | .3 | 1.4 | 43.8 |
| Transportation equipment | (S) | (S) | .4 | (S) | .5 | 52.8 |
| Scrap, refuse, or garbage | 8.0 | (S) | .7 | (S) | .5 | 43.0 |
| Mixed cargoes | 4.4 | (S) | .4 | (S) | 3.8 | 9.2 |
| Craftsman's equipment | 29.4 | 28.3 | .6 | (S) | (S) | 22.7 |
| Personal transportation | 357.7 | 357.3 | .4 | (Z) | (Z) | 3.7 |
| No load carried | 34.9 | 33.7 | .4 | (S) | .4 | 21.7 |
| Not in use | 1.2 | .7 | (S) | (S) | (S) | 21.0 |
| Other | (S) | (S) | (S) | (S) | (S) | 56.0 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

See footnotes at end of table.

Table 4. Trucks by Vehicle Size: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Vehicle size | | | | Relative standard error of estimate (percent) for total |
|---|-------|--------------|--------|-------------|-------------|---|
| | | Light | Medium | Light-heavy | Heavy-heavy | |
| HAZARDOUS MATERIALS CARRIED | | | | | | |
| Hazardous materials carried..... | 5.4 | (S) | .5 | .5 | 4.3 | 8.6 |
| Less than 25 percent of time..... | 3.5 | (S) | (Z) | (S) | 3.4 | 10.1 |
| 25 to 49 percent of time..... | 1.2 | (Z) | .4 | .3 | .5 | 21.2 |
| 50 to 74 percent of time..... | .3 | (Z) | (Z) | (S) | .2 | 36.0 |
| 75 to 100 percent of time..... | .3 | (Z) | (S) | (S) | (S) | 41.1 |
| No percent reported..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Types of hazardous materials ² | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Flammables or combustibles..... | 4.7 | (S) | .3 | .4 | 4.0 | 9.1 |
| Acids, poisons, caustics, etc..... | 2.9 | (S) | (S) | (S) | 2.6 | 10.7 |
| Explosives..... | (S) | (Z) | (Z) | (S) | (S) | 59.0 |
| Radioactive materials..... | (S) | (Z) | (Z) | (S) | (S) | 59.0 |
| Hazardous waste..... | (S) | (Z) | (Z) | (Z) | (S) | 98.6 |
| Hazardous materials not listed above..... | (S) | (Z) | (Z) | (Z) | (S) | 72.0 |
| Not reported..... | (S) | (Z) | (Z) | (S) | (Z) | 99.1 |
| No hazardous materials carried..... | 320.2 | 277.7 | 9.0 | 7.8 | 25.8 | 4.7 |
| Not reported..... | 214.0 | 211.6 | .6 | .6 | 1.2 | 7.0 |
| TRUCK FLEET SIZE³ | | | | | | |
| 1..... | 426.6 | 411.9 | 4.2 | 3.2 | 7.3 | 2.5 |
| 2 to 5..... | 68.4 | 55.2 | 3.0 | 2.8 | 7.4 | 13.5 |
| 6 to 19..... | 24.8 | 15.3 | 1.7 | 1.8 | 6.0 | 21.1 |
| 20 or more..... | 19.8 | 7.0 | 1.1 | 1.2 | 10.6 | 16.5 |
| MILES PER GALLON | | | | | | |
| Less than 5..... | 10.8 | (S) | .9 | 1.1 | 8.7 | 6.1 |
| 5 to 6.9..... | 30.6 | 9.0 | 2.4 | 2.8 | 16.4 | 13.2 |
| 7 to 8.9..... | 33.9 | 25.6 | 2.6 | 2.3 | 3.4 | 19.1 |
| 9 to 11.9..... | 103.1 | 98.1 | 2.0 | 1.8 | 1.2 | 11.6 |
| 12 to 14.9..... | 97.7 | 96.9 | .6 | (S) | (S) | 12.1 |
| 15 to 19.9..... | 126.3 | 126.2 | (S) | (Z) | (Z) | 10.5 |
| 20 or more..... | 56.6 | 56.6 | (Z) | (Z) | (Z) | 17.2 |
| Not reported..... | 80.7 | 76.9 | 1.4 | .8 | 1.6 | 13.6 |
| EQUIPMENT TYPE | | | | | | |
| Transmission..... | 539.6 | 489.3 | 10.1 | 8.9 | 31.4 | (Z) |
| Manual..... | 259.1 | 212.5 | 8.9 | 8.2 | 29.5 | 5.7 |
| Automatic..... | 267.1 | 265.8 | .2 | (S) | .8 | 5.6 |
| Not reported..... | 13.4 | 11.0 | 1.0 | .5 | 1.1 | 31.7 |
| Braking system..... | 539.6 | 489.3 | 10.1 | 8.9 | 31.4 | (Z) |
| Hydraulic..... | 13.4 | 5.3 | 3.5 | 2.7 | 1.8 | 5.3 |
| Hydraulic (power)..... | 494.5 | 482.1 | 4.9 | 4.3 | 3.2 | .2 |
| Air..... | 27.3 | (S) | .6 | 1.3 | 25.2 | 2.3 |
| Not reported..... | 4.4 | 1.7 | 1.0 | .5 | 1.1 | 10.8 |
| Power steering ² | 302.4 | 280.0 | 3.7 | 3.7 | 15.0 | 4.9 |
| Air conditioning ² | 248.8 | 235.0 | .7 | .2 | 12.9 | 6.0 |
| Engine retarder ² | 1.5 | (S) | (Z) | (S) | 1.3 | 16.4 |
| Reflective materials ² | 4.2 | .9 | .9 | .3 | 2.1 | 10.9 |
| FUEL CONSERVATION EQUIPMENT² | | | | | | |
| Aerodynamic features..... | 4.8 | (S) | (Z) | (S) | 4.7 | 8.3 |
| Axle or drive ratio..... | 11.2 | .5 | .9 | 1.0 | 8.8 | 5.6 |
| Fuel economy engine..... | 11.4 | (S) | (S) | .2 | 10.8 | 5.0 |
| Radial tires..... | 181.9 | 167.2 | .8 | .8 | 13.1 | 7.9 |
| Road speed governor..... | 14.9 | .6 | 1.5 | 2.2 | 10.5 | 5.2 |
| Variable fan drives..... | 10.8 | .3 | .4 | .3 | 9.8 | 5.4 |
| Other fuel conservation devices..... | 2.5 | (Z) | (S) | (Z) | 2.4 | 12.1 |
| Not reported..... | 342.8 | 321.2 | 7.0 | 5.3 | 9.4 | 4.2 |
| MAINTENANCE | | | | | | |
| General maintenance: | | | | | | |
| Owner..... | 344.6 | 323.8 | 4.4 | 4.3 | 12.1 | 4.1 |
| Company's maintenance facilities..... | 30.1 | 12.2 | 2.7 | 2.2 | 13.1 | 14.3 |
| Dealership's service department..... | 46.9 | 43.7 | .6 | .7 | 1.8 | 17.9 |
| Leasing company..... | 1.7 | (Z) | (S) | (S) | 1.5 | 15.3 |
| Independent garage..... | 135.2 | 127.3 | 1.9 | 1.7 | 4.3 | 9.6 |
| Component distributorship..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Other..... | .4 | (S) | (S) | (S) | (S) | 38.4 |
| Not reported..... | 31.5 | 28.2 | 1.1 | .6 | 1.6 | 22.4 |
| Major overhauls: | | | | | | |
| Owner..... | 74.4 | 67.0 | 1.5 | 1.6 | 4.4 | 13.8 |
| Company's maintenance facilities..... | 20.5 | 9.5 | 1.9 | 1.1 | 8.0 | 18.7 |
| Dealership's service department..... | 41.7 | 36.9 | .7 | .6 | 3.5 | 19.3 |
| Leasing company..... | .6 | (Z) | (S) | (S) | .5 | 28.4 |
| Independent garage..... | 92.9 | 83.4 | 1.8 | 1.9 | 5.8 | 12.2 |
| Component distributorship..... | .3 | (Z) | (S) | (S) | (S) | 45.9 |
| Other..... | (S) | (S) | (Z) | (S) | (S) | 66.2 |
| Not reported..... | 310.3 | 291.8 | 4.5 | 3.8 | 10.3 | 4.8 |

See footnotes at end of table.

Table 4. Trucks by Vehicle Size: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Vehicle size | | | | | Relative standard error of estimate (percent) for total |
|---|--------------|-------|--------|-------------|-------------|---|
| | Total | Light | Medium | Light-heavy | Heavy-heavy | |
| ENGINE TYPE AND SIZE | | | | | | |
| Engine | 539.6 | 489.3 | 10.1 | 8.9 | 31.4 | (Z) |
| Gasoline | 507.2 | 480.8 | 9.3 | 7.5 | 9.6 | .8 |
| Diesel | 27.2 | (S) | .4 | 1.1 | 21.4 | 10.5 |
| LP gas or other | (S) | (S) | .5 | .3 | .3 | 62.9 |
| Not reported | (S) | (S) | (Z) | (Z) | (S) | 94.6 |
| Cylinders | 539.6 | 489.3 | 10.1 | 8.9 | 31.4 | (Z) |
| 4 | 54.5 | 54.4 | 2.0 | (S) | (S) | 17.3 |
| 6 | 144.0 | 121.2 | 2.0 | 2.0 | 18.8 | 9.0 |
| 8 | 337.2 | 310.2 | 8.1 | 6.7 | 12.3 | 4.3 |
| Other | (S) | (S) | (Z) | (Z) | (Z) | 99.1 |
| Not reported | (S) | (S) | (S) | (S) | (S) | 60.0 |
| Cubic inch displacement | 537.5 | 487.3 | 10.1 | 8.9 | 31.3 | .4 |
| Gasoline engines | 507.2 | 480.8 | 9.3 | 7.5 | 9.6 | .8 |
| Less than 200 | 40.0 | 40.0 | (Z) | (Z) | (Z) | 20.6 |
| 200 to 299 | 88.8 | 85.5 | 1.5 | 1.5 | .4 | 12.7 |
| 300 to 349 | 96.3 | 91.8 | 1.7 | 1.5 | 1.3 | 12.0 |
| 350 to 399 | 191.8 | 178.8 | 4.7 | 3.7 | 4.6 | 7.6 |
| 400 or more | 31.1 | 27.3 | .5 | .4 | 2.9 | 22.2 |
| Not reported | 59.1 | 57.4 | .8 | .4 | .5 | 16.4 |
| Diesel engines | 27.2 | (S) | .4 | 1.1 | 21.4 | 10.5 |
| Less than 400 | (S) | (S) | (Z) | (S) | .8 | 55.8 |
| 400 to 599 | 3.7 | (S) | .3 | .3 | 3.1 | 11.4 |
| 600 to 799 | 5.1 | (S) | (Z) | .6 | 4.4 | 9.6 |
| 800 or more | 12.5 | (Z) | (S) | (S) | 12.4 | 4.5 |
| Not reported | .8 | (S) | (Z) | (S) | .7 | 24.9 |
| Other engines | (S) | (S) | .5 | .3 | .3 | 62.9 |
| Less than 400 | (S) | (S) | .5 | .2 | (S) | 67.8 |
| 400 or more | (S) | (Z) | (Z) | (S) | (S) | 57.4 |
| Not reported | (S) | (S) | (Z) | (Z) | (Z) | 99.1 |
| Horsepower | 537.5 | 487.3 | 10.1 | 8.9 | 31.3 | .4 |
| Gasoline engines | 507.2 | 480.8 | 9.3 | 7.5 | 9.6 | .8 |
| Less than 100 | 31.7 | 31.6 | (Z) | (Z) | (Z) | 23.5 |
| 100 to 199 | 359.7 | 343.8 | 6.4 | 5.4 | 4.1 | 3.8 |
| 200 to 249 | 46.0 | 37.9 | 1.9 | 1.7 | 4.6 | 17.3 |
| 250 or more | 12.6 | 12.2 | .8 | (Z) | .3 | 38.3 |
| Not reported | 57.2 | 55.4 | .8 | .4 | .5 | 16.7 |
| Diesel engines | 27.2 | (S) | .4 | 1.1 | 21.4 | 10.5 |
| Less than 250 | 11.6 | (S) | .4 | .9 | 6.0 | 24.8 |
| 250 to 349 | 10.9 | (S) | (Z) | (S) | 10.8 | 5.2 |
| 350 to 449 | 3.6 | (S) | (Z) | (S) | 3.6 | 9.8 |
| 450 or more | .5 | (S) | (Z) | (S) | .5 | 30.9 |
| Not reported | .7 | (S) | (Z) | (S) | .6 | 27.5 |
| Other engines | (S) | (S) | .5 | .3 | .3 | 62.9 |
| Less than 250 | (S) | (S) | .4 | .3 | (Z) | 65.2 |
| 250 or more | (Z) | (S) | (S) | (Z) | (Z) | (Z) |
| Not reported | (S) | (S) | (S) | (Z) | (Z) | 70.0 |
| TRUCK TYPE AND AXLE ARRANGEMENT | | | | | | |
| Single-unit trucks | 516.3 | 489.3 | 9.6 | 8.2 | 9.2 | .1 |
| 2 axles | 509.7 | 488.2 | 9.4 | 7.7 | 3.4 | .1 |
| 3 axles | 5.4 | (S) | .2 | .5 | 4.6 | 9.8 |
| 4 axles or more | 1.1 | (Z) | (Z) | (Z) | 1.1 | 22.9 |
| Combinations | 23.4 | (S) | .5 | .7 | 22.2 | 2.9 |
| Single-unit truck with trailer | 3.3 | (S) | .3 | (S) | 2.7 | 12.7 |
| 3 axles | (S) | (S) | (Z) | (S) | (S) | 70.4 |
| 4 axles | 1.8 | (S) | .3 | (S) | 1.3 | 17.5 |
| 5 axles or more | 1.4 | (Z) | (Z) | (S) | 1.3 | 19.8 |
| Truck-tractor with single trailer | 20.0 | (S) | (S) | (S) | .4 | 3.2 |
| 3 axles | 1.0 | (S) | (Z) | (S) | .9 | 23.2 |
| 4 axles | 4.1 | (S) | (Z) | (S) | 3.8 | 11.1 |
| 5 axles or more | 14.9 | (S) | (Z) | (S) | 14.8 | 3.8 |
| Truck-tractor with double trailers | (S) | (S) | (S) | (S) | (S) | 73.4 |
| 5 axles | (S) | (S) | (S) | (S) | (S) | 98.6 |
| 6 axles | (S) | (S) | (S) | (S) | (S) | (Z) |
| 7 axles or more | (S) | (S) | (S) | (S) | (S) | 99.3 |
| Truck-tractor with triple trailers | (Z) | (S) | (S) | (S) | (Z) | (Z) |
| 7 axles | (Z) | (S) | (S) | (S) | (Z) | (Z) |
| 8 axles or more | (Z) | (S) | (S) | (S) | (Z) | (Z) |
| Trailer not specified | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Powered axles | 539.6 | 489.3 | 10.1 | 8.9 | 31.4 | 2.4 |
| 1 | 438.7 | 408.0 | 9.4 | 8.4 | 12.8 | 11.3 |
| 2 | 91.5 | 74.3 | (S) | (S) | 16.8 | 24.8 |
| 3 or more | .8 | (S) | .4 | .2 | .5 | 33.9 |
| Not reported | 8.7 | 6.8 | .4 | .2 | 1.2 | |
| CAB TYPE* | | | | | | |
| Cab forward of engine | 1.0 | (S) | .3 | (S) | .5 | 22.4 |
| Cab over engine | 11.8 | .6 | .2 | .4 | 10.6 | 4.9 |
| Short-hood conventional | 11.7 | 2.0 | 1.9 | 1.9 | 5.9 | 6.2 |
| Medium-hood conventional | 23.0 | 3.8 | 4.9 | 4.4 | 10.0 | 3.8 |
| Long-hood conventional | 5.4 | .8 | .9 | .9 | 2.9 | 9.5 |
| Cab beside engine | (S) | (S) | (S) | (Z) | (Z) | 70.0 |
| Other | 3.6 | 2.4 | .6 | .5 | .3 | 11.8 |
| Not reported | 482.9 | 479.6 | 1.3 | .7 | 1.3 | .1 |

See footnotes at end of table.

Table 4. Trucks by Vehicle Size: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Vehicle size | | | | Relative standard error of estimate (percent) for total |
|---|-------|--------------|--------|-------------|-------------|---|
| | | Light | Medium | Light-heavy | Heavy-heavy | |
| PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS | | | | | | |
| Total | 480.0 | 480.0 | (Z) | (Z) | (Z) | .1 |
| Pickups | 415.8 | 415.8 | (Z) | (Z) | (Z) | .7 |
| Panels or vans | 29.9 | 29.9 | (Z) | (Z) | (Z) | 13.8 |
| Utilities | 32.2 | 32.2 | (Z) | (Z) | (Z) | 15.4 |
| Station wagons | (S) | (S) | (Z) | (Z) | (Z) | 70.0 |
| Driving wheels | 478.3 | 478.3 | (Z) | (Z) | (Z) | .2 |
| 4-wheel drive | 77.8 | 77.8 | (Z) | (Z) | (Z) | 13.5 |
| 2-wheel drive | 392.3 | 392.3 | (Z) | (Z) | (Z) | 2.8 |
| Front-wheel drive | 9.3 | 8.2 | (S) | (Z) | (Z) | 42.1 |

NOTE: Because the sample is designed to measure the number of trucks and not all of the specific vehicular and operational characteristics of those trucks, some data cells may have high relative standard errors of estimate (RSEs). For Arkansas, 62.1 of the cells have RSEs greater than 10 percent, and 39.4 of the cells have RSEs greater than 25 percent.

- ¹When no response was obtained for annual miles, data were imputed.
- ²Detail does not add to totals because items were not applicable or multiple responses were possible.
- ³When no response was obtained, one truck was imputed based on body type of sampled vehicle.
- ⁴Pickups, panels, and vans are not included.

Table 5. Trucks by Annual Mileage Class: 1982

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Annual miles ¹ | | | | | | Relative standard error of estimate (percent) for total | |
|--|-------|---------------------------|----------------|------------------|------------------|------------------|------------------|---|----------------|
| | | Less than 5,000 | 5,000 to 9,999 | 10,000 to 19,999 | 20,000 to 29,999 | 30,000 to 49,999 | 50,000 to 74,999 | | 75,000 or more |
| Total | 539.6 | 141.1 | 132.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | (Z) |
| Relative standard error (percent) | (Z) | 9.2 | 9.9 | 7.8 | 19.6 | 24.1 | 39.8 | 19.0 | (Z) |
| MAJOR USE | | | | | | | | | |
| Agriculture | 59.2 | 19.6 | 11.1 | 18.4 | (S) | (S) | .8 | .8 | 14.3 |
| Forestry and lumbering | 6.3 | 1.1 | (S) | .9 | (S) | (S) | .4 | .3 | 32.5 |
| Mining and quarrying | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 73.3 |
| Construction | 38.2 | 1.7 | 3.1 | 18.2 | 9.2 | (S) | .4 | .8 | 18.9 |
| Manufacturing | 8.1 | .3 | (S) | .5 | .4 | (S) | (S) | (S) | 37.5 |
| Wholesale trade | 9.2 | (S) | .5 | 1.2 | (S) | (S) | .4 | .8 | 27.9 |
| Retail trade | 20.0 | 1.0 | (S) | 7.1 | (S) | (S) | .3 | 1.0 | 26.6 |
| For-hire transportation | 10.7 | .5 | .5 | (S) | 1.0 | (S) | (S) | 4.6 | 19.2 |
| Utilities | 4.3 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 36.6 |
| Services | 13.3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 35.1 |
| Daily rental | .5 | (Z) | (S) | (S) | (S) | (S) | (S) | (S) | 33.7 |
| Personal transportation | 361.6 | 106.4 | 102.0 | 129.6 | 16.2 | (S) | (S) | (S) | 3.6 |
| Other | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 69.4 |
| Not in use | 1.4 | 1.3 | (Z) | (S) | (S) | (S) | (S) | (S) | 19.6 |
| Not reported | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 98.6 |
| BODY TYPE | | | | | | | | | |
| Pickup | 415.8 | 100.8 | 109.8 | 157.4 | 25.9 | 17.9 | (S) | (S) | .7 |
| Panel or van | 29.9 | 6.6 | 5.6 | 11.0 | 4.4 | (S) | (S) | (S) | 13.8 |
| Utility | 32.2 | 13.4 | 7.7 | 8.8 | (S) | (S) | (S) | (S) | 15.4 |
| Station wagon | (S) | (S) | (Z) | (Z) | (S) | (S) | (S) | (S) | 70.0 |
| Multistop or walk-in | .6 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 29.6 |
| Platform with added devices | 2.1 | .8 | .6 | .3 | .2 | (S) | (S) | (S) | 15.7 |
| Low boy or depressed center | 1.6 | .6 | .4 | .4 | .3 | (S) | (S) | (S) | 18.4 |
| Basic platform | 14.7 | 7.0 | 2.9 | 2.4 | .6 | (S) | .6 | .5 | 5.3 |
| Livestock truck | 1.0 | .2 | .3 | (S) | (S) | (S) | (S) | (S) | 23.4 |
| Insulated nonrefrigerated van | (S) | (Z) | (Z) | (Z) | (S) | (S) | (S) | (S) | 72.0 |
| Insulated refrigerated van | 4.0 | (S) | (Z) | (S) | (S) | (S) | .4 | 2.7 | 9.8 |
| Drop-frame van | .5 | .5 | (S) | (S) | (S) | (S) | (S) | .3 | 29.4 |
| Open-top van | 1.6 | .8 | (S) | .8 | 1.0 | (S) | (S) | .3 | 18.2 |
| Basic enclosed van | 8.0 | .6 | (S) | .3 | (S) | (S) | (S) | (S) | 7.0 |
| Beverage | .9 | (S) | (S) | .3 | (S) | (S) | (S) | (S) | 25.1 |
| Public utility | 1.4 | .2 | .5 | .5 | (S) | (S) | (S) | (S) | 19.5 |
| Winch or crane | .4 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 35.7 |
| Wrecker | .6 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 31.2 |
| Pole or logging | 2.7 | .6 | .4 | .4 | (S) | (S) | (S) | (S) | 14.0 |
| Auto transport | (S) | (Z) | (Z) | (Z) | (S) | (S) | (S) | (S) | 99.1 |
| Service truck | 1.3 | (S) | (S) | .5 | (S) | (S) | (S) | (S) | 20.3 |
| Yard tractor | (S) | (S) | (S) | .6 | (S) | (S) | (S) | (S) | 60.1 |
| Oilfield truck | .3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 44.2 |
| Cargo container chassis | (S) | (S) | .7 | .3 | (S) | (S) | (S) | (S) | 73.4 |
| Grain body | 6.5 | 4.2 | (S) | .3 | .3 | (S) | (S) | (S) | 6.7 |
| Garbage hauler | .8 | (S) | (S) | .2 | (S) | (S) | (S) | (S) | 27.4 |
| Dump truck | 5.5 | 1.6 | 1.3 | 1.1 | .6 | (S) | (S) | (S) | 9.6 |
| Tank truck (liquids or gases) | 2.5 | (S) | (S) | .5 | .4 | (S) | (S) | (S) | 14.7 |
| Tank truck (dry bulk) | .5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 32.0 |
| Concrete mixer | 1.0 | (S) | (S) | .5 | (S) | (S) | (S) | (S) | 24.8 |
| Other | .5 | (S) | (S) | (Z) | (S) | (S) | (S) | (S) | 33.1 |
| Not reported | (S) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 99.1 |
| RANGE OF OPERATION | | | | | | | | | |
| Local | 403.4 | 96.4 | 111.6 | 153.4 | 24.9 | 15.9 | .8 | .4 | 3.1 |
| Short-range (Less than 201 miles) | 56.6 | 8.0 | 8.7 | 16.4 | 10.3 | 8.9 | 1.4 | (S) | 16.0 |
| Long-range (201 miles or more) | 14.3 | .3 | .3 | (S) | .4 | (S) | .8 | 7.3 | 17.9 |
| Off-the-road | 64.4 | 35.5 | 12.0 | 12.0 | (S) | (S) | (S) | (S) | 14.6 |
| Not reported | .9 | .9 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 24.7 |
| BASE OF OPERATION | | | | | | | | | |
| Percentage of miles traveled outside base-of-operation | | | | | | | | | |
| State: | 396.3 | 98.9 | 107.3 | 137.6 | 25.9 | 21.8 | (S) | 1.1 | 3.3 |
| Less than 25 percent | 15.7 | (S) | (S) | (S) | (S) | (S) | (S) | 1.0 | 30.6 |
| 25 to 49 percent | 11.7 | (S) | .2 | 5.8 | .3 | (S) | .6 | 5.4 | 30.2 |
| 50 to 74 percent | 21.8 | (S) | (S) | (S) | (S) | (S) | .3 | .3 | 23.9 |
| 75 to 100 percent | 94.2 | 33.5 | 17.2 | 35.3 | (S) | (S) | (S) | .3 | 12.3 |
| Not reported | | | | | | | | | |
| VEHICLE SIZE | | | | | | | | | |
| Light | 489.3 | 125.4 | 125.2 | 179.3 | 33.5 | 21.8 | (S) | (S) | .1 |
| Medium | 10.1 | 4.7 | 2.7 | 1.6 | .6 | .3 | (S) | (S) | 6.5 |
| Light-heavy | 8.9 | 4.5 | 1.6 | 1.5 | .6 | .2 | (S) | (S) | 7.2 |
| Heavy-heavy | 31.4 | 6.5 | 3.1 | 4.1 | 3.2 | 3.2 | 2.6 | 8.6 | 2.2 |
| AVERAGE WEIGHT (POUNDS) | | | | | | | | | |
| Less than 6,001 | 461.1 | 119.3 | 120.7 | 170.2 | 29.7 | 17.2 | (S) | (S) | 1.3 |
| 6,001 to 10,000 | 28.2 | 6.1 | 4.6 | 9.1 | .6 | (S) | (S) | (S) | 21.4 |
| 10,001 to 14,000 | 4.1 | 2.0 | 1.1 | .6 | (S) | (S) | (S) | (S) | 11.2 |
| 14,001 to 16,000 | 2.4 | 1.0 | .8 | .3 | (S) | (S) | (S) | (S) | 14.9 |
| 16,001 to 19,500 | 3.6 | 1.6 | .9 | .6 | .4 | (S) | (S) | (S) | 11.9 |
| 19,501 to 26,000 | 8.8 | 4.5 | 1.6 | 1.5 | .6 | .2 | (S) | (S) | 7.2 |
| 26,001 to 33,000 | 3.5 | 1.7 | .6 | .7 | .3 | (S) | (S) | (S) | 12.2 |
| 33,001 to 40,000 | 2.6 | .9 | (S) | .6 | .5 | (S) | (S) | (S) | 14.2 |
| 40,001 to 50,000 | 5.3 | 1.4 | 1.0 | .9 | 1.2 | .4 | (S) | (S) | 9.7 |
| 50,001 to 60,000 | 4.3 | 1.2 | .4 | .5 | .4 | .3 | .2 | 1.3 | 10.4 |
| 60,001 to 80,000 | 15.6 | 1.3 | .9 | 1.3 | .6 | 2.1 | 2.3 | 6.8 | 8.9 |
| 80,001 to 100,000 | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 72.0 |
| 100,001 to 130,000 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 130,001 or more | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

See footnotes at end of table.

Table 5. Trucks by Annual Mileage Class: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Annual miles ¹ | | | | | | Relative standard error of estimate (percent) for total | |
|---|-------|---------------------------|----------------|------------------|------------------|------------------|------------------|---|----------------|
| | | Less than 5,000 | 5,000 to 9,999 | 10,000 to 19,999 | 20,000 to 29,999 | 30,000 to 49,999 | 50,000 to 74,999 | | 75,000 or more |
| TOTAL LENGTH (FEET) | | | | | | | | | |
| Less than 7.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7.0 to 9.9 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 10.0 to 12.9 | 42.2 | 18.0 | 11.6 | 10.4 | 8.3 | 15.6 | | | 70.8 |
| 13.0 to 15.9 | 80.8 | 17.0 | 19.4 | 31.8 | 23.0 | | | | 18.9 |
| 16.0 to 19.9 | 345.6 | 87.9 | 89.8 | 127.3 | | | | | 13.6 |
| 20.0 to 27.9 | 39.4 | 12.3 | 8.3 | 11.9 | (S) | (S) | (S) | (S) | 3.9 |
| 28.0 to 35.9 | 5.3 | 1.9 | 1.0 | 1.0 | (S) | (S) | (S) | (S) | 14.7 |
| 36.0 to 40.9 | 1.5 | .5 | .3 | .3 | (S) | (S) | (S) | (S) | 9.8 |
| 41.0 to 44.9 | 2.0 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 18.8 |
| 45.0 or more | 19.6 | 3.1 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 16.4 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 3.4 |
| YEAR MODEL | | | | | | | | | |
| 1983 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 1982 | 27.9 | (S) | (S) | 12.2 | (S) | (S) | (S) | (S) | 23.8 |
| 1981 | 27.3 | (S) | (S) | 10.5 | (S) | (S) | (S) | (S) | 24.6 |
| 1980 | 47.2 | (S) | 8.2 | 26.7 | (S) | (S) | (S) | (S) | 18.6 |
| 1979 | 45.8 | (S) | 9.8 | 20.3 | (S) | (S) | (S) | (S) | 18.1 |
| 1978 | 54.8 | 10.3 | 11.8 | 28.2 | (S) | (S) | (S) | (S) | 16.7 |
| 1977 | 48.3 | (S) | 14.1 | 21.8 | (S) | (S) | (S) | (S) | 18.0 |
| 1976 | 31.2 | 8.4 | 14.1 | 17.4 | (S) | (S) | (S) | (S) | 22.2 |
| 1975 | 29.1 | 7.1 | 13.6 | (S) | (S) | (S) | (S) | (S) | 23.3 |
| 1974 | 24.0 | 13.6 | 7.1 | (S) | (S) | (S) | (S) | (S) | 24.4 |
| 1973 | 35.4 | 6.9 | 13.0 | 12.3 | (S) | (S) | (S) | (S) | 20.6 |
| Pre-1973 | 168.6 | 82.2 | 43.2 | 33.0 | (Z) | (Z) | (Z) | (Z) | 8.2 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| VEHICLE ACQUISITION | | | | | | | | | |
| Purchased new | 222.3 | 40.2 | 44.7 | 87.5 | 17.7 | 22.4 | 1.5 | 8.3 | 6.7 |
| Purchased used | 299.3 | 97.2 | 85.5 | 89.7 | 18.8 | 3.0 | | 1.6 | 5.0 |
| Leased from someone else | 7.5 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 40.3 |
| Not reported | 10.5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 39.0 |
| LEASE CHARACTERISTICS² | | | | | | | | | |
| Leased without driver | 3.3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 34.9 |
| Leased with driver | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Leased with owner-operator | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| Provisions of lease | 7.4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 41.2 |
| Financing (no maintenance) | 5.0 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 45.6 |
| Financing (full maintenance) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 86.7 |
| Other | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 98.6 |
| OPERATOR CLASSIFICATION | | | | | | | | | |
| Not for hire: | 529.8 | 140.6 | 132.0 | 185.7 | 36.8 | 24.7 | 4.3 | 5.8 | .1 |
| Private owner or individual | 9.8 | .5 | .7 | .9 | 1.2 | .9 | .7 | 5.0 | 5.9 |
| For hire | 5.8 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 7.9 |
| Motor carrier | 3.5 | .4 | .4 | .5 | .5 | .5 | .5 | 4.0 | 11.3 |
| Owner-operator | .5 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 33.7 |
| Daily rental | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 69.6 |
| Mixed—for hire/not for hire | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 7.2 |
| For-hire interstate | 5.8 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 14.5 |
| Exempt carrier | 2.5 | .4 | .4 | .4 | .4 | .4 | .4 | .4 | 22.5 |
| Contract carrier | 1.0 | .2 | .2 | .2 | .2 | .2 | .2 | .2 | 7.9 |
| Common carrier | 6.0 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 18.8 |
| For-hire intrastate | 1.5 | .3 | .3 | .3 | .3 | .3 | .3 | .3 | 15.9 |
| For-hire local | 2.1 | .3 | .3 | .3 | .3 | .3 | .3 | .3 | |
| PRODUCTS CARRIED | | | | | | | | | |
| Farm products | 25.0 | 9.6 | 6.0 | (S) | (S) | (S) | (S) | (S) | 16.7 |
| Live animals | 16.8 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 31.7 |
| Mining products | .4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 36.1 |
| Logs and other forest products | 5.3 | .7 | .4 | .6 | .6 | .6 | .6 | .6 | 38.0 |
| Lumber and fabricated wood products | 1.7 | .4 | .3 | .3 | .3 | .3 | .3 | .3 | 17.6 |
| Processed foods | 8.1 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 25.3 |
| Textile mill products | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 89.7 |
| Building materials | 10.2 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 28.1 |
| Household goods | .4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 33.6 |
| Furniture or hardware | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 64.5 |
| Paper products | .6 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 29.5 |
| Chemicals | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 55.6 |
| Petroleum | 1.5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 19.1 |
| Plastics and/or rubber | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 51.8 |
| Primary metal products | 6.5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 46.5 |
| Fabricated metal products | 1.4 | .4 | .3 | (S) | (S) | (S) | (S) | (S) | 19.6 |
| Machinery, elect or nonelect | 4.6 | .7 | .3 | .6 | .6 | .6 | .6 | .6 | 43.8 |
| Transportation equipment | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 52.8 |
| Scrap, refuse, or garbage | 8.0 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 43.0 |
| Mixed cargoes | 4.4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 9.2 |
| Craftsman's equipment | 29.4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 22.7 |
| Personal transportation | 357.7 | 104.5 | 102.6 | 127.9 | 15.3 | 16.0 | 16.0 | 16.0 | 3.7 |
| No load carried | 34.9 | .9 | .9 | 17.3 | (S) | (S) | (S) | (S) | 21.7 |
| Not in use | 1.2 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 21.0 |
| Other | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | 56.0 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

See footnotes at end of table.

Table 5. Trucks by Annual Mileage Class: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Annual miles ¹ | | | | | | | Relative standard error of estimate (percent) for total |
|--|-------|---------------------------|----------------|------------------|------------------|------------------|------------------|----------------|---|
| | | Less than 5,000 | 5,000 to 9,999 | 10,000 to 19,999 | 20,000 to 29,999 | 30,000 to 49,999 | 50,000 to 74,999 | 75,000 or more | |
| HAZARDOUS MATERIALS CARRIED | | | | | | | | | |
| Hazardous materials carried..... | 5.4 | .3 | (S) | .5 | .7 | .3 | .3 | 3.1 | 8.6 |
| Less than 25 percent of time..... | 3.5 | (Z) | (S) | (S) | (S) | (S) | (S) | 2.9 | 10.1 |
| 25 to 49 percent of time..... | 1.2 | (S) | (S) | .3 | .4 | (S) | (S) | (S) | 21.2 |
| 50 to 74 percent of time..... | .3 | (S) | (Z) | (Z) | (S) | (S) | (S) | .2 | 36.0 |
| 75 to 100 percent of time..... | .3 | (S) | (Z) | (Z) | (S) | (S) | (S) | (Z) | 41.1 |
| No percent reported..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Types of hazardous materials..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Flammables or combustibles..... | 4.7 | .3 | (S) | .4 | .5 | .3 | .3 | 2.9 | 9.1 |
| Acids, poisons, caustics, etc..... | 2.9 | (S) | (S) | (S) | .3 | (Z) | (Z) | 2.4 | 10.7 |
| Explosives..... | (S) | (Z) | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 59.0 |
| Radioactive materials..... | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | (S) | 59.0 |
| Hazardous waste..... | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (S) | 98.6 |
| Hazardous materials not listed above..... | (S) | (Z) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | 72.0 |
| Not reported..... | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | (Z) | 99.1 |
| No hazardous materials carried..... | 320.2 | 81.1 | 68.6 | 107.2 | 28.0 | 23.2 | 4.7 | 7.5 | 4.7 |
| Not reported..... | 214.0 | 59.6 | 63.8 | 78.9 | 9.2 | (S) | (S) | .2 | 7.0 |
| TRUCK FLEET SIZE³ | | | | | | | | | |
| 1..... | 426.6 | 122.8 | 109.2 | 149.4 | 25.0 | 16.2 | (S) | 1.2 | 2.5 |
| 2 to 5..... | 68.4 | 14.3 | 13.5 | 26.4 | 8.7 | (S) | .7 | .6 | 13.5 |
| 6 to 19..... | 24.8 | 3.0 | 6.2 | (S) | (S) | (S) | .6 | (S) | 21.1 |
| 20 or more..... | 19.8 | .9 | (S) | 5.1 | .8 | (S) | 1.1 | 6.2 | 16.5 |
| MILES PER GALLON | | | | | | | | | |
| Less than 5..... | 10.8 | 1.8 | 1.4 | 1.6 | 1.1 | 1.4 | 1.2 | 2.3 | 6.1 |
| 5 to 6.9..... | 30.6 | 5.8 | 6.5 | 6.6 | 2.0 | 1.9 | 1.6 | 6.1 | 13.2 |
| 7 to 8.9..... | 33.9 | 10.4 | 6.3 | 11.2 | (S) | (S) | (S) | (S) | 19.1 |
| 9 to 11.9..... | 103.1 | 28.8 | 27.2 | 31.6 | 7.7 | 7.6 | (S) | (Z) | 11.6 |
| 12 to 14.9..... | 97.7 | 32.8 | 24.7 | 31.8 | (S) | (S) | (Z) | (S) | 12.1 |
| 15 to 19.9..... | 126.3 | 26.4 | 32.7 | 48.1 | 13.0 | (S) | (S) | (S) | 10.5 |
| 20 or more..... | 56.6 | 7.4 | 17.9 | 22.2 | (S) | (S) | (Z) | (Z) | 17.2 |
| Not reported..... | 80.7 | 27.7 | 15.9 | 33.4 | (S) | (S) | (Z) | (S) | 13.6 |
| EQUIPMENT TYPE | | | | | | | | | |
| Transmission..... | 539.6 | 141.1 | 132.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | (Z) |
| Manual..... | 259.1 | 92.4 | 54.5 | 67.7 | 17.0 | 14.0 | 4.9 | 8.7 | 5.7 |
| Automatic..... | 267.1 | 47.6 | 73.6 | 111.6 | 20.6 | 11.4 | (S) | (S) | 5.6 |
| Not reported..... | 13.4 | 1.1 | (S) | 7.2 | .4 | (S) | (S) | (Z) | 31.7 |
| Braking system..... | 539.6 | 141.1 | 132.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | (Z) |
| Hydraulic..... | 13.4 | 6.6 | 3.0 | 2.0 | 1.3 | .6 | (Z) | (Z) | 5.3 |
| Hydraulic (power)..... | 494.5 | 127.9 | 126.6 | 180.1 | 33.8 | 21.8 | (S) | (S) | .2 |
| Air..... | 27.3 | 5.0 | 2.4 | 3.0 | 2.5 | 3.0 | 2.8 | 8.7 | 2.3 |
| Not reported..... | 4.4 | 1.6 | .7 | 1.4 | .4 | (S) | (S) | (S) | 10.8 |
| Power steering ² | 302.4 | 51.9 | 69.9 | 128.4 | 25.7 | 20.1 | 1.6 | 4.8 | 4.9 |
| Air conditioning ² | 248.8 | 32.1 | 53.0 | 112.3 | 21.3 | 18.7 | 1.7 | 9.7 | 6.0 |
| Engine retarder ² | .5 | (Z) | (S) | .3 | (S) | (S) | .1 | .8 | 16.4 |
| Reflective materials ² | 4.2 | .9 | .8 | .4 | .5 | .5 | .4 | .8 | 10.9 |
| FUEL CONSERVATION EQUIPMENT² | | | | | | | | | |
| Aerodynamic features..... | 4.8 | (S) | (S) | (S) | (S) | (S) | .2 | 4.2 | 8.3 |
| Axle or drive ratio..... | 11.2 | 1.7 | .9 | .9 | .5 | .4 | .7 | 6.0 | 5.6 |
| Fuel economy engine..... | 11.4 | (S) | .6 | (S) | .8 | 1.4 | 1.8 | 6.5 | 5.0 |
| Radial tires..... | 181.9 | 21.7 | 35.8 | 85.2 | 17.4 | 11.0 | 1.6 | 9.0 | 7.9 |
| Road speed governor..... | 14.9 | 4.2 | 2.1 | 1.9 | 1.7 | 1.5 | 1.0 | 2.5 | 5.2 |
| Variable fan drives..... | 10.8 | .4 | .4 | .6 | 1.0 | .7 | 1.0 | 6.8 | 5.4 |
| Other fuel conservation devices..... | 2.5 | (Z) | (S) | (S) | (S) | (Z) | (S) | 2.1 | 12.1 |
| Not reported..... | 342.8 | 114.5 | 94.3 | 99.1 | 18.8 | 13.3 | (S) | .4 | 4.2 |
| MAINTENANCE | | | | | | | | | |
| General maintenance: | | | | | | | | | |
| Owner..... | 344.6 | 103.5 | 75.8 | 121.4 | 23.1 | 16.6 | .9 | (S) | 4.1 |
| Company's maintenance facilities..... | 30.1 | 4.0 | 4.2 | 7.2 | 5.7 | 1.9 | 1.4 | 5.7 | 14.3 |
| Dealership's service department..... | 46.9 | .7 | 7.9 | 25.0 | 8.9 | (S) | .2 | .6 | 17.9 |
| Leasing company..... | 1.7 | (Z) | (S) | (S) | (S) | (S) | (S) | 1.2 | 15.3 |
| Independent garage..... | 135.2 | 29.5 | 49.2 | 36.5 | 10.6 | 7.7 | .7 | .9 | 9.6 |
| Component distributorship..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Other..... | .4 | (S) | (S) | (S) | (S) | (Z) | (S) | (S) | 38.4 |
| Not reported..... | 31.5 | 7.6 | (S) | 14.3 | (S) | (S) | (S) | .2 | 22.4 |
| Major overhauls: | | | | | | | | | |
| Owner..... | 74.4 | 28.7 | 14.5 | 18.2 | (S) | (S) | .3 | (S) | 13.8 |
| Company's maintenance facilities..... | 20.5 | 2.5 | 3.0 | 5.9 | (S) | 1.0 | .6 | 4.3 | 18.7 |
| Dealership's service department..... | 41.7 | .7 | 8.7 | 26.1 | (S) | (S) | .6 | 1.1 | 19.3 |
| Leasing company..... | .6 | (S) | (S) | (S) | (Z) | (S) | .3 | .3 | 28.4 |
| Independent garage..... | 92.9 | 19.8 | 24.0 | 33.5 | (S) | 6.2 | (S) | 1.2 | 12.2 |
| Component distributorship..... | .3 | (Z) | (S) | (Z) | (S) | (S) | (S) | (S) | 45.9 |
| Other..... | (S) | (S) | (S) | (Z) | (Z) | (Z) | (S) | (Z) | 66.2 |
| Not reported..... | 310.3 | 90.9 | 78.3 | 105.0 | 23.1 | 10.2 | .8 | 2.0 | 4.8 |

See footnotes at end of table.

Table 5. Trucks by Annual Mileage Class: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Annual miles ¹ | | | | | | | Relative standard error of estimate (percent) for total |
|---|-------|---------------------------|----------------|------------------|------------------|------------------|------------------|----------------|---|
| | | Less than 5,000 | 5,000 to 9,999 | 10,000 to 19,999 | 20,000 to 29,999 | 30,000 to 49,999 | 50,000 to 74,999 | 75,000 or more | |
| ENGINE TYPE AND SIZE | | | | | | | | | |
| Engine..... | 539.6 | 141.1 | 132.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | (Z) |
| Gasoline..... | 507.2 | 139.0 | 128.6 | 177.3 | 35.6 | 22.4 | (S) | (S) | .8 |
| Diesel..... | 27.2 | 1.4 | 1.8 | 7.0 | 2.3 | 3.2 | 3.0 | 8.6 | 10.5 |
| LP gas or other..... | (S) | .6 | (S) | (S) | (S) | (Z) | (Z) | (S) | 62.9 |
| Not reported..... | (S) | (S) | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 94.6 |
| Cylinders..... | 539.6 | 141.1 | 132.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | (Z) |
| 4..... | 54.5 | 14.3 | 19.0 | 17.2 | (S) | (S) | (S) | (Z) | 17.3 |
| 6..... | 144.0 | 46.7 | 23.8 | 38.4 | 19.0 | 5.4 | 2.5 | 8.2 | 9.0 |
| 8..... | 337.2 | 79.6 | 86.7 | 130.7 | 16.9 | 18.1 | (S) | (S) | 4.3 |
| Other..... | (S) | (Z) | (Z) | (Z) | (Z) | (S) | (Z) | (Z) | 99.1 |
| Not reported..... | (S) | .4 | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 60.0 |
| Cubic inch displacement..... | 537.5 | 141.0 | 130.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | .4 |
| Gasoline engines..... | 507.2 | 139.0 | 128.6 | 177.3 | 35.6 | 22.4 | (S) | (S) | .8 |
| Less than 200..... | 40.0 | 7.9 | 17.0 | 11.1 | (S) | (S) | (S) | (S) | 20.6 |
| 200 to 299..... | 88.8 | 32.7 | 19.1 | 22.5 | 12.3 | (S) | (S) | (S) | 12.7 |
| 300 to 349..... | 96.3 | 20.7 | 31.8 | 32.4 | 7.3 | (S) | (S) | (S) | 12.0 |
| 350 to 399..... | 191.8 | 45.6 | 40.5 | 80.0 | 12.1 | 9.6 | (S) | (S) | 7.6 |
| 400 or more..... | 31.1 | 6.1 | 8.8 | 14.0 | (S) | .4 | (S) | (S) | 22.2 |
| Not reported..... | 59.1 | 26.0 | 11.5 | 17.3 | .2 | (S) | (Z) | (Z) | 16.4 |
| Diesel engines..... | 27.2 | 1.4 | 1.8 | 7.0 | 2.3 | 3.2 | 3.0 | 8.6 | 10.5 |
| Less than 400..... | (S) | .2 | (S) | (S) | (S) | (S) | (S) | (S) | 55.8 |
| 400 to 599..... | 3.7 | .3 | .8 | .6 | .6 | .5 | .6 | .3 | 11.4 |
| 600 to 799..... | 5.1 | (S) | .7 | .9 | .7 | 1.1 | .7 | .7 | 9.6 |
| 800 or more..... | 12.5 | .3 | (S) | 1.1 | .6 | 1.4 | 1.5 | 7.3 | 4.5 |
| Not reported..... | .8 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 24.9 |
| Other engines..... | (S) | .6 | (S) | (S) | (S) | (Z) | (Z) | (S) | 62.9 |
| Less than 400..... | (S) | .4 | (S) | (S) | (S) | (Z) | (Z) | (Z) | 67.8 |
| 400 or more..... | (S) | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | 57.4 |
| Not reported..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 99.1 |
| Horsepower..... | 537.5 | 141.0 | 130.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | .4 |
| Gasoline engines..... | 507.2 | 139.0 | 128.6 | 177.3 | 35.6 | 22.4 | (S) | (S) | .8 |
| Less than 100..... | 31.7 | 7.5 | 15.0 | (S) | (S) | (S) | (S) | (S) | 23.5 |
| 100 to 199..... | 359.7 | 97.1 | 85.7 | 125.9 | 31.0 | 15.9 | (S) | (S) | 3.8 |
| 200 to 249..... | 46.0 | 10.2 | 12.2 | 21.0 | (S) | .4 | (S) | (S) | 17.3 |
| 250 or more..... | 12.6 | (S) | (S) | 8.0 | (S) | (S) | (S) | (Z) | 38.3 |
| Not reported..... | 57.2 | 24.0 | 11.6 | 17.3 | .2 | (S) | (Z) | (Z) | 16.7 |
| Diesel engines..... | 27.2 | 1.4 | 1.8 | 7.0 | 2.3 | 3.2 | 3.0 | 8.6 | 10.5 |
| Less than 250..... | 11.6 | .7 | 1.0 | (S) | 1.2 | 1.5 | .8 | .7 | 24.8 |
| 250 to 349..... | 10.9 | .3 | .7 | 1.0 | .8 | 1.3 | 1.7 | 5.0 | 5.2 |
| 350 to 449..... | 3.6 | (S) | (Z) | (S) | (S) | .3 | .4 | 2.6 | 9.8 |
| 450 or more..... | .5 | (Z) | (Z) | (S) | (S) | (S) | (S) | .3 | 30.9 |
| Not reported..... | .7 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | 27.5 |
| Other engines..... | (S) | .6 | (S) | (S) | (S) | (Z) | (Z) | (S) | 62.9 |
| Less than 250..... | (S) | .5 | (S) | (S) | (S) | (Z) | (Z) | (S) | 65.2 |
| 250 or more..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Not reported..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 70.0 |
| TRUCK TYPE AND AXLE ARRANGEMENT | | | | | | | | | |
| Single-unit trucks..... | 516.3 | 136.9 | 130.9 | 184.5 | 35.9 | 23.3 | (S) | (S) | .1 |
| 2 axles..... | 509.7 | 135.2 | 129.3 | 183.2 | 34.9 | 22.5 | (S) | (S) | .1 |
| 3 axles..... | 5.4 | 1.7 | 1.3 | .8 | 1.0 | .5 | (S) | (S) | 9.8 |
| 4 axles or more..... | 1.1 | (Z) | .3 | .5 | (Z) | .3 | (S) | (Z) | 22.9 |
| Combinations..... | 23.4 | 4.1 | 1.8 | 2.0 | 2.1 | 2.3 | 2.7 | 8.4 | 2.9 |
| Single-unit truck with trailer..... | 3.3 | 1.3 | .6 | .5 | .3 | (S) | (S) | .3 | 12.7 |
| 3 axles..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 70.4 |
| 4 axles..... | 1.8 | 1.0 | .3 | .2 | (S) | (S) | (S) | (S) | 17.5 |
| 5 axles or more..... | 1.4 | (S) | .2 | .3 | (S) | (S) | (S) | .3 | 19.8 |
| Truck-tractor with single trailer..... | 20.0 | 2.8 | 1.2 | 1.4 | 1.7 | 2.1 | 2.5 | 8.2 | 3.2 |
| 3 axles..... | 1.0 | .4 | (S) | (S) | (S) | (Z) | (S) | (S) | 23.2 |
| 4 axles..... | 4.1 | 1.3 | .4 | .5 | .8 | .4 | .6 | .6 | 11.1 |
| 5 axles or more..... | 14.9 | 1.2 | .7 | .8 | .8 | 1.7 | 2.3 | 7.4 | 3.8 |
| Truck-tractor with double trailers..... | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | (Z) | 73.4 |
| 5 axles..... | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | (Z) | 98.6 |
| 6 axles..... | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 axles or more..... | (S) | (Z) | (Z) | (S) | (Z) | (Z) | (Z) | (Z) | 99.3 |
| Truck-tractor with triple trailers..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 axles..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 8 axles or more..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Trailer not specified..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Powered axles..... | 539.6 | 141.1 | 132.7 | 186.5 | 38.0 | 25.5 | 5.1 | 10.8 | (Z) |
| 1..... | 438.7 | 114.6 | 108.4 | 160.2 | 31.1 | 17.3 | (S) | (S) | 2.4 |
| 2..... | 91.5 | 22.5 | 19.8 | 25.5 | 6.5 | 8.1 | 2.3 | 6.8 | 11.3 |
| 3 or more..... | .8 | (S) | (S) | (S) | (S) | (S) | (S) | .2 | 24.8 |
| Not reported..... | 8.7 | 3.8 | (S) | .6 | .4 | (S) | (S) | .3 | 33.9 |
| CAB TYPE⁴ | | | | | | | | | |
| Cab forward of engine..... | 1.0 | .4 | .2 | (S) | (S) | (S) | (Z) | (S) | 22.4 |
| Cab over engine..... | 11.8 | 1.7 | .9 | .9 | 1.4 | .6 | 1.0 | 6.3 | 4.9 |
| Short-hood conventional..... | 11.7 | 3.7 | 1.7 | 2.1 | 1.4 | 1.4 | 1.5 | 1.0 | 6.2 |
| Medium-hood conventional..... | 23.0 | 9.1 | 4.7 | 3.2 | 2.4 | 1.7 | 1.1 | .8 | 3.8 |
| Long-hood conventional..... | 5.4 | 1.9 | .9 | 1.2 | .4 | .2 | .4 | .5 | 9.5 |
| Cab beside engine..... | (S) | (S) | (Z) | (S) | (Z) | (Z) | (Z) | (Z) | 70.0 |
| Other..... | 3.6 | 1.5 | .7 | .6 | .5 | .2 | (S) | (S) | 11.8 |
| Not reported..... | 482.9 | 122.7 | 123.5 | 178.3 | 32.9 | 21.4 | (S) | (S) | .1 |

See footnotes at end of table.

Table 5. Trucks by Annual Mileage Class: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Annual miles ¹ | | | | | | Relative standard error of estimate (percent) for total | |
|---|-------|---------------------------|----------------|------------------|------------------|------------------|------------------|---|----------------|
| | | Less than 5,000 | 5,000 to 9,999 | 10,000 to 19,999 | 20,000 to 29,999 | 30,000 to 49,999 | 50,000 to 74,999 | | 75,000 or more |
| PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS | | | | | | | | | |
| Total | 480.0 | 122.0 | 123.1 | 177.2 | 32.5 | 21.2 | (S) | (S) | .1 |
| Pickups | 415.8 | 100.8 | 109.8 | 157.4 | 25.9 | 17.9 | (S) | (S) | .7 |
| Panels or vans | 29.9 | 6.6 | 5.6 | 11.0 | 4.4 | (S) | (Z) | (Z) | 13.8 |
| Utilities | 32.2 | 13.4 | 7.7 | 8.8 | (S) | (Z) | (Z) | (Z) | 15.4 |
| Station wagons | (S) | (S) | (Z) | (Z) | (Z) | (S) | (Z) | (Z) | 70.0 |
| Driving wheels | 478.3 | 121.6 | 122.0 | 177.1 | 32.5 | 21.2 | (S) | (S) | .2 |
| 4-wheel drive | 77.8 | 23.8 | 20.5 | 21.4 | (S) | (S) | (Z) | (Z) | 13.5 |
| 2-wheel drive | 392.3 | 95.8 | 101.4 | 149.5 | 26.3 | 15.2 | (S) | (S) | 2.8 |
| Front-wheel drive | 9.3 | (S) | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 42.1 |

NOTE: Because the sample is designed to measure the number of trucks and not all of the specific vehicular and operational characteristics of those trucks, some data cells may have high relative standard errors of estimate (RSEs). For Arkansas, 73.1 of the cells have RSEs greater than 10 percent, and 52.9 of the cells have RSEs greater than 25 percent.

- ¹When no response was obtained for annual miles, data were imputed.
- ²Detail does not add to totals because items were not applicable or multiple responses were possible.
- ³When no response was obtained, one truck was imputed based on body type of sampled vehicle.
- ⁴Pickups, panels, and vans are not included.

Table 6. Trucks by Range of Operation: 1982

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Range of operation | | | | | Relative standard error of estimate (percent) for total |
|---|-------|--------------------|-------------|------------|--------------|--------------|---|
| | | Local | Short-range | Long-range | Off-the-road | Not reported | |
| Total | 539.6 | 403.4 | 56.6 | 14.3 | 64.4 | .9 | (Z) |
| Relative standard error (percent) | (Z) | 3.1 | 16.0 | 17.9 | 14.6 | 24.7 | (Z) |
| MAJOR USE | | | | | | | |
| Agriculture | 59.2 | 41.4 | (S) | .9 | 13.1 | NN | 14.3 |
| Forestry and lumbering | 6.3 | 4.5 | .9 | (S) | .8 | NN | 32.5 |
| Mining and quarrying | (S) | (S) | (S) | (Z) | .4 | NN | 73.3 |
| Construction | 38.2 | 26.4 | 10.1 | .4 | 1.2 | NNNN | 18.9 |
| Manufacturing | 8.1 | (S) | (S) | 1.2 | .3 | NN | 37.5 |
| Wholesale trade | 9.2 | 5.3 | 2.8 | .9 | (S) | NN | 27.9 |
| Retail trade | 20.0 | 11.8 | (S) | 1.3 | (S) | NNNN | 26.6 |
| For-hire transportation | 10.7 | 4.1 | 1.3 | 5.0 | (S) | NNNN | 19.2 |
| Utilities | 4.3 | 4.1 | (S) | (S) | (S) | NNNN | 36.6 |
| Services | 13.3 | 9.1 | (S) | (S) | (S) | NNNN | 35.1 |
| Daily rental | .5 | (S) | (S) | (S) | (S) | NN | 33.7 |
| Personal transportation | 361.6 | 285.3 | 28.4 | (S) | 43.5 | NNNN | 3.6 |
| Other | (S) | (S) | (Z) | (S) | (S) | NN | 69.4 |
| Not in use | 1.4 | .4 | (Z) | (S) | (S) | (Z) | 19.6 |
| Not reported | (S) | (Z) | (Z) | (S) | (Z) | (Z) | 98.6 |
| BODY TYPE | | | | | | | |
| Pickup | 415.8 | 331.7 | 42.1 | (S) | 39.9 | NN | .7 |
| Panel or van | 29.9 | 17.6 | 4.4 | (S) | 5.5 | NNNN | 13.8 |
| Utility | 32.2 | 22.3 | (S) | (S) | 8.8 | NNNN | 15.4 |
| Station wagon | (S) | (Z) | (S) | (S) | (S) | NNNN | 70.0 |
| Multistop or walk-in | .6 | .5 | (S) | (S) | (S) | NNNN | 29.6 |
| Platform with added devices | 2.1 | 1.5 | (S) | (S) | .4 | NN | 15.7 |
| Low boy or depressed center | 1.6 | .8 | .4 | (S) | (S) | NN | 18.4 |
| Basic platform | 14.7 | 8.6 | 2.1 | (S) | 3.0 | NNNN | 5.3 |
| Livestock truck | 1.0 | .6 | (S) | (S) | (S) | NNNN | 23.4 |
| Insulated nonrefrigerated van | (S) | (Z) | (S) | (S) | (S) | NNNN | 72.0 |
| Insulated refrigerated van | 4.0 | .3 | .9 | 2.8 | (S) | NNNN | 9.8 |
| Drop-frame van | .5 | (S) | (S) | .2 | (S) | NNNN | 29.4 |
| Open-top van | 1.6 | .8 | .2 | (S) | (S) | NNNN | 18.2 |
| Basic enclosed van | 8.0 | 2.2 | 1.2 | 4.5 | (S) | NNNN | 7.0 |
| Beverage | .9 | .8 | (Z) | (S) | (S) | NNNN | 25.1 |
| Public utility | 1.4 | 1.2 | (S) | (S) | (S) | NNNN | 19.5 |
| Winch or crane | .4 | (S) | (S) | (S) | (S) | NNNN | 35.7 |
| Wrecker | .6 | .5 | (Z) | (S) | (S) | NNNN | 31.2 |
| Pole or logging | 2.7 | 1.6 | .4 | (S) | (S) | NNNN | 14.0 |
| Auto transport | (S) | (Z) | (Z) | (S) | (S) | NNNN | 99.1 |
| Service truck | 1.3 | .8 | .3 | (S) | (S) | NNNN | 20.3 |
| Yard tractor | (S) | (Z) | (Z) | (S) | (S) | NNNN | 60.1 |
| Oilfield truck | .3 | (S) | (S) | (S) | (S) | NNNN | 44.2 |
| Cargo container chassis | (S) | (S) | (Z) | (S) | (S) | NNNN | 73.4 |
| Grain body | 6.5 | 3.5 | .8 | (S) | (S) | NNNN | 8.7 |
| Garbage hauler | .8 | .7 | (S) | (S) | (S) | NN | 27.4 |
| Dump truck | 5.5 | 3.5 | .6 | (S) | 1.3 | NNNN | 9.6 |
| Tank truck (liquids or gases) | 2.5 | 1.5 | .3 | (S) | .4 | NNNN | 14.7 |
| Tank truck (dry bulk) | .5 | .5 | (S) | (S) | (S) | NNNN | 32.0 |
| Concrete mixer | 1.0 | .9 | (S) | (S) | (S) | NNNN | 24.8 |
| Other | .5 | .2 | (S) | (S) | (S) | NNNN | 33.1 |
| Not reported | (S) | (Z) | (Z) | (S) | (Z) | (S) | 99.1 |
| ANNUAL MILES¹ | | | | | | | |
| Less than 5,000 | 141.0 | 96.4 | 8.0 | .3 | 35.5 | NN | 9.2 |
| 5,000 to 9,999 | 132.7 | 111.6 | 8.7 | .3 | 12.0 | NNNN | 9.9 |
| 10,000 to 19,999 | 186.5 | 153.4 | 16.4 | (S) | 12.0 | NNNN | 7.8 |
| 20,000 to 29,999 | 38.0 | 24.9 | 10.3 | .4 | (S) | NNNN | 19.6 |
| 30,000 to 49,999 | 25.5 | 15.9 | 8.9 | .5 | .3 | NNNN | 24.1 |
| 50,000 to 74,999 | 5.1 | .8 | 1.4 | .8 | (S) | NNNN | 39.8 |
| 75,000 or more | 10.8 | .4 | (S) | 7.3 | (S) | NNNN | 19.0 |
| BASE OF OPERATION | | | | | | | |
| Percentage of miles traveled outside base-of-operation State: | | | | | | | |
| Less than 25 percent | 396.3 | 307.5 | 33.5 | (S) | 52.4 | NN | 3.3 |
| 25 to 49 percent | 15.7 | (S) | (S) | 1.1 | (S) | NN | 30.6 |
| 50 to 74 percent | 11.7 | (S) | (S) | 4.0 | (S) | NN | 30.2 |
| 75 to 100 percent | 21.8 | 8.5 | (S) | 6.3 | .4 | NN | 23.9 |
| Not reported | 94.2 | 76.0 | 9.0 | .6 | 8.2 | (S) | 12.3 |
| VEHICLE SIZE | | | | | | | |
| Light | 489.3 | 377.6 | 49.6 | (S) | 57.0 | NN | .1 |
| Medium | 10.1 | 6.4 | .9 | .4 | 2.3 | NN | 6.5 |
| Light-heavy | 8.9 | 5.6 | .9 | 2.1 | 2.1 | NN | 7.2 |
| Heavy-heavy | 31.4 | 13.7 | 5.2 | 9.2 | 3.1 | NN | 2.2 |
| AVERAGE WEIGHT (POUNDS) | | | | | | | |
| Less than 6,001 | 461.1 | 356.3 | 46.7 | (S) | 53.7 | NN | 1.3 |
| 6,001 to 10,000 | 28.2 | 21.3 | (S) | (S) | (S) | NN | 21.4 |
| 10,001 to 14,000 | 4.1 | 2.8 | .3 | (S) | .8 | NN | 11.2 |
| 14,001 to 16,000 | 2.4 | 1.6 | (S) | (S) | .6 | NN | 14.9 |
| 16,001 to 19,500 | 3.6 | 2.0 | .4 | (S) | .9 | NN | 11.9 |
| 19,501 to 26,000 | 8.8 | 5.6 | .9 | .2 | 2.0 | NN | 7.2 |
| 26,001 to 33,000 | 3.5 | 2.4 | .5 | (S) | .6 | NN | 12.2 |
| 33,001 to 40,000 | 2.6 | 1.1 | .7 | .3 | .5 | NN | 14.2 |
| 40,001 to 50,000 | 5.3 | 3.8 | .6 | .3 | .7 | NN | 9.7 |
| 50,001 to 60,000 | 4.3 | 1.8 | .4 | 1.6 | .6 | NN | 10.4 |
| 60,001 to 80,000 | 15.6 | 4.6 | 3.1 | 6.9 | .9 | NN | 3.9 |
| 80,001 to 100,000 | (S) | (S) | (Z) | (S) | (S) | NN | 72.0 |
| 100,001 to 130,000 | (Z) | (Z) | (Z) | (S) | (S) | NN | (Z) |
| 130,001 or more | (Z) | (Z) | (Z) | (S) | (S) | NN | (Z) |
| Not reported | (Z) | (Z) | (Z) | (S) | (S) | NN | (Z) |

See footnotes at end of table.

Table 6. Trucks by Range of Operation: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Range of operation | | | | | | Relative standard error of estimate (percent) for total |
|---|--------------------|-------|-------------|------------|--------------|--------------|---|
| | Total | Local | Short-range | Long-range | Off-the-road | Not reported | |
| TOTAL LENGTH (FEET) | | | | | | | |
| Less than 7.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7.0 to 9.9 | (S) | (S) | (Z) | (Z) | (S) | (Z) | 70.8 |
| 10.0 to 12.9 | 42.2 | 33.6 | (S) | (S) | 8.4 | (Z) | 18.9 |
| 13.0 to 15.9 | 80.8 | 62.8 | (S) | (S) | 11.7 | (Z) | 13.6 |
| 16.0 to 19.9 | 345.6 | 263.4 | 43.4 | (S) | 34.1 | (Z) | 3.9 |
| 20.0 to 27.9 | 39.4 | 28.6 | 2.1 | (S) | 7.7 | (Z) | 14.7 |
| 28.0 to 35.9 | 5.3 | 3.7 | .8 | (S) | .7 | (Z) | 9.8 |
| 36.0 to 40.9 | 1.5 | .8 | .4 | (S) | (S) | (Z) | 18.8 |
| 41.0 to 44.9 | 2.0 | 1.3 | .4 | (S) | 1.4 | (Z) | 16.4 |
| 45.0 or more | 19.6 | 6.0 | 3.2 | (Z) | (Z) | (Z) | 3.4 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| YEAR MODEL | | | | | | | |
| 1983 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 1982 | 27.9 | 12.7 | 10.4 | 2.5 | (S) | (Z) | 23.8 |
| 1981 | 27.3 | 18.8 | 6.6 | 1.6 | (S) | (Z) | 24.6 |
| 1980 | 47.2 | 37.0 | (S) | 1.2 | (S) | (Z) | 18.6 |
| 1979 | 45.8 | 38.2 | (S) | (S) | (S) | (Z) | 18.1 |
| 1978 | 54.8 | 42.7 | (S) | 1.6 | (S) | (Z) | 16.7 |
| 1977 | 48.3 | 37.5 | (S) | 3.3 | (S) | (Z) | 18.0 |
| 1976 | 31.2 | 25.0 | (S) | 3.3 | (S) | (Z) | 22.2 |
| 1975 | 29.1 | 19.0 | (S) | 3.3 | (S) | (Z) | 23.3 |
| 1974 | 24.0 | 18.9 | (S) | 3.3 | (S) | (Z) | 24.4 |
| 1973 | 35.4 | 24.5 | (S) | 5.6 | 7.9 | (Z) | 20.6 |
| Pre-1973 | 168.6 | 129.2 | 14.4 | (Z) | 23.8 | (Z) | 8.2 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| VEHICLE ACQUISITION | | | | | | | |
| Purchased new | 222.3 | 164.4 | 26.1 | 9.5 | 22.2 | (S) | 6.7 |
| Purchased used | 299.3 | 228.1 | 28.9 | 3.8 | 37.8 | (S) | 5.0 |
| Leased from someone else | 7.5 | (S) | (S) | (S) | (S) | (S) | 40.3 |
| Not reported | 10.5 | 7.8 | (S) | (S) | (S) | (S) | 39.0 |
| LEASE CHARACTERISTICS² | | | | | | | |
| Leased without driver | 3.3 | .9 | (S) | (S) | (S) | (S) | 34.9 |
| Leased with driver | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Leased with owner-operator | (S) | (S) | (S) | (S) | (S) | (S) | 89.9 |
| Provisions of lease | 7.4 | (S) | (S) | (S) | (S) | (S) | 41.2 |
| Financing (no maintenance) | 5.0 | (S) | (S) | (S) | (S) | (S) | 45.6 |
| Financing (full maintenance) | (S) | (S) | (S) | (S) | (S) | (S) | 86.7 |
| Other | (S) | (S) | (S) | (S) | (S) | (S) | 98.6 |
| OPERATOR CLASSIFICATION | | | | | | | |
| Not for hire: | | | | | | | |
| Private owner or individual | 529.8 | 401.0 | 54.9 | 9.0 | 64.0 | (S) | .1 |
| For hire: | | | | | | | |
| Motor carrier | 9.8 | 2.3 | 1.7 | 5.4 | 4.4 | (S) | 5.9 |
| Owner-operator | 5.8 | 1.3 | .4 | 4.1 | (Z) | (S) | 7.9 |
| Daily rental | 3.5 | .9 | 1.1 | 1.1 | (Z) | (S) | 11.3 |
| Mixed—for hire/not for hire | .5 | (S) | (S) | (S) | (S) | (S) | 33.7 |
| For-hire interstate | (S) | (S) | (S) | (S) | (S) | (S) | 69.6 |
| Exempt carrier | 5.8 | .3 | .3 | 5.0 | (S) | (S) | 7.2 |
| Contract carrier | 2.5 | 1.1 | .4 | .8 | (S) | (S) | 14.5 |
| Common carrier | 1.0 | .6 | .3 | (S) | (S) | (S) | 22.5 |
| For-hire intrastate | 6.0 | 1.2 | .7 | 3.9 | (S) | (S) | 7.9 |
| For-hire local | 1.5 | .6 | .5 | .3 | (S) | (S) | 18.8 |
| For-hire local | 2.1 | 1.3 | .6 | (S) | (S) | (S) | 15.9 |
| PRODUCTS CARRIED | | | | | | | |
| Farm products | 25.0 | 12.9 | 5.0 | 1.0 | 6.2 | (S) | 16.7 |
| Live animals | 16.8 | 14.2 | .2 | (S) | (S) | (S) | 31.7 |
| Mining products | .4 | .2 | (S) | (S) | (S) | (S) | 36.1 |
| Logs and other forest products | 5.3 | (S) | 5.5 | (S) | (S) | (S) | 38.0 |
| Lumber and fabricated wood products | 1.7 | 1.0 | .3 | .3 | (S) | (S) | 17.6 |
| Processed foods | 8.1 | 2.0 | 1.5 | 2.5 | (S) | (S) | 25.3 |
| Textile mill products | (S) | (S) | (Z) | (S) | (S) | (S) | 89.7 |
| Building materials | 10.2 | 8.2 | .8 | (S) | 1.1 | (S) | 28.1 |
| Household goods | .4 | (S) | (S) | (S) | (S) | (S) | 33.6 |
| Furniture or hardware | (S) | (S) | (S) | .3 | (S) | (S) | 64.5 |
| Paper products | .6 | .5 | (Z) | .1 | (Z) | (S) | 29.5 |
| Chemicals | (S) | (S) | (S) | .1 | (S) | (S) | 55.6 |
| Petroleum | 1.5 | .6 | .3 | (S) | (S) | (S) | 19.1 |
| Plastics and/or rubber | (S) | (S) | (Z) | (S) | (S) | (S) | 51.8 |
| Primary metal products | 8.5 | (S) | (S) | .2 | (S) | (S) | 46.5 |
| Fabricated metal products | 1.4 | .7 | (S) | .4 | (S) | (S) | 19.6 |
| Machinery, elect or nonelect | 4.6 | (S) | (S) | (S) | (S) | (S) | 43.8 |
| Transportation equipment | (S) | (S) | .2 | (S) | (S) | (S) | 52.8 |
| Scrap, refuse, or garbage | 6.0 | (S) | (S) | .3 | (S) | (S) | 43.0 |
| Mixed cargoes | 4.4 | .8 | .3 | (S) | (S) | (S) | 9.2 |
| Craftsman's equipment | 29.4 | 21.3 | 7.7 | (S) | .2 | (S) | 22.7 |
| Personal transportation | 357.7 | 281.4 | 28.4 | (S) | 43.6 | (S) | 3.7 |
| No load carried | 34.9 | 28.2 | (S) | (S) | (S) | (S) | 21.7 |
| Not in use | 1.2 | (S) | (S) | (S) | (S) | (S) | 21.0 |
| Other | (S) | (S) | (S) | (S) | (S) | (S) | 56.0 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |

See footnotes at end of table.

Table 6. Trucks by Range of Operation: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Range of operation | | | | | Relative standard error of estimate (percent) for total |
|--|-------|--------------------|-------------|------------|--------------|--------------|---|
| | | Local | Short-range | Long-range | Off-the-road | Not reported | |
| HAZARDOUS MATERIALS CARRIED | | | | | | | |
| Hazardous materials carried | 5.4 | 1.6 | .5 | 3.2 | (S) | (Z) | 8.6 |
| Less than 25 percent of time | 3.5 | .5 | (S) | 3.0 | (S) | (Z) | 10.1 |
| 25 to 49 percent of time | 1.2 | .8 | (S) | (S) | (S) | (Z) | 21.2 |
| 50 to 74 percent of time | .3 | (S) | (S) | .2 | (Z) | (Z) | 36.0 |
| 75 to 100 percent of time | .3 | .2 | (Z) | (Z) | (Z) | (Z) | 41.1 |
| No percent reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Types of hazardous materials | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Flammables or combustibles | 4.7 | 1.4 | .3 | 3.0 | (S) | (Z) | 9.1 |
| Acids, poisons, caustics, etc | 2.9 | .5 | (S) | 2.3 | (S) | (Z) | 10.7 |
| Explosives | (S) | (S) | (Z) | (S) | (S) | (Z) | 59.9 |
| Radioactive materials | (S) | (S) | (Z) | (S) | (Z) | (Z) | 59.0 |
| Hazardous waste | (S) | (Z) | (Z) | (S) | (Z) | (Z) | 98.6 |
| Hazardous materials not listed above | (S) | (Z) | (S) | (Z) | (Z) | (Z) | 72.0 |
| Not reported | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 99.1 |
| No hazardous materials carried | 320.2 | 229.3 | 33.8 | 6.6 | 50.0 | .5 | 4.7 |
| Not reported | 214.0 | 172.4 | 22.3 | (S) | 14.3 | .4 | 7.0 |
| TRUCK FLEET SIZE³ | | | | | | | |
| 1 | 426.6 | 329.6 | 40.2 | 4.2 | 52.1 | .5 | 2.5 |
| 2 to 5 | 68.4 | 46.4 | 9.3 | (S) | 9.5 | (S) | 13.5 |
| 6 to 19 | 24.8 | 16.3 | (S) | 1.1 | 1.8 | (Z) | 21.1 |
| 20 or more | 19.8 | 11.1 | 1.5 | 6.1 | 1.0 | (Z) | 16.5 |
| MILES PER GALLON | | | | | | | |
| Less than 5 | 10.8 | 5.4 | 1.3 | 2.4 | 1.6 | (S) | 6.1 |
| 5 to 6.9 | 30.6 | 11.7 | 5.8 | 8.5 | 4.7 | (S) | 13.2 |
| 7 to 8.9 | 33.9 | 27.5 | (S) | .6 | (S) | (S) | 19.1 |
| 9 to 11.9 | 103.1 | 79.2 | 13.5 | .4 | 10.0 | (S) | 11.6 |
| 12 to 14.9 | 97.7 | 72.6 | 9.2 | (S) | 14.8 | (S) | 12.1 |
| 15 to 19.9 | 126.3 | 97.7 | 14.3 | (S) | 14.2 | (Z) | 10.5 |
| 20 or more | 56.6 | 40.2 | (S) | (S) | 11.2 | .7 | 17.2 |
| Not reported | 80.7 | 69.1 | (S) | .2 | (S) | | 13.6 |
| EQUIPMENT TYPE | | | | | | | |
| Transmission | 539.6 | 403.4 | 56.6 | 14.3 | 64.4 | .9 | (Z) |
| Manual | 259.1 | 185.9 | 19.6 | 11.0 | 42.1 | .6 | 5.7 |
| Automatic | 267.1 | 205.5 | 36.8 | (S) | 21.6 | (Z) | 5.6 |
| Not reported | 13.4 | 12.0 | .3 | (S) | .8 | .3 | 31.7 |
| Braking system | 539.6 | 403.4 | 56.6 | 14.3 | 64.4 | .9 | (Z) |
| Hydraulic | 13.4 | 8.0 | 1.3 | .5 | 3.5 | (Z) | 5.3 |
| Hydraulic (power) | 494.5 | 381.9 | 50.2 | (S) | 57.2 | (S) | 2 |
| Air | 27.3 | 10.8 | 4.7 | 8.8 | 2.9 | .4 | 2.3 |
| Not reported | 4.4 | 2.7 | .4 | (S) | .8 | | 10.6 |
| Power steering ² | 302.4 | 224.3 | 41.7 | 7.5 | 28.7 | (S) | 4.9 |
| Air conditioning ² | 248.8 | 178.1 | 36.3 | 11.3 | 23.1 | (S) | 6.0 |
| Engine retarder ² | 1.5 | .3 | (S) | 1.0 | 1.0 | (S) | 16.4 |
| Reflective materials ² | 4.2 | 1.6 | .8 | .9 | 1.0 | (Z) | 10.9 |
| FUEL CONSERVATION EQUIPMENT² | | | | | | | |
| Aerodynamic features | 4.8 | (S) | .3 | 4.4 | (S) | (Z) | 8.3 |
| Axle or drive ratio | 11.2 | 3.2 | 1.0 | 6.1 | .9 | (Z) | 5.6 |
| Fuel economy engine | 11.4 | 1.9 | 2.2 | 6.6 | .7 | (Z) | 5.0 |
| Radial tires | 181.9 | 134.1 | 24.7 | 11.7 | 11.3 | (Z) | 7.9 |
| Road speed governor | 14.9 | 7.3 | 2.9 | 2.6 | 2.1 | (Z) | 5.2 |
| Variable fan drives | 10.8 | 2.7 | 1.5 | 6.5 | (S) | (Z) | 5.4 |
| Other fuel conservation devices | 2.5 | (Z) | (S) | 2.3 | (S) | (Z) | 12.1 |
| Not reported | 342.8 | 260.9 | 29.1 | 1.1 | 50.8 | .9 | 4.2 |
| MAINTENANCE | | | | | | | |
| General maintenance: | 344.6 | 260.7 | 34.8 | 4.9 | 43.9 | .3 | 4.1 |
| Owner | 30.1 | 17.3 | 4.5 | 5.8 | 2.4 | (Z) | 14.3 |
| Company's maintenance facilities | 46.9 | 29.8 | 11.1 | (S) | (S) | (Z) | 17.9 |
| Dealership's service department | 1.7 | (S) | (S) | 1.3 | (S) | (Z) | 15.3 |
| Leasing company | 135.2 | 104.4 | 15.7 | 5.5 | 9.5 | (Z) | 9.6 |
| Independent garage | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Component distributorship | .4 | (S) | (S) | (S) | (S) | (Z) | 38.4 |
| Other | 31.5 | 23.4 | (S) | .2 | (S) | .5 | 22.4 |
| Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Major overhauls: | 74.4 | 50.8 | (S) | .4 | 18.1 | (S) | 13.6 |
| Owner | 20.5 | 11.8 | (S) | 4.2 | 1.1 | (Z) | 18.7 |
| Company's maintenance facilities | 41.7 | 31.8 | 8.2 | 1.0 | .6 | (Z) | 19.3 |
| Dealership's service department | .6 | (S) | (S) | .3 | (S) | (Z) | 23.4 |
| Leasing company | 92.9 | 67.9 | 7.8 | 1.9 | 15.2 | (Z) | 12.2 |
| Independent garage | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Component distributorship | .3 | (S) | (S) | (S) | (S) | (Z) | 45.9 |
| Other | 310.3 | 240.6 | 32.2 | 7.0 | 29.5 | (S) | 66.2 |
| Not reported | (S) | (S) | (S) | (S) | (S) | (Z) | 4.8 |

See footnotes at end of table.

Table 6. Trucks by Range of Operation: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Range of operation | | | | | Relative standard error of estimate (percent) for total |
|---|-------|--------------------|-------------|------------|--------------|--------------|---|
| | | Local | Short-range | Long-range | Off-the-road | Not reported | |
| ENGINE TYPE AND SIZE | | | | | | | |
| Engine..... | 539.6 | 403.4 | 56.6 | 14.3 | 64.4 | .9 | (Z) |
| Gasoline..... | 507.2 | 387.2 | 51.5 | 5.2 | 62.6 | .7 | .8 |
| Diesel..... | 27.2 | 11.4 | 5.1 | 9.0 | 1.6 | (S) | 10.5 |
| LPG or other..... | (S) | (S) | (S) | (S) | .2 | (Z) | 62.9 |
| Not reported..... | (S) | (S) | (Z) | (Z) | (Z) | (S) | 94.6 |
| Cylinders..... | 539.6 | 403.4 | 56.6 | 14.3 | 64.4 | .9 | (Z) |
| 4..... | 54.5 | 35.6 | (S) | (S) | 15.7 | (Z) | 17.3 |
| 6..... | 144.0 | 111.7 | 11.4 | 9.6 | 11.0 | .4 | 9.0 |
| 8..... | 337.2 | 252.8 | 41.8 | 4.7 | 37.6 | .3 | 4.3 |
| Other..... | (S) | (Z) | (S) | (Z) | (Z) | (S) | 99.1 |
| Not reported..... | (S) | (S) | (S) | (Z) | (S) | (S) | 60.0 |
| Cubic inch displacement..... | 537.5 | 401.3 | 56.6 | 14.3 | 64.4 | .8 | .4 |
| Gasoline engines..... | 507.2 | 387.2 | 51.5 | 5.2 | 62.6 | .7 | .8 |
| Less than 200..... | 40.0 | 33.4 | (S) | (Z) | (S) | (Z) | 20.6 |
| 200 to 299..... | 88.8 | 75.8 | (S) | (S) | 9.3 | .2 | 12.7 |
| 300 to 349..... | 96.3 | 76.8 | 9.7 | (Z) | 9.6 | (S) | 12.0 |
| 350 to 399..... | 191.8 | 139.9 | 27.4 | (S) | 20.7 | (S) | 7.6 |
| 400 or more..... | 31.1 | 25.3 | (S) | (S) | (S) | (S) | 22.2 |
| Not reported..... | 59.1 | 35.9 | 8.1 | (S) | 14.7 | .2 | 16.4 |
| Diesel engines..... | 27.2 | 11.4 | 5.1 | 9.0 | 1.6 | (S) | 10.5 |
| Less than 400..... | (S) | (S) | .6 | (S) | (S) | (Z) | 55.8 |
| 400 to 599..... | 3.7 | 1.6 | 1.1 | .5 | .5 | (S) | 11.4 |
| 600 to 799..... | 5.1 | 2.5 | 1.1 | .9 | .6 | (S) | 9.6 |
| 800 or more..... | 12.5 | 2.6 | 2.2 | 7.4 | .3 | (S) | 4.5 |
| Not reported..... | .8 | .4 | .2 | .1 | (S) | (S) | 24.9 |
| Other engines..... | (S) | (S) | (S) | (S) | .2 | (Z) | 62.9 |
| Less than 400..... | (S) | (S) | (Z) | (S) | (S) | (Z) | 67.8 |
| 400 or more..... | (S) | (S) | (S) | (S) | (S) | (Z) | 57.4 |
| Not reported..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 99.1 |
| Horsepower..... | 537.5 | 401.3 | 56.6 | 14.3 | 64.4 | .8 | .4 |
| Gasoline engines..... | 507.2 | 387.2 | 51.5 | 5.2 | 62.6 | .7 | .8 |
| Less than 100..... | 31.7 | 26.2 | (S) | (Z) | (S) | (Z) | 23.5 |
| 100 to 199..... | 359.7 | 278.8 | 40.4 | (S) | 36.5 | .5 | 3.8 |
| 200 to 249..... | 46.0 | 38.1 | .8 | (S) | (S) | (S) | 17.3 |
| 250 or more..... | 12.6 | 10.2 | (S) | (S) | (S) | (S) | 38.3 |
| Not reported..... | 57.2 | 33.9 | 8.1 | (S) | 14.7 | .2 | 16.7 |
| Diesel engines..... | 27.2 | 11.4 | 5.1 | 9.0 | 1.6 | (S) | 10.5 |
| Less than 250..... | 11.6 | 7.8 | 2.2 | .9 | .5 | (S) | 24.8 |
| 250 to 349..... | 10.9 | 2.9 | 2.3 | 4.9 | .8 | (S) | 5.2 |
| 350 to 449..... | 3.6 | .4 | .4 | 2.8 | (S) | (S) | 9.8 |
| 450 or more..... | .5 | (Z) | (S) | .3 | (S) | (S) | 30.9 |
| Not reported..... | .7 | .3 | .1 | (S) | (S) | (S) | 27.5 |
| Other engines..... | (S) | (S) | (S) | (S) | .2 | (Z) | 62.9 |
| Less than 250..... | (S) | (S) | (S) | (S) | .2 | (Z) | 65.2 |
| 250 or more..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Not reported..... | (S) | (S) | (Z) | (S) | (Z) | (Z) | 70.0 |
| TRUCK TYPE AND AXLE ARRANGEMENT | | | | | | | |
| Single-unit trucks..... | 516.3 | 394.9 | 52.6 | 5.1 | 62.8 | .7 | .1 |
| 2 axles..... | 509.7 | 390.5 | 51.7 | 5.1 | 61.8 | .7 | .1 |
| 3 axles..... | 5.4 | 3.7 | .9 | (S) | .8 | (Z) | 9.8 |
| 4 axles or more..... | 1.1 | .8 | (S) | (Z) | .3 | (Z) | 22.9 |
| Combinations..... | 23.4 | 8.4 | 4.0 | 9.2 | 1.6 | (S) | 2.9 |
| Single-unit truck with trailer..... | 3.3 | 2.1 | .5 | (S) | .5 | (Z) | 12.7 |
| 3 axles..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 70.4 |
| 4 axles..... | 1.8 | 1.1 | .2 | (S) | .3 | (Z) | 17.5 |
| 5 axles or more..... | 1.4 | .9 | .2 | (S) | (S) | (S) | 19.8 |
| Truck-tractor with single trailer..... | 20.0 | 6.2 | 3.5 | 9.0 | 1.1 | (S) | 3.2 |
| 3 axles..... | 1.0 | .5 | (S) | .2 | (S) | (S) | 23.2 |
| 4 axles..... | 4.1 | 2.4 | .6 | .6 | .4 | (Z) | 11.1 |
| 5 axles or more..... | 14.9 | 3.3 | 2.8 | 8.1 | .6 | (S) | 3.8 |
| Truck-tractor with double trailers..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 73.4 |
| 5 axles..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 98.6 |
| 6 axles..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 axles or more..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 99.3 |
| Truck-tractor with triple trailers..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 axles..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 8 axles or more..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Trailer not specified..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| Powered axles..... | 539.6 | 403.4 | 56.6 | 14.3 | 64.4 | .9 | (Z) |
| 1..... | 438.7 | 338.4 | 43.9 | 6.9 | 48.7 | .8 | 2.4 |
| 2..... | 91.5 | 60.1 | 10.2 | 7.0 | 14.2 | (S) | 11.3 |
| 3 or more..... | .8 | .3 | (S) | .2 | (Z) | (S) | 24.8 |
| Not reported..... | 8.7 | 4.6 | (S) | .3 | (S) | (Z) | 33.9 |
| CAB TYPE^a | | | | | | | |
| Cab forward of engine..... | 1.0 | .7 | (S) | (S) | (S) | (S) | 22.4 |
| Cab over engine..... | 11.8 | 2.6 | 1.9 | 6.7 | .5 | (S) | 4.9 |
| Short-hood conventional..... | 11.7 | 6.9 | 1.6 | 1.5 | 1.7 | (S) | 6.2 |
| Medium-hood conventional..... | 23.0 | 14.8 | 2.6 | 1.0 | 4.2 | .4 | 3.8 |
| Long-hood conventional..... | 5.4 | 2.9 | .9 | .7 | .7 | (S) | 9.5 |
| Cab beside engine..... | (S) | (S) | (Z) | (Z) | (Z) | (Z) | 70.0 |
| Other..... | 3.6 | 1.7 | .8 | (S) | 1.0 | (S) | 11.8 |
| Not reported..... | 482.9 | 373.7 | 48.8 | (S) | 56.0 | (S) | .1 |

See footnotes at end of table.

Table 6. Trucks by Range of Operation: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Range of operation | | | | | Relative standard error of estimate (percent) for total |
|---|-------|--------------------|-------------|------------|--------------|--------------|---|
| | | Local | Short-range | Long-range | Off-the-road | Not reported | |
| PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS | | | | | | | |
| Total | 480.0 | 371.6 | 48.7 | (S) | 55.4 | (Z) | .1 |
| Pickups | 415.8 | 331.7 | 42.1 | (S) | 39.9 | (Z) | .7 |
| Panels or vans | 29.9 | 17.6 | 4.4 | (S) | 5.5 | (Z) | 13.8 |
| Utilities | 32.2 | 22.3 | (S) | (Z) | 8.8 | (Z) | 15.4 |
| Station wagons | (S) | (Z) | (S) | (Z) | (S) | (Z) | 70.0 |
| Driving wheels | 478.3 | 370.3 | 48.7 | (S) | 55.1 | (Z) | .2 |
| 4-wheel drive | 77.8 | 55.3 | 9.1 | (Z) | 13.4 | (Z) | 13.5 |
| 2-wheel drive | 392.3 | 308.8 | 39.6 | (S) | 39.6 | (Z) | 2.8 |
| Front-wheel drive | 9.3 | (S) | (Z) | (S) | (S) | (Z) | 42.1 |

NOTE: Because the sample is designed to measure the number of trucks and not all of the specific vehicular and operational characteristics of those trucks, some data cells may have high relative standard errors of estimate (RSEs). For Arkansas, 67.5 of the cells have RSEs greater than 10 percent, and 45.5 of the cells have RSEs greater than 25 percent.

- ¹When no response was obtained for annual miles, data were imputed.
- ²Detail does not add to totals because items were not applicable or multiple responses were possible.
- ³When no response was obtained, one truck was imputed based on body type of sampled vehicle.
- ⁴Pickups, panels, and vans are not included.

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Table 7. Trucks by Truck Type and Axle Arrangement: 1982

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Truck type and axle arrangement | | | | | | | | | |
|---|---------------------------------|--------------------|---------|---------|-----------------|-------|--------------------------------|---------|-----------------|-------|
| | Total | Single-unit trucks | | | | | Combinations | | | |
| | | Total | 2 axles | 3 axles | 4 axles or more | Total | Single-unit truck with trailer | | | |
| | | | | | | | 3 axles | 4 axles | 5 axles or more | |
| 1 Total | 539.6 | 516.3 | 509.7 | 5.4 | 1.1 | 23.4 | (S) 70.4 | 1.8 | 1.4 | 19.8 |
| 2 Relative standard error (percent) | (Z) | .1 | .1 | 9.8 | 22.9 | 2.9 | | | | |
| MAJOR USE | | | | | | | | | | |
| 3 Agriculture | 59.2 | 53.2 | 51.0 | 2.0 | (S) | 6.0 | (Z) | 1.0 | | .4 |
| 4 Forestry and lumbering | 6.3 | 4.2 | (S) | (S) 4 | (S) | 2.1 | (Z) | (Z) | | (S) 4 |
| 5 Mining and quarrying | (S) | (S) | (S) | (S) 3 | (S) | .3 | (Z) | (Z) | | (S) 4 |
| 6 Construction | 38.2 | 36.9 | 34.3 | 1.9 | (Z) 7 | 1.3 | (Z) | (Z) | | (S) 4 |
| 7 Manufacturing | 8.1 | (S) | (S) | (S) 3 | (Z) | 2.1 | (Z) | (Z) | | (S) 4 |
| 8 Wholesale trade | 9.2 | 7.3 | 7.0 | (S) 3 | (Z) | 1.9 | (Z) | (Z) | | (S) 4 |
| 9 Retail trade | 20.0 | 18.3 | 18.2 | (S) 3 | (Z) | 1.7 | (Z) | (Z) | | (S) 4 |
| 10 For-hire transportation | 10.7 | (S) | (S) | (S) 3 | (Z) | 7.4 | (Z) | (Z) | | (S) 4 |
| 11 Utilities | 4.3 | 4.0 | 3.9 | (S) 3 | (Z) | .3 | (Z) | (Z) | | (S) 4 |
| 12 Services | 13.3 | 13.2 | 13.1 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (S) 4 |
| 13 Daily rental | .5 | .4 | .4 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (S) 4 |
| 14 Personal transportation | 361.6 | 361.5 | 361.5 | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (S) 4 |
| 15 Other | (S) | (S) | (S) | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (S) 4 |
| 16 Not in use | 1.4 | 1.3 | 1.3 | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (S) 4 |
| 17 Not reported | (S) | (Z) | (Z) | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (S) 4 |
| BODY TYPE | | | | | | | | | | |
| 18 Pickup | 415.8 | 415.8 | 415.8 | (Z) | (Z) | (Z) | (Z) | (Z) | | (Z) |
| 19 Panel or van | 29.9 | 29.9 | 29.9 | (Z) | (Z) | (Z) | (Z) | (Z) | | (Z) |
| 20 Utility | 32.2 | 32.2 | 32.2 | (Z) | (Z) | (Z) | (Z) | (Z) | | (Z) |
| 21 Station wagon | (S) | (S) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | | (Z) |
| 22 Multistop or walk-in | .6 | .6 | .6 | (Z) | (Z) | (Z) | (Z) | (Z) | | (Z) |
| 23 Platform with added devices | 2.1 | 1.9 | 1.7 | (S) 3 | (Z) | .2 | (Z) | (Z) | | (Z) |
| 24 Low boy or depressed center | 1.6 | (S) | (S) | (S) 3 | (Z) | 1.4 | (Z) | (Z) | | (Z) |
| 25 Basic platform | 14.7 | 11.0 | 9.7 | (S) 3 | (Z) | 3.8 | (Z) | (Z) | | (Z) |
| 26 Livestock truck | 1.0 | .5 | .5 | (S) 3 | (Z) | .5 | (Z) | (Z) | | (Z) |
| 27 Insulated nonrefrigerated van | (S) | (S) | (S) | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 28 Insulated refrigerated van | 4.0 | .8 | .6 | (S) 3 | (Z) | 3.2 | (Z) | (Z) | | (Z) |
| 29 Drop-frame van | .5 | (S) | (S) | (S) 3 | (Z) | .4 | (Z) | (Z) | | (Z) |
| 30 Open-top van | 1.6 | .5 | .3 | (S) 3 | (Z) | 1.1 | (Z) | (Z) | | (Z) |
| 31 Basic enclosed van | 8.0 | 2.5 | 2.4 | (S) 3 | (Z) | 5.5 | (Z) | (Z) | | (Z) |
| 32 Beverage | .9 | .5 | .5 | (S) 3 | (Z) | .4 | (Z) | (Z) | | (Z) |
| 33 Public utility | 1.4 | 1.2 | 1.2 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 34 Winch or crane | .4 | .4 | .3 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 35 Wrecker | .6 | .6 | .6 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 36 Pole or logging | 2.7 | 1.1 | .8 | (S) 3 | (Z) | 1.6 | (Z) | (Z) | | (Z) |
| 37 Auto transport | (S) | (S) | (S) | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 38 Service truck | 1.3 | 1.3 | 1.3 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 39 Yard tractor | (S) | (S) | (S) | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 40 Oilfield truck | .3 | .3 | .3 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 41 Cargo container chassis | (S) | (Z) | (S) | (Z) 3 | (Z) | 2.4 | (Z) | (Z) | | (Z) |
| 42 Grain body | 6.5 | 4.2 | 3.4 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 43 Garbage hauler | .8 | .8 | .6 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 44 Dump truck | 5.5 | 4.8 | 2.8 | (S) 3 | (Z) | 1.7 | (Z) | (Z) | | (Z) |
| 45 Tank truck (liquids or gases) | 2.5 | 1.4 | 1.3 | (S) 3 | (Z) | 1.1 | (Z) | (Z) | | (Z) |
| 46 Tank truck (dry bulk) | .5 | .4 | .3 | (S) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 47 Concrete mixer | 1.0 | 1.0 | .5 | (S) 3 | (Z) | .4 | (Z) | (Z) | | (Z) |
| 48 Other | .5 | (S) | (S) | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| 49 Not reported | (S) | (S) | (S) | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| ANNUAL MILES¹ | | | | | | | | | | |
| 50 Less than 5,000 | 141.0 | 136.9 | 135.2 | 1.7 | (Z) | 4.1 | (Z) | 1.0 | | (Z) |
| 51 5,000 to 9,999 | 132.7 | 130.9 | 129.3 | 1.3 | (Z) | 1.8 | (Z) | (Z) | | (Z) |
| 52 10,000 to 19,999 | 186.5 | 184.5 | 183.2 | .8 | (Z) | 2.0 | (Z) | (Z) | | (Z) |
| 53 20,000 to 29,999 | 38.0 | 35.9 | 34.9 | 1.0 | (Z) | 2.1 | (Z) | (Z) | | (Z) |
| 54 30,000 to 49,999 | 25.5 | 23.3 | 22.5 | .5 | (Z) | 2.3 | (Z) | (Z) | | (Z) |
| 55 50,000 to 74,999 | 5.1 | (S) | (S) | (S) 3 | (Z) | 2.7 | (Z) | (Z) | | (Z) |
| 56 75,000 or more | 10.8 | (S) | (S) | (S) 3 | (Z) | 8.4 | (Z) | (Z) | | (Z) |
| RANGE OF OPERATION | | | | | | | | | | |
| 57 Local | 403.4 | 394.9 | 390.5 | 3.7 | (Z) | 8.4 | (Z) | 1.1 | | (Z) |
| 58 Short-range (Less than 201 miles) | 56.6 | 52.6 | 51.7 | .9 | (Z) | 4.0 | (Z) | (Z) | | (Z) |
| 59 Long-range (201 miles or more) | 14.3 | 5.1 | 5.1 | (S) 3 | (Z) | 9.2 | (Z) | (Z) | | (Z) |
| 60 Off-the-road | 64.4 | 62.8 | 61.8 | .8 | (Z) | 1.6 | (Z) | (Z) | | (Z) |
| 61 Not reported | .9 | .7 | .7 | (Z) 3 | (Z) | (S) 3 | (Z) | (Z) | | (Z) |
| BASE OF OPERATION | | | | | | | | | | |
| Percentage of miles traveled outside base-of-operation State: | | | | | | | | | | |
| 62 Less than 25 percent | 396.3 | 385.0 | 380.2 | 3.7 | (Z) | 11.3 | (Z) | 1.4 | | (Z) |
| 63 25 to 49 percent | 15.7 | 14.1 | 13.6 | .4 | (Z) | 1.6 | (Z) | (Z) | | (Z) |
| 64 50 to 74 percent | 11.7 | 9.7 | 9.4 | (S) 3 | (Z) | 2.1 | (Z) | (Z) | | (Z) |
| 65 75 to 100 percent | 21.8 | 15.4 | 15.1 | .2 | (Z) | 6.4 | (Z) | (Z) | | (Z) |
| 66 Not reported | 94.2 | 92.2 | 91.3 | .8 | (Z) | 2.0 | (Z) | (Z) | | (Z) |
| VEHICLE SIZE | | | | | | | | | | |
| 67 Light | 489.3 | 489.3 | 489.2 | (Z) | (S) | (S) | (Z) | | | (Z) |
| 68 Medium | 10.1 | 9.6 | 9.4 | .2 | (S) | .5 | (Z) | | | (Z) |
| 69 Light-heavy | 8.9 | 8.2 | 7.7 | .5 | (S) | .7 | (Z) | | | (Z) |
| 70 Heavy-heavy | 31.4 | 9.2 | 3.4 | 4.6 | 1.1 | 22.2 | (Z) | | | (Z) |

See footnotes at end of table.

Truck type and axle arrangement—Con.

Combinations—Con.

| Truck-tractor with single trailer | | | Truck-tractor with double trailers | | | Truck-tractor with triple trailers | | Trailer not specified | Relative standard error of estimate (percent) for total | |
|-----------------------------------|-------------|-----------------|------------------------------------|----------|-----------------|------------------------------------|-----------------|-----------------------|---|--|
| 3 axles | 4 axles | 5 axles or more | 5 axles | 6 axles | 7 axles or more | 7 axles | 8 axles or more | | | |
| 1.0 23.2 | 4.1 11.1 | 14.9 3.8 | (S) 98.6 | (Z) 2 | (S) 99.3 | (Z) 2 | (Z) 2 | (Z) 2 | 1 2 | |
| 4 | 1.3 | 3.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 3 4 5 6 7 | |
| 1.1 | 1.2 | 1.1 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 8 9 10 11 12 | |
| 1.2 | 1.1 | 1.2 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 13 14 15 16 17 | |
| 1.3 | 1.1 | 1.2 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 18 19 20 21 22 | |
| 1.4 | 1.2 | 1.1 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 23 24 25 26 27 | |
| 1.5 | 1.3 | 1.2 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 28 29 30 31 32 | |
| 1.6 | 1.4 | 1.3 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 33 34 35 36 37 | |
| 1.7 | 1.5 | 1.4 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 38 39 40 41 42 | |
| 1.8 | 1.6 | 1.5 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 43 44 45 46 47 48 49 | |
| 1.9 | 1.7 | 1.6 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 50 51 52 53 54 55 56 | |
| 2.0 | 1.8 | 1.7 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 57 58 59 60 61 | |
| 2.1 | 1.9 | 1.8 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 62 63 64 65 66 | |
| 2.2 | 2.0 | 1.9 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | 67 68 69 70 | |

Table 7. Trucks by Truck Type and Axle Arrangement: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Truck type and axle arrangement | | | | | | | | |
|---|---------------------------------|--------------------|---------|---------|-----------------|--------------|--------------------------------|---------|-----------------|
| | Total | Single-unit trucks | | | | Combinations | | | |
| | | Total | 2 axles | 3 axles | 4 axles or more | Total | Single-unit truck with trailer | | |
| | | | | | | | 3 axles | 4 axles | 5 axles or more |
| AVERAGE WEIGHT (POUNDS) | | | | | | | | | |
| 1 Less than 6,001 | 461.1 | 461.1 | 461.0 | (N) | (S) | (N) | (N) | (N) | (N) |
| 2 6,001 to 10,000 | 28.2 | 28.2 | 28.2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 3 10,001 to 14,000 | 4.1 | 3.9 | 3.9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 4 14,001 to 16,000 | 2.4 | 2.4 | 2.4 | (S) | (S) | (S) | (S) | (S) | (S) |
| 5 16,001 to 19,500 | 3.6 | 3.4 | 3.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 6 19,501 to 26,000 | 8.8 | 8.2 | 7.7 | (S) | (S) | (S) | (S) | (S) | (S) |
| 7 26,001 to 33,000 | 3.5 | 3.0 | 2.2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 8 33,001 to 40,000 | 2.6 | 1.7 | .9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 9 40,001 to 50,000 | 5.3 | 3.0 | .4 | (S) | (S) | (S) | (S) | (S) | (S) |
| 10 50,001 to 60,000 | 4.3 | .5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 11 60,001 to 80,000 | 15.6 | .9 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 12 80,001 to 100,000 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 13 100,001 to 130,000 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 14 130,001 or more | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 15 Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| TOTAL LENGTH (FEET) | | | | | | | | | |
| 16 Less than 7.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 17 7.0 to 9.9 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 18 10.0 to 12.9 | 42.2 | 42.2 | 42.2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 19 13.0 to 15.9 | 80.8 | 80.8 | 80.8 | (S) | (S) | (S) | (S) | (S) | (S) |
| 20 16.0 to 19.9 | 345.6 | 345.6 | 345.2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 21 20.0 to 27.9 | 39.4 | 39.1 | 36.2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 22 28.0 to 35.9 | 5.3 | 4.7 | 1.9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 23 36.0 to 40.9 | 1.5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 24 41.0 to 44.9 | 2.0 | .3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 25 45.0 or more | 19.6 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 26 Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| YEAR MODEL | | | | | | | | | |
| 27 1983 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 28 1982 | 27.9 | 25.2 | 25.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 29 1981 | 27.3 | 25.2 | 25.0 | (S) | (S) | (S) | (S) | (S) | (S) |
| 30 1980 | 47.2 | 45.5 | 45.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 31 1979 | 45.8 | 43.5 | 42.6 | (S) | (S) | (S) | (S) | (S) | (S) |
| 32 1978 | 54.8 | 53.2 | 52.7 | (S) | (S) | (S) | (S) | (S) | (S) |
| 33 1977 | 48.3 | 46.6 | 46.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 34 1976 | 31.2 | 30.3 | 30.0 | (S) | (S) | (S) | (S) | (S) | (S) |
| 35 1975 | 29.1 | 28.2 | 27.9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 36 1974 | 24.0 | 22.3 | 21.9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 37 1973 | 35.4 | 33.5 | 32.6 | (S) | (S) | (S) | (S) | (S) | (S) |
| 38 Pre-1973 | 168.6 | 162.7 | 160.7 | (S) | (S) | (S) | (S) | (S) | (S) |
| 39 Not reported | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| VEHICLE ACQUISITION | | | | | | | | | |
| 40 Purchased new | 222.3 | 211.9 | 209.3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 41 Purchased used | 299.3 | 288.1 | 284.7 | (S) | (S) | (S) | (S) | (S) | (S) |
| 42 Leased from someone else | 7.5 | 6.4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 43 Not reported | 10.5 | 9.9 | 9.7 | (S) | (S) | (S) | (S) | (S) | (S) |
| LEASE CHARACTERISTICS² | | | | | | | | | |
| 44 Leased without driver | 3.3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 45 Leased with driver | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 46 Leased with owner-operator | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 47 Provisions of lease | 7.4 | 6.3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 48 Financing (no maintenance) | 5.0 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 49 Financing (full maintenance) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 50 Other | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| OPERATOR CLASSIFICATION | | | | | | | | | |
| 51 Not for hire: | | | | | | | | | |
| Private owner or individual | 529.8 | 514.4 | 508.4 | (S) | (S) | (S) | (S) | (S) | (S) |
| 52 For hire | 9.8 | 1.8 | 1.3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 53 Motor carrier | 5.8 | .4 | .3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 54 Owner-operator | 3.5 | 1.0 | .6 | (S) | (S) | (S) | (S) | (S) | (S) |
| 55 Daily rental | .5 | .4 | .4 | (S) | (S) | (S) | (S) | (S) | (S) |
| 56 Mixed—for hire/not for hire | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 57 For-hire interstate | 5.8 | .3 | .3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 58 Exempt carrier | 2.5 | .9 | .6 | (S) | (S) | (S) | (S) | (S) | (S) |
| 59 Contract carrier | 1.0 | .6 | .5 | (S) | (S) | (S) | (S) | (S) | (S) |
| 60 Common carrier | 6.0 | .8 | .5 | (S) | (S) | (S) | (S) | (S) | (S) |
| 61 For-hire intrastate | 1.5 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 62 For-hire local | 2.1 | 1.0 | .5 | (S) | (S) | (S) | (S) | (S) | (S) |

See footnotes at end of table.

Truck type and axle arrangement—Con.

Combinations—Con.

| Truck-tractor with single trailer | | | Truck-tractor with double trailers | | | Truck-tractor with triple trailers | | Trailer not specified | Relative standard error of estimate (percent) for total | |
|-----------------------------------|---------|-----------------|------------------------------------|---------|-----------------|------------------------------------|-----------------|-----------------------|---|----|
| 3 axles | 4 axles | 5 axles or more | 5 axles | 6 axles | 7 axles or more | 7 axles | 8 axles or more | | | |
| NNNNN | | | | | | | | | 1.3 | 1 |
| | | | | | | | | | 21.4 | 2 |
| | | | | | | | | | 11.2 | 3 |
| | | | | | | | | | 14.9 | 4 |
| | | | | | | | | | 11.9 | 5 |
| | | | | | | | | | 7.2 | 6 |
| | | | | | | | | | 12.2 | 7 |
| | | | | | | | | | 14.2 | 8 |
| | | | | | | | | | 9.7 | 9 |
| | | | | | | | | | 10.4 | 10 |
| | | | | | | | | | 3.9 | 11 |
| | | | | | | | | | 72.0 | 12 |
| | | | | | | | | | (Z) | 13 |
| | | | | | | | | | (Z) | 14 |
| | | | | | | | | | (Z) | 15 |
| | | | | | | | | | (Z) | 16 |
| | | | | | | | | | 70.8 | 17 |
| | | | | | | | | | 18.9 | 18 |
| | | | | | | | | | 13.6 | 19 |
| | | | | | | | | | 3.9 | 20 |
| | | | | | | | | | 14.7 | 21 |
| | | | | | | | | | 9.8 | 22 |
| | | | | | | | | | 18.8 | 23 |
| | | | | | | | | | 16.4 | 24 |
| | | | | | | | | | 3.4 | 25 |
| | | | | | | | | | (Z) | 26 |
| | | | | | | | | | (Z) | 27 |
| | | | | | | | | | 23.8 | 28 |
| | | | | | | | | | 24.6 | 29 |
| | | | | | | | | | 18.6 | 30 |
| | | | | | | | | | 18.1 | 31 |
| | | | | | | | | | 16.7 | 32 |
| | | | | | | | | | 18.0 | 33 |
| | | | | | | | | | 22.2 | 34 |
| | | | | | | | | | 23.3 | 35 |
| | | | | | | | | | 24.4 | 36 |
| | | | | | | | | | 20.6 | 37 |
| | | | | | | | | | 8.2 | 38 |
| | | | | | | | | | (Z) | 39 |
| | | | | | | | | | 6.7 | 40 |
| | | | | | | | | | 5.0 | 41 |
| | | | | | | | | | 40.3 | 42 |
| | | | | | | | | | 39.0 | 43 |
| | | | | | | | | | 34.9 | 44 |
| | | | | | | | | | (Z) | 45 |
| | | | | | | | | | 89.9 | 46 |
| | | | | | | | | | 41.2 | 47 |
| | | | | | | | | | 45.6 | 48 |
| | | | | | | | | | 86.7 | 49 |
| | | | | | | | | | 98.6 | 50 |
| | | | | | | | | | | 51 |
| | | | | | | | | | .1 | 52 |
| | | | | | | | | | 5.9 | 53 |
| | | | | | | | | | 7.9 | 54 |
| | | | | | | | | | 11.3 | 55 |
| | | | | | | | | | 33.7 | 56 |
| | | | | | | | | | 69.6 | 57 |
| | | | | | | | | | 7.2 | 58 |
| | | | | | | | | | 14.5 | 59 |
| | | | | | | | | | 22.5 | 60 |
| | | | | | | | | | 7.9 | 61 |
| | | | | | | | | | 18.8 | 62 |
| | | | | | | | | | 15.9 | 62 |

Table 7. Trucks by Truck Type and Axle Arrangement: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Truck type and axle arrangement | | | | | | | | |
|--|---------------------------------|--------------------|--------|--------|----------------|--------------|--------|--------|----------------|
| | Total | Single-unit trucks | | | | Combinations | | | |
| | | Total | 2 axes | 3 axes | 4 axes or more | Total | 3 axes | 4 axes | 5 axes or more |
| PRODUCTS CARRIED | | | | | | | | | |
| 1 Farm products..... | 25.0 | 19.1 | 17.2 | 1.7 | (S) | 5.9 | (S) | (S) | (S) |
| 2 Live animals..... | 16.8 | 15.9 | 15.9 | (S) | (S) | (S) | (S) | (S) | (S) |
| 3 Mining products..... | .4 | (S) | .2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 4 Logs and other forest products..... | 5.3 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 5 Lumber and fabricated wood products..... | 1.7 | 1.2 | 1.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 6 Processed foods..... | 8.1 | 4.5 | 4.2 | (S) | (S) | 3.6 | (S) | (S) | (S) |
| 7 Textile mill products..... | (S) | 9.2 | 6.1 | (S) | (S) | 1.5 | (S) | (S) | (S) |
| 8 Building materials..... | 10.2 | (S) | 6.3 | (S) | (S) | 1.5 | (S) | (S) | (S) |
| 9 Household goods..... | .4 | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 10 Furniture or hardware..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 11 Paper products..... | .6 | (S) | .2 | (S) | (S) | (S) | (S) | (S) | (S) |
| 12 Chemicals..... | (S) | (S) | 1.0 | (S) | (S) | (S) | (S) | (S) | (S) |
| 13 Petroleum..... | 1.5 | (S) | 1.0 | (S) | (S) | (S) | (S) | (S) | (S) |
| 14 Plastics and/or rubber..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 15 Primary metal products..... | 8.5 | 8.3 | 8.3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 16 Fabricated metal products..... | 1.4 | .6 | (S) | (S) | (S) | .8 | (S) | (S) | (S) |
| 17 Machinery..... | 4.6 | (S) | (S) | (S) | (S) | 1.5 | (S) | (S) | (S) |
| 18 Transportation equipment..... | (S) | (S) | 7.6 | (S) | (S) | 5.5 | (S) | (S) | (S) |
| 19 Scrap, refuse, or garbage..... | 8.0 | 8.0 | (S) | (S) | (S) | 3.8 | (S) | (S) | (S) |
| 20 Mixed cargoes..... | 4.4 | .6 | .6 | (S) | (S) | (S) | (S) | (S) | (S) |
| 21 Craftsman's equipment..... | 29.4 | 29.3 | 29.2 | (S) | (S) | 4.0 | (S) | (S) | (S) |
| 22 Personal transportation..... | 357.7 | 357.6 | 357.6 | (S) | (S) | (S) | (S) | (S) | (S) |
| 23 No load carried..... | 34.8 | 34.5 | 34.4 | (S) | (S) | (S) | (S) | (S) | (S) |
| 24 Not in use..... | 1.2 | 1.1 | 1.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| 25 Other..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 26 Not reported..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| HAZARDOUS MATERIALS CARRIED | | | | | | | | | |
| 27 Hazardous materials carried..... | 5.4 | 1.4 | 1.2 | (S) | (S) | 4.1 | (S) | (S) | (S) |
| 28 Less than 25 percent of time..... | 9.5 | (S) | (S) | (S) | (S) | 3.4 | (S) | (S) | (S) |
| 29 25 to 49 percent of time..... | 1.2 | (S) | .8 | (S) | (S) | .3 | (S) | (S) | (S) |
| 30 50 to 74 percent of time..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 31 75 to 100 percent of time..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 32 No percent reported..... | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 33 Types of hazardous materials ² | 4.7 | .9 | .8 | (S) | (S) | 3.8 | (S) | (S) | (S) |
| 34 Flammables or combustibles..... | 2.9 | (S) | .4 | (S) | (S) | 2.5 | (S) | (S) | (S) |
| 35 Acids, poisons, caustics, etc..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 36 Explosives..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 37 Radioactive materials..... | (S) | (Z) | (Z) | (S) | (S) | (S) | (S) | (S) | (S) |
| 38 Hazardous waste..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 39 Hazardous materials not listed above..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 40 Not reported..... | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) | (S) |
| 41 No hazardous materials carried..... | 320.2 | 301.8 | 295.6 | 5.1 | (S) | 18.5 | (S) | (S) | (S) |
| 42 Not reported..... | 214.0 | 213.1 | 212.9 | (S) | (S) | .9 | (S) | (S) | (S) |
| TRUCKS FLEET SIZE³ | | | | | | | | | |
| 43 1..... | 426.6 | 421.2 | 419.4 | 1.5 | (S) | 5.4 | (S) | (S) | (S) |
| 44 2 to 5..... | 68.4 | 63.7 | 61.9 | 1.7 | (S) | 4.7 | (S) | (S) | (S) |
| 45 6 to 19..... | 24.8 | 20.6 | 18.8 | 1.6 | (S) | 4.2 | (S) | (S) | (S) |
| 46 20 or more..... | 19.8 | 10.8 | 9.6 | .5 | (S) | 9.0 | (S) | (S) | (S) |
| MILES PER GALLON | | | | | | | | | |
| 47 Less than 5..... | 10.8 | 4.2 | 2.3 | 1.0 | (S) | 6.6 | (S) | (S) | (S) |
| 48 5 to 6.9..... | 30.6 | 17.4 | 14.6 | 2.6 | (S) | 13.3 | (S) | (S) | (S) |
| 49 7 to 8.9..... | 33.9 | 32.6 | 31.1 | 1.5 | (S) | 1.3 | (S) | (S) | (S) |
| 50 9 to 11.9..... | 103.1 | 102.3 | 102.2 | (S) | (S) | .8 | (S) | (S) | (S) |
| 51 12 to 14.9..... | 97.7 | 97.6 | 97.5 | (S) | (S) | (S) | (S) | (S) | (S) |
| 52 15 to 19.9..... | 126.3 | 126.3 | 126.3 | (S) | (S) | (S) | (S) | (S) | (S) |
| 53 20 or more..... | 56.6 | 56.6 | 56.6 | .3 | (S) | 1.3 | (S) | (S) | (S) |
| 54 Not reported..... | 80.7 | 79.4 | 79.1 | (S) | (S) | (S) | (S) | (S) | (S) |
| EQUIPMENT TYPE | | | | | | | | | |
| 55 Transmission..... | 539.6 | 516.3 | 509.7 | 5.4 | 1.1 | 23.4 | (S) | (S) | (S) |
| 56 Manual..... | 259.1 | 236.9 | 231.0 | 5.1 | (S) | 22.2 | (S) | (S) | (S) |
| 57 Automatic..... | 267.1 | 266.7 | 266.4 | (S) | (S) | .3 | (S) | (S) | (S) |
| 58 Not reported..... | 13.4 | 12.6 | 12.4 | (S) | (S) | .8 | (S) | (S) | (S) |
| 59 Braking system..... | 539.6 | 516.3 | 509.7 | 5.4 | 1.1 | 23.4 | (S) | (S) | (S) |
| 60 Hydraulic..... | 13.4 | 12.6 | 11.7 | .9 | (S) | .8 | (S) | (S) | (S) |
| 61 Hydraulic (power)..... | 494.5 | 493.7 | 492.5 | 1.2 | (S) | .8 | (S) | (S) | (S) |
| 62 Air..... | 27.3 | 6.4 | 2.2 | 3.1 | (S) | 20.9 | (S) | (S) | (S) |
| 63 Not reported..... | 4.4 | 3.5 | 3.3 | .2 | (S) | .9 | (S) | (S) | (S) |
| 64 Power steering ² | 302.4 | 293.0 | 288.3 | 3.6 | 1.1 | 9.4 | (S) | (S) | (S) |
| 65 Air conditioning ² | 248.8 | 236.8 | 236.1 | .4 | (S) | 12.0 | (S) | (S) | (S) |
| 66 Engine retarder ² | 1.5 | .4 | .3 | (S) | (S) | 1.1 | (S) | (S) | (S) |
| 67 Reflective materials ² | 4.2 | 2.7 | 2.3 | .3 | (S) | 1.6 | (S) | (S) | (S) |
| FUEL CONSERVATION EQUIPMENT² | | | | | | | | | |
| 68 Aerodynamic features..... | 4.8 | (S) | (S) | (Z) | (S) | 4.6 | (S) | (S) | (S) |
| 69 Axle or drive ratio..... | 11.2 | 3.3 | 2.9 | .3 | (S) | 7.9 | (S) | (S) | (S) |
| 70 Fuel economy engine..... | 11.4 | 1.2 | .6 | .4 | (S) | 10.2 | (S) | (S) | (S) |
| 71 Radial tires..... | 181.9 | 170.7 | 168.9 | 1.4 | (S) | 11.2 | (S) | (S) | (S) |
| 72 Road speed governor..... | 14.9 | 7.2 | 5.1 | 2.1 | (S) | 7.7 | (S) | (S) | (S) |
| 73 Variable fan drives..... | 10.8 | 2.1 | 1.2 | .4 | (S) | 8.7 | (S) | (S) | (S) |
| 74 Other fuel conservation devices..... | 2.5 | (S) | (S) | (Z) | (S) | 2.4 | (S) | (S) | (S) |
| 75 Not reported..... | 342.8 | 336.9 | 334.1 | 2.6 | (S) | 6.0 | (S) | (S) | (S) |

See footnotes at end of table.

Truck type and axle arrangement—Con.

Combinations—Con.

| Truck-tractor with single trailer | | | Truck-tractor with double trailers | | | Truck-tractor with triple trailers | | Trailer not specified | Relative standard error of estimate (percent) for total | |
|-----------------------------------|---------|-----------------|------------------------------------|---------|-----------------|------------------------------------|-----------------|-----------------------|---|----|
| 3 axles | 4 axles | 5 axles or more | 5 axles | 6 axles | 7 axles or more | 7 axles | 8 axles or more | | | |
| | | 3.4 | | | | | | | 16.7 | 1 |
| | | 5.5 | | | | | | | 31.7 | 2 |
| | | 1.0 | | | | | | | 36.1 | 3 |
| | | .4 | | | | | | | 38.0 | 4 |
| | | 2.8 | | | | | | | 17.6 | 5 |
| | | 6.6 | | | | | | | 25.3 | 6 |
| | | 2.2 | | | | | | | 89.7 | 7 |
| | | 6.6 | | | | | | | 28.1 | 8 |
| | | 2.2 | | | | | | | 33.6 | 9 |
| | | 6.5 | | | | | | | 64.5 | 10 |
| | | 29.5 | | | | | | | 29.5 | 11 |
| | | 55.6 | | | | | | | 55.6 | 12 |
| | | 19.1 | | | | | | | 19.1 | 13 |
| | | 51.8 | | | | | | | 51.8 | 14 |
| | | 46.5 | | | | | | | 46.5 | 15 |
| | | 19.6 | | | | | | | 19.6 | 16 |
| | | 43.8 | | | | | | | 43.8 | 17 |
| | | 52.8 | | | | | | | 52.8 | 18 |
| | | 43.0 | | | | | | | 43.0 | 19 |
| | | 9.2 | | | | | | | 9.2 | 20 |
| | | 22.7 | | | | | | | 22.7 | 21 |
| | | 3.7 | | | | | | | 3.7 | 22 |
| | | 21.7 | | | | | | | 21.7 | 23 |
| | | 21.0 | | | | | | | 21.0 | 24 |
| | | 56.0 | | | | | | | 56.0 | 25 |
| | | (Z) | | | | | | | (Z) | 26 |
| | | 8.6 | | | | | | | 8.6 | 27 |
| | | 10.1 | | | | | | | 10.1 | 28 |
| | | 21.2 | | | | | | | 21.2 | 29 |
| | | 36.0 | | | | | | | 36.0 | 30 |
| | | 41.1 | | | | | | | 41.1 | 31 |
| | | (Z) | | | | | | | (Z) | 32 |
| | | (Z) | | | | | | | (Z) | 33 |
| | | 9.1 | | | | | | | 9.1 | 34 |
| | | 10.7 | | | | | | | 10.7 | 35 |
| | | 59.0 | | | | | | | 59.0 | 36 |
| | | 59.0 | | | | | | | 59.0 | 37 |
| | | 98.6 | | | | | | | 98.6 | 38 |
| | | 72.0 | | | | | | | 72.0 | 39 |
| | | 99.1 | | | | | | | 99.1 | 40 |
| | | 4.7 | | | | | | | 4.7 | 41 |
| | | 7.0 | | | | | | | 7.0 | 42 |
| | | 2.5 | | | | | | | 2.5 | 43 |
| | | 13.5 | | | | | | | 13.5 | 44 |
| | | 21.1 | | | | | | | 21.1 | 45 |
| | | 16.5 | | | | | | | 16.5 | 46 |
| | | 6.1 | | | | | | | 6.1 | 47 |
| | | 13.2 | | | | | | | 13.2 | 48 |
| | | 19.1 | | | | | | | 19.1 | 49 |
| | | 11.6 | | | | | | | 11.6 | 50 |
| | | 12.1 | | | | | | | 12.1 | 51 |
| | | 10.5 | | | | | | | 10.5 | 52 |
| | | 17.2 | | | | | | | 17.2 | 53 |
| | | 13.6 | | | | | | | 13.6 | 54 |
| | | (Z) | | | | | | | (Z) | 55 |
| | | 5.7 | | | | | | | 5.7 | 56 |
| | | 5.6 | | | | | | | 5.6 | 57 |
| | | 31.7 | | | | | | | 31.7 | 58 |
| | | (Z) | | | | | | | (Z) | 59 |
| | | 5.3 | | | | | | | 5.3 | 60 |
| | | .2 | | | | | | | .2 | 61 |
| | | 2.3 | | | | | | | 2.3 | 62 |
| | | 10.8 | | | | | | | 10.8 | 63 |
| | | 4.9 | | | | | | | 4.9 | 64 |
| | | 6.0 | | | | | | | 6.0 | 65 |
| | | 18.4 | | | | | | | 18.4 | 66 |
| | | 10.9 | | | | | | | 10.9 | 67 |
| | | 8.3 | | | | | | | 8.3 | 68 |
| | | 5.6 | | | | | | | 5.6 | 69 |
| | | 5.0 | | | | | | | 5.0 | 70 |
| | | 7.9 | | | | | | | 7.9 | 71 |
| | | 5.2 | | | | | | | 5.2 | 72 |
| | | 5.4 | | | | | | | 5.4 | 73 |
| | | 12.1 | | | | | | | 12.1 | 74 |
| | | 4.2 | | | | | | | 4.2 | 75 |

Table 7. Trucks by Truck Type and Axle Arrangement: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| | Vehicular and operational characteristics | Truck type and axle arrangement | | | | | | | | |
|-----------------------------|---|---------------------------------|--------------------|---------|---------|-----------------|--------------|--------------------------------|---------|-----------------|
| | | Total | Single-unit trucks | | | | Combinations | | | |
| | | | Total | 2 axles | 3 axles | 4 axles or more | Total | Single-unit truck with trailer | | |
| | | | | | | | | 3 axles | 4 axles | 5 axles or more |
| MAINTENANCE | | | | | | | | | | |
| General maintenance: | | | | | | | | | | |
| 1 | Owner | 344.6 | 336.3 | 333.1 | 3.1 | (S) | 8.3 | | | |
| 2 | Company's maintenance facilities | 30.1 | 20.1 | 17.7 | 1.5 | (S) | 10.0 | | | |
| 3 | Dealership's service department | 46.9 | 45.4 | 45.2 | (S) | (Z) | 1.5 | | | |
| 4 | Leasing company | 1.7 | (S) | (S) | (S) | (S) | 1.4 | | | |
| 5 | Independent garage | 135.2 | 132.0 | 131.2 | .7 | (S) | 6.2 | | | |
| 6 | Component distributorship | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | | | |
| 7 | Other | .4 | .2 | .2 | (Z) | (S) | (S) | | | |
| 8 | Not reported | 31.5 | 30.3 | 30.0 | .3 | (Z) | 1.1 | | | |
| Major overhauls: | | | | | | | | | | |
| 9 | Owner | 74.4 | 71.8 | 70.5 | 1.2 | (S) | 2.6 | | | |
| 10 | Company's maintenance facilities | 20.5 | 14.4 | 12.7 | 1.0 | (S) | 6.1 | | | |
| 11 | Dealership's service department | 41.7 | 39.0 | 38.6 | .4 | (Z) | 2.7 | | | |
| 12 | Leasing company | .6 | (S) | (S) | (Z) | (S) | .5 | | | |
| 13 | Independent garage | 92.9 | 88.3 | 87.1 | 1.0 | (S) | 4.6 | | | |
| 14 | Component distributorship | .3 | (S) | (S) | (Z) | (Z) | (S) | | | |
| 15 | Other | (S) | (S) | (S) | (Z) | (S) | (S) | | | |
| 16 | Not reported | 310.3 | 302.6 | 300.5 | 2.0 | (S) | 7.7 | | | |
| ENGINE TYPE AND SIZE | | | | | | | | | | |
| 17 | Engine | 539.6 | 516.3 | 509.7 | 5.4 | 1.1 | 23.4 | | | |
| 18 | Gasoline | 507.2 | 501.9 | 498.4 | 3.4 | (S) | 5.2 | | | |
| 19 | Diesel | 27.2 | 9.2 | 6.2 | 2.0 | 1.0 | 18.0 | | | |
| 20 | LPG or other | (S) | (S) | (S) | (S) | (S) | (S) | | | |
| 21 | Not reported | (S) | (S) | (S) | (Z) | (S) | (S) | | | |
| 22 | Cylinders | 539.6 | 516.3 | 509.7 | 5.4 | 1.1 | 23.4 | | | |
| 23 | 4 | 54.5 | 54.5 | 54.5 | (Z) | (Z) | (S) | | | |
| 24 | 6 | 144.0 | 127.8 | 125.4 | 1.7 | .7 | 16.2 | | | |
| 25 | 8 | 337.2 | 330.3 | 326.2 | 3.7 | .4 | 6.9 | | | |
| 26 | Other | (S) | (S) | (S) | (Z) | (Z) | (Z) | | | |
| 27 | Not reported | (S) | (S) | (S) | (Z) | (S) | (S) | | | |
| 28 | Cubic inch displacement | 537.5 | 514.2 | 507.7 | 5.4 | 1.1 | 23.3 | | | |
| 29 | Gasoline engines | 507.2 | 501.9 | 498.4 | 3.4 | (S) | 5.2 | | | |
| 30 | Less than 200 | 40.0 | 40.0 | 40.0 | (Z) | (Z) | (Z) | | | |
| 31 | 200 to 299 | 88.8 | 88.6 | 88.4 | (S) | (S) | .2 | | | |
| 32 | 300 to 349 | 96.3 | 96.1 | 95.3 | .8 | (S) | .8 | | | |
| 33 | 350 to 399 | 191.8 | 189.5 | 187.9 | 1.6 | (S) | 2.3 | | | |
| 34 | 400 or more | 31.1 | 29.0 | 28.2 | .7 | (S) | 2.1 | | | |
| 35 | Not reported | 59.1 | 58.7 | 58.6 | (S) | (S) | .4 | | | |
| 36 | Diesel engines | 27.2 | 9.2 | 6.2 | 2.0 | 1.0 | 18.0 | | | |
| 37 | Less than 400 | (S) | (S) | (S) | (S) | (S) | 2.5 | | | |
| 38 | 400 to 599 | 3.7 | 1.5 | .8 | .5 | .4 | 2.2 | | | |
| 39 | 600 to 799 | 5.1 | 2.1 | .7 | 1.0 | .4 | 2.9 | | | |
| 40 | 800 or more | 12.5 | 1.0 | .3 | .3 | .4 | 11.5 | | | |
| 41 | Not reported | .8 | (S) | (S) | (Z) | (S) | .7 | | | |
| 42 | Other engines | (S) | (S) | (S) | (S) | (S) | (S) | | | |
| 43 | Less than 400 | (S) | (S) | (S) | (S) | (S) | (S) | | | |
| 44 | 400 or more | (S) | (S) | (S) | (Z) | (S) | (S) | | | |
| 45 | Not reported | (S) | (S) | (S) | (Z) | (S) | (S) | | | |
| 46 | Horsepower | 537.5 | 514.2 | 507.7 | 5.4 | 1.1 | 23.3 | | | |
| 47 | Gasoline engines | 507.2 | 501.9 | 498.4 | 3.4 | (S) | 5.2 | | | |
| 48 | Less than 100 | 31.7 | 31.7 | 31.7 | (Z) | (Z) | (Z) | | | |
| 49 | 100 to 199 | 359.7 | 358.1 | 356.3 | 1.8 | (S) | 1.6 | | | |
| 50 | 200 to 249 | 46.0 | 43.1 | 41.5 | 1.4 | (S) | 3.0 | | | |
| 51 | 250 or more | 12.6 | 12.4 | 12.3 | (S) | (S) | .6 | | | |
| 52 | Not reported | 57.2 | 56.7 | 56.6 | (S) | (S) | .4 | | | |
| 53 | Diesel engines | 27.2 | 9.2 | 6.2 | 2.0 | 1.0 | 18.0 | | | |
| 54 | Less than 250 | 11.6 | 7.9 | 5.8 | 1.3 | .7 | 3.7 | | | |
| 55 | 250 to 349 | 10.9 | 1.0 | (S) | .6 | .7 | 9.8 | | | |
| 56 | 350 to 449 | 3.6 | (S) | (S) | (S) | (S) | 3.5 | | | |
| 57 | 450 or more | .5 | (S) | (S) | (Z) | (S) | .4 | | | |
| 58 | Not reported | .7 | (S) | (S) | (Z) | (S) | .5 | | | |
| 59 | Other engines | (S) | (S) | (S) | (S) | (S) | (S) | | | |
| 60 | Less than 250 | (S) | (S) | (S) | (S) | (S) | (S) | | | |
| 61 | 250 or more | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) | | | |
| 62 | Not reported | (S) | (S) | (S) | (Z) | (S) | (S) | | | |
| POWERED AXLES | | | | | | | | | | |
| 63 | Powered axles | 539.6 | 516.3 | 509.7 | 5.4 | 1.1 | 23.4 | | | |
| 64 | 1 | 438.7 | 430.5 | 427.1 | 3.4 | (S) | 8.2 | | | |
| 65 | 2 | 91.5 | 77.5 | 74.9 | 1.7 | 1.0 | 13.9 | | | |
| 66 | 3 or more | .8 | .4 | .3 | (Z) | (Z) | .4 | | | |
| 67 | Not reported | 8.7 | 7.8 | 7.5 | .3 | (Z) | .9 | | | |
| CAB TYPE⁴ | | | | | | | | | | |
| 68 | Cab forward of engine | 1.0 | .8 | .7 | (S) | (Z) | .2 | | | |
| 69 | Cab over engine | 11.8 | 1.8 | 1.3 | .2 | .3 | 10.0 | | | |
| 70 | Short-hood conventional | 11.7 | 7.8 | 6.4 | 1.1 | .3 | 3.9 | | | |
| 71 | Medium-hood conventional | 23.0 | 16.8 | 13.5 | 2.9 | .4 | 6.2 | | | |
| 72 | Long-hood conventional | 5.4 | 3.2 | 2.7 | .5 | (S) | 2.2 | | | |
| 73 | Cab beside engine | (S) | (S) | (S) | (Z) | (Z) | (Z) | | | |
| 74 | Other | 3.6 | 3.5 | 3.3 | (S) | (S) | (S) | | | |
| 75 | Not reported | 482.9 | 482.2 | 481.8 | .3 | (Z) | .7 | | | |

See footnotes at end of table.

Table 7. Trucks by Truck Type and Axle Arrangement: 1982—Con.

[Thousands. Data relate to State of registration. Detail may not add to total because of rounding. For meaning of abbreviations and symbols, see introductory text]

| Vehicular and operational characteristics | Total | Truck type and axle arrangement | | | | | | | |
|---|-------|---------------------------------|---------|---------|-----------------|--------------|--------------------------------|---------|-----------------|
| | | Single-unit trucks | | | | Combinations | | | |
| | | Total | 2 axles | 3 axles | 4 axles or more | Total | Single-unit truck with trailer | | |
| | | | | | | | 3 axles | 4 axles | 5 axles or more |
| PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS | | | | | | | | | |
| 1 Total | 480.0 | 480.0 | 480.0 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 2 Pickups | 415.8 | 415.8 | 415.8 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 3 Panels or vans | 29.9 | 29.9 | 29.9 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 4 Utilities | 32.2 | 32.2 | 32.2 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 5 Station wagons | (S) | (S) | (S) | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 6 Driving wheels | 478.3 | 478.3 | 478.3 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 7 4-wheel drive | 77.8 | 77.8 | 77.8 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 8 2-wheel drive | 392.3 | 392.3 | 392.3 | (Z) | (Z) | (Z) | (Z) | (Z) | (Z) |
| 9 Front-wheel drive | 9.3 | 8.2 | 8.2 | (Z) | (Z) | (S) | (Z) | (S) | (Z) |

NOTE: Because the sample is designed to measure the number of trucks and not all of the specific vehicular and operational characteristics of those trucks, some data cells may have high relative standard errors of estimate (RSEs). For Arkansas, 39.1 of the cells have RSEs greater than 10 percent, and 27.4 of the cells have RSEs greater than 25 percent.

¹When no response was obtained for annual miles, data were imputed.

²Detail does not add to totals because items were not applicable or multiple responses were possible.

³When no response was obtained, one truck was imputed based on body type of sampled vehicle.

⁴Pickups, panels, and vans are not included.

| Truck type and axle arrangement—Con. | | | | | | | | | Relative standard error of estimate (percent) for total | |
|--------------------------------------|---------|-----------------|------------------------------------|---------|-----------------|------------------------------------|-----------------|-----------------------|---|---|
| Combinations—Con. | | | | | | | | | | |
| Truck-tractor with single trailer | | | Truck-tractor with double trailers | | | Truck-tractor with triple trailers | | Trailer not specified | | |
| 3 axles | 4 axles | 5 axles or more | 5 axles | 6 axles | 7 axles or more | 7 axles | 8 axles or more | | | |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | .1 | 1 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | .7 | 2 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | 13.8 | 3 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | 15.4 | 4 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | 70.0 | 5 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | .2 | 6 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | 13.5 | 7 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | 2.8 | 8 |
| ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | ⊗ | 42.1 | 9 |

APPENDIX A. Survey Forms



U.S. DEPARTMENT OF COMMERCE
BUREAU OF THE CENSUS
FORM
TC-9501

1982 CENSUS OF TRANSPORTATION TRUCK INVENTORY AND USE SURVEY

O.M.B. APPROVAL NO. 0607-03901 EXPIRES 12/84

NOTICE - Response to this inquiry is required by law (Title 13, U.S. Code). By the same law, your report to the Census Bureau is confidential. It may be seen only by sworn Census employees and may be used only for statistical purposes. The law also provides that copies retained in your files are immune from legal process.

In correspondence pertaining to this report, please refer to this Census File Number (CFM)

BUREAU OF THE CENSUS
1201 East Tenth Street
Jeffersonville, Indiana 47134

DUE DATE: 15 days after receipt of form

Important - Please read

All questions on this form refer to the vehicle described below and its use during the past 12 months (or the last 12 months you operated it). If there are errors in the vehicle registration information, consult the instruction sheet before continuing with the questionnaire.

ESTIMATES ARE ACCEPTABLE.

Please correct errors in name, address, and ZIP code. ENTER street and number if not shown.

| CENSUS USE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------------|--------------------------|----------------|-------------------------------------|---|---|-------------------|---------------------|------------------------|-----|---|-----|---|--------------------------|--------------------------|---|--------------------------|--------------------------|---|--------------------------|--------------------------|---------------------------|--------------------------|--------------------------|--|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|---------------------------|--------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REGISTRATION INFORMATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Make of vehicle | Year of model | State | License number | Vehicle identification number (VIN) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 101 | 102 | 103 | 104 | 105 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 1 - Is this vehicle still in your possession?</p> <p>201 <input type="checkbox"/> YES - Are you the - 202 <input type="checkbox"/> Owner? } SKIP to item 2 and continue with questionnaire <input type="checkbox"/> Lessee? <input type="checkbox"/> NO - Please continue with this questionnaire, answering each item according to how you used the vehicle during the last 12 months you owned (or leased) it. Continue with items 1a and b.</p> <p>a. When did you dispose of this vehicle?</p> <table border="1"> <tr> <td>Month</td> <td>Year</td> </tr> <tr> <td>203</td> <td></td> </tr> </table> <p>Enter figures only →</p> <p>b. How did you dispose of this vehicle?</p> <p>204 <input type="checkbox"/> Sold it (or gave it away) <input type="checkbox"/> Junked or scrapped it <input type="checkbox"/> Returned to leasing company</p> | | | | | | | Month | Year | 203 | | | | | | | | | | | | | | | | | | | | | | | | |
| Month | Year | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 203 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 2 - When did you obtain this vehicle?</p> <table border="1"> <tr> <td>Month</td> <td>Year</td> </tr> <tr> <td>205</td> <td></td> </tr> </table> <p>Enter figures only →</p> | | | | | | | Month | Year | 205 | | | | | | | | | | | | | | | | | | | | | | | | |
| Month | Year | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 205 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 3 - How did you obtain this vehicle?</p> <p>206 <input type="checkbox"/> Purchased it new <input type="checkbox"/> Purchased it used (or otherwise acquired) <input type="checkbox"/> Leased or rented it from someone else - Continue with items 3a and b</p> <p>a. How was this vehicle leased or rented?</p> <p>207 <input type="checkbox"/> Without a driver <input type="checkbox"/> With a driver <input type="checkbox"/> With an owner-operator as driver</p> <p>b. Was this a long-term lease or rental agreement (12 months or more)?</p> <p>208 <input type="checkbox"/> YES - What type was it? <input type="checkbox"/> Financing (no maintenance) <input type="checkbox"/> Financing and full maintenance <input type="checkbox"/> Other <input type="checkbox"/> NO</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 4 - Did you lease or rent out this vehicle to anyone else?</p> <p>209 <input type="checkbox"/> YES - Continue with items 4a and b <input type="checkbox"/> NO - SKIP to item 5</p> <p>a. How was it leased or rented out?</p> <p>210 <input type="checkbox"/> Without a driver <input type="checkbox"/> With a driver <input type="checkbox"/> With an owner-operator as driver</p> <p>b. Was this a long-term lease or rental agreement (12 months or more)?</p> <p>211 <input type="checkbox"/> YES - What type was it? <input type="checkbox"/> Financing (no maintenance) <input type="checkbox"/> Financing and full maintenance <input type="checkbox"/> Other <input type="checkbox"/> NO</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 5 - What is the body type of this vehicle?</p> <p>313 01 <input type="checkbox"/> Pickup 02 <input type="checkbox"/> Panel or compact van 24 <input type="checkbox"/> Utility (For example: Bronco, Blazer, Jeep, CJ - 5, 7, etc.) 25 <input type="checkbox"/> Station wagon built on truck chassis (For example: Suburban, Wagoneer, etc.) 80 <input type="checkbox"/> Other - If the above descriptions do not match the body type of this vehicle, please describe the body type in detail.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 6 - What is the overall length of this vehicle (distance from front bumper to rear of vehicle)?</p> <table border="1"> <tr> <td>Feet</td> </tr> <tr> <td>314</td> </tr> </table> | | | | | | | Feet | 314 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feet | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 314 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 7a - What was the average weight of this vehicle as it was most often operated?</p> <p>An estimate is acceptable.</p> <table border="1"> <tr> <td>Pounds</td> </tr> <tr> <td>316</td> </tr> </table> <p>b. How often was this vehicle carrying payloads that filled -</p> <table border="1"> <tr> <td>Percent</td> </tr> <tr> <td>317</td> </tr> <tr> <td>Less than half its maximum cargo size %</td> </tr> <tr> <td>318</td> </tr> <tr> <td>Less than half its maximum cargo weight %</td> </tr> <tr> <td>319</td> </tr> </table> | | | | | | | Pounds | 316 | Percent | 317 | Less than half its maximum cargo size % | 318 | Less than half its maximum cargo weight % | 319 | | | | | | | | | | | | | | | | | | | |
| Pounds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 316 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 317 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than half its maximum cargo size % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 318 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Less than half its maximum cargo weight % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 8 - During the past year, did you attach any trailers to this vehicle?</p> <p>304 <input type="checkbox"/> YES - Continue with items 8a, b, and c below <input type="checkbox"/> NO - SKIP to item 9</p> <p>a. What percent of the time did this vehicle pull a trailer?</p> <table border="1"> <tr> <td>Percent</td> </tr> <tr> <td>305</td> </tr> </table> <p>b. How many axles were on the trailer unit which you attached most frequently to the vehicle?</p> <table border="1"> <tr> <td>Number</td> </tr> <tr> <td>307</td> </tr> </table> <p>c. What was the loaded weight of the trailer most often attached to the vehicle?</p> <table border="1"> <tr> <td>Pounds</td> </tr> <tr> <td>319</td> </tr> </table> | | | | | | | Percent | 305 | Number | 307 | Pounds | 319 | | | | | | | | | | | | | | | | | | | | | |
| Percent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 305 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 307 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pounds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 319 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 9 - What kind of fuel does this vehicle use?</p> <p>321 <input type="checkbox"/> Gasoline <input type="checkbox"/> Other - Specify fuel <input type="checkbox"/> Diesel <input type="checkbox"/> Liquefied petroleum gas (LPG)</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 10 - How many cylinders does this vehicle have?</p> <p>322 <input type="checkbox"/> 4 cylinders <input type="checkbox"/> Other - Specify unit <input type="checkbox"/> 6 cylinders <input type="checkbox"/> 8 cylinders</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 11 - What is the size (displacement) of your engine? (Enter cubic inches, cubic centimeters, or liters, whichever is applicable.)</p> <table border="1"> <tr> <td>Cubic inches (CI)</td> <td>OR</td> <td>Cubic centimeters (CC)</td> <td>OR</td> <td>Liters (L)</td> </tr> <tr> <td>323</td> <td></td> <td>324</td> <td></td> <td>325</td> </tr> </table> | | | | | | | Cubic inches (CI) | OR | Cubic centimeters (CC) | OR | Liters (L) | 323 | | 324 | | 325 | | | | | | | | | | | | | | | | | |
| Cubic inches (CI) | OR | Cubic centimeters (CC) | OR | Liters (L) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 323 | | 324 | | 325 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 12 - What is the horsepower rating of this vehicle's engine?</p> <table border="1"> <tr> <td>Horsepower</td> </tr> <tr> <td>326</td> </tr> </table> | | | | | | | Horsepower | 326 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Horsepower | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 326 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 13 - What kind of transmission does this vehicle have?</p> <p>327 <input type="checkbox"/> Manual <input type="checkbox"/> Automatic</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 14 - Does this vehicle have any of the following? Mark (X) as many as apply.</p> <p>329 05 <input type="checkbox"/> Radial tires <input type="checkbox"/> 4-wheel drive 09 <input type="checkbox"/> Power steering <input type="checkbox"/> Front-wheel drive 10 <input type="checkbox"/> Air conditioning</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <p>Item 15 - Who performed the general maintenance and major overhauls on this vehicle? Mark (X) as many as apply</p> <table border="1"> <tr> <td></td> <td>General maintenance</td> <td>Major overhauls</td> </tr> <tr> <td>330</td> <td>331</td> <td></td> </tr> <tr> <td>Yourself</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Your company's own maintenance facilities</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Dealership's service department</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Leasing company</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Independent garage or private mechanic</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Component distributorship</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> <tr> <td>Other - Specify</td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table> | | | | | | | | General maintenance | Major overhauls | 330 | 331 | | Yourself | <input type="checkbox"/> | <input type="checkbox"/> | Your company's own maintenance facilities | <input type="checkbox"/> | <input type="checkbox"/> | Dealership's service department | <input type="checkbox"/> | <input type="checkbox"/> | Leasing company | <input type="checkbox"/> | <input type="checkbox"/> | Independent garage or private mechanic | <input type="checkbox"/> | <input type="checkbox"/> | Component distributorship | <input type="checkbox"/> | <input type="checkbox"/> | Other - Specify | <input type="checkbox"/> | <input type="checkbox"/> |
| | General maintenance | Major overhauls | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 330 | 331 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Yourself | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Your company's own maintenance facilities | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dealership's service department | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Leasing company | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Independent garage or private mechanic | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Component distributorship | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other - Specify | <input type="checkbox"/> | <input type="checkbox"/> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

PENALTY FOR FAILURE TO REPORT

CONTINUE ON PAGE 2

| <p>Item 16 - How many miles was this vehicle driven during the past 12 months? An estimate is acceptable. NOTE - If driven less than 12 months, please estimate mileage for a full year. 332</p> <p>Item 17 - How many miles has this vehicle been driven since it was new? NOTE - If it is no longer in your possession, please estimate the total lifetime mileage at the time you last operated it. If the odometer/speedometer is broken, please give your best estimate. If the odometer has turned over 100,000 + miles, please enter the total figure. 333</p> <p>Item 18 - How many miles-per-gallon (MPG) did this vehicle average during the last year? (Use tenths, if available.) Example: 10.5 MPG should be entered as <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>Miles</td><td>Tenths</td></tr> <tr><td>10</td><td>5</td></tr> </table> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td>Miles</td><td>Tenths</td></tr> <tr><td>334</td><td></td></tr> </table> </p> <p>Item 19 - Where was the home base of this vehicle? <table border="1" style="width:100%; margin-top: 5px;"> <tr><td colspan="3">350 City</td></tr> <tr><td>351 County #</td><td>352 State</td><td>353 ZIP code</td></tr> </table> </p> <p>Item 20 - What percent of annual mileage was driven OUTSIDE the home base state? 354 Percent</p> <p>Item 21 - What PERCENTAGE of this vehicle's ANNUAL MILEAGE was accounted for by the type of trips listed below? If all trips were within one range, enter 100%. If more than one range is applicable, be sure that percentages add up to 100%. <table border="1" style="margin-left: auto; margin-right: auto;"> <tr><td></td><td>Percent</td></tr> <tr><td>Trips off-the-road, little travel on public roads</td><td>360 %</td></tr> <tr><td>Trips within a 50 mile radius of vehicle's home base</td><td>361 %</td></tr> <tr><td>Trips within a 50-200 mile radius of vehicle's home base</td><td>362 %</td></tr> <tr><td>Trips beyond a 200 mile radius of vehicle's home base</td><td>363 %</td></tr> <tr><td>TOTAL - Should equal 100%</td><td>100%</td></tr> </table> </p> <p>Item 22 - Which of the following best describes the primary way this vehicle was operated? 401 NEVER FOR HIRE 1 <input type="checkbox"/> BUSINESS USE - Operated by and for a private business (including self-employment) or a company, used in related activities of that business (including transportation of personnel) SKIP to item 23 2 <input type="checkbox"/> PERSONAL TRANSPORTATION - Operated as a personal-use vehicle in place of an automobile for pleasure driving, travel to work, etc. NO BUSINESS USE! SKIP to item 26 3 <input type="checkbox"/> MIXED - A mixture of both business use and personal transportation SKIP to item 23 Percent business 403 % 411 ALWAYS FOR HIRE - ICC regulated? 1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO FOR HIRE - Indicate below the type of hire operation (SEE INSTRUCTION SHEET FOR FURTHER INFORMATION.) 401 a. Operation type 406 b. Jurisdiction served 407 c. Kind of carrier </p> <p>Item 23 - Which of the following best describes your business (or the part of your business in which the vehicle was used)? If vehicle was leased, indicate business of lessee. <table border="0" style="width:100%;"> <tr> <td style="width:50%; vertical-align: top;"> 414 01 <input type="checkbox"/> AGRICULTURAL ACTIVITIES 02 <input type="checkbox"/> FORESTRY OR LUMBERING ACTIVITIES 03 <input type="checkbox"/> CONSTRUCTION WORK 04 <input type="checkbox"/> CONTRACTOR ACTIVITIES OR SPECIAL TRADES (painting, plumbing, electrical work, masonry, carpentry, etc.) 05 <input type="checkbox"/> MANUFACTURING, REFINING, OR PROCESSING ACTIVITIES 06 <input type="checkbox"/> WHOLESALE TRADE 07 <input type="checkbox"/> RETAIL TRADE 08 <input type="checkbox"/> PERSONAL SERVICES - hotel operations, landscaping, repair (except plumbing, electrical work, etc. - see "Contractor Activities"), laundry, advertising, entertainment, etc. 09 <input type="checkbox"/> UTILITIES - operations or service of public utilities - telephone, gas, electric, etc. </td> <td style="width:50%; vertical-align: top;"> 10 <input type="checkbox"/> MINING OR QUARRY ACTIVITIES - used to assist in the extraction of natural resources or in hauling to processors 11 <input type="checkbox"/> DAILY RENTAL - rented out, without a driver, to someone else on a daily or short-term basis 12 <input type="checkbox"/> GOVERNMENTAL OPERATIONS 13 <input type="checkbox"/> NOT IN USE - vehicle idle, wrecked, awaiting repair, etc., for more than 90 days. 14 <input type="checkbox"/> FOR HIRE TRANSPORTATION - includes small package delivery 15 <input type="checkbox"/> OTHER - Please describe in detail </td> </tr> </table> </p> <p>Item 24 - At any time during the past 12 months, was this vehicle (or combination) used to haul hazardous materials in quantities large enough to require a special placard placed on the vehicle due to the Code of Federal Regulations, title 49, Transportation? 438 1 <input type="checkbox"/> YES - Continue with items 24a and b 2 <input type="checkbox"/> NO - SKIP to item 25</p> <p>a. What type(s) of hazardous materials were carried by this vehicle? Mark (X) as many as apply. <table border="0" style="width:100%;"> <tr> <td style="width:50%; vertical-align: top;"> 439 1 <input type="checkbox"/> Flammables or combustibles 2 <input type="checkbox"/> Acids, poisons, caustics, etc. 3 <input type="checkbox"/> Explosives </td> <td style="width:50%; vertical-align: top;"> 4 <input type="checkbox"/> Radioactive materials 5 <input type="checkbox"/> Hazardous waste 6 <input type="checkbox"/> Hazardous materials not listed above </td> </tr> </table> </p> <p>b. Approximately what percent of this vehicle's annual mileage was accounted for by carrying these hazardous materials? 440 1 <input type="checkbox"/> Below 25% 2 <input type="checkbox"/> 25-49% 3 <input type="checkbox"/> 50-74% 4 <input type="checkbox"/> 75-100%</p> | Miles | Tenths | 10 | 5 | Miles | Tenths | 334 | | 350 City | | | 351 County # | 352 State | 353 ZIP code | | Percent | Trips off-the-road, little travel on public roads | 360 % | Trips within a 50 mile radius of vehicle's home base | 361 % | Trips within a 50-200 mile radius of vehicle's home base | 362 % | Trips beyond a 200 mile radius of vehicle's home base | 363 % | TOTAL - Should equal 100% | 100% | 414 01 <input type="checkbox"/> AGRICULTURAL ACTIVITIES 02 <input type="checkbox"/> FORESTRY OR LUMBERING ACTIVITIES 03 <input type="checkbox"/> CONSTRUCTION WORK 04 <input type="checkbox"/> CONTRACTOR ACTIVITIES OR SPECIAL TRADES (painting, plumbing, electrical work, masonry, carpentry, etc.) 05 <input type="checkbox"/> MANUFACTURING, REFINING, OR PROCESSING ACTIVITIES 06 <input type="checkbox"/> WHOLESALE TRADE 07 <input type="checkbox"/> RETAIL TRADE 08 <input type="checkbox"/> PERSONAL SERVICES - hotel operations, landscaping, repair (except plumbing, electrical work, etc. - see "Contractor Activities"), laundry, advertising, entertainment, etc. 09 <input type="checkbox"/> UTILITIES - operations or service of public utilities - telephone, gas, electric, etc. | 10 <input type="checkbox"/> MINING OR QUARRY ACTIVITIES - used to assist in the extraction of natural resources or in hauling to processors 11 <input type="checkbox"/> DAILY RENTAL - rented out, without a driver, to someone else on a daily or short-term basis 12 <input type="checkbox"/> GOVERNMENTAL OPERATIONS 13 <input type="checkbox"/> NOT IN USE - vehicle idle, wrecked, awaiting repair, etc., for more than 90 days. 14 <input type="checkbox"/> FOR HIRE TRANSPORTATION - includes small package delivery 15 <input type="checkbox"/> OTHER - Please describe in detail | 439 1 <input type="checkbox"/> Flammables or combustibles 2 <input type="checkbox"/> Acids, poisons, caustics, etc. 3 <input type="checkbox"/> Explosives | 4 <input type="checkbox"/> Radioactive materials 5 <input type="checkbox"/> Hazardous waste 6 <input type="checkbox"/> Hazardous materials not listed above | <p>Item 25 - From the following list of products, materials, and equipment, indicate which item or items this vehicle carried. Write in the approximate percentage of the vehicle's annual mileage that was accounted for while carrying loads and while empty/backhauls, etc. Be sure that percentages add up to 100%. (See instruction sheet for further explanation and examples.)</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="width:90%;">a. PRODUCTS, EQUIPMENT, MATERIALS, ETC.</th> <th style="width:10%;">Percentage of annual mileage</th> </tr> </thead> <tbody> <tr><td>(1) Agricultural and Food Products</td><td>415 %</td></tr> <tr><td>(a) Live animals - cattle, horses, poultry, hogs, etc.</td><td>416 %</td></tr> <tr><td>(b) Fresh farm products - grain, crops, flowers, nursery stock, raw milk, raw tobacco, etc.</td><td>417 %</td></tr> <tr><td>(c) Processed foods - canned goods, prepared meats, frozen foods, beverages, dairy products, tobacco products, etc.</td><td>418 %</td></tr> <tr><td>(2) Mining Products, Unrefined - crude oil, coal, metal ores.</td><td>419 %</td></tr> <tr><td>(3) Building Materials - gravel, sand, concrete, glass, etc. (except cut lumber - see "Lumber")</td><td>420 %</td></tr> <tr><td>(4) Forestry, Wood, and Paper Products</td><td>421 %</td></tr> <tr><td>(a) Logs and forest products - except cut lumber and fabricated wood products (see below)</td><td>422 %</td></tr> <tr><td>(b) Lumber and fabricated wood products - except furniture (see 17) below</td><td>423 %</td></tr> <tr><td>(c) Paper and paper products</td><td>424 %</td></tr> <tr><td>(5) Chemicals, Petroleum, and Allied Products</td><td>425 %</td></tr> <tr><td>(a) Chemicals and/or drugs (including fertilizers, pesticides, cosmetics, paints, etc.)</td><td>426 %</td></tr> <tr><td>(b) Petroleum and petroleum products</td><td>427 %</td></tr> <tr><td>(c) Plastics and/or rubber products</td><td>428 %</td></tr> <tr><td>(6) Metals and Metal Products</td><td>429 %</td></tr> <tr><td>(a) Primary metal products - pipes, ingots, billets, sheets, etc.</td><td>430 %</td></tr> <tr><td>(b) Fabricated metal products - except machinery or transportation equipment (see below)</td><td>431 %</td></tr> <tr><td>(c) Machinery - electrical or nonelectrical</td><td>432 %</td></tr> <tr><td>(d) Transportation equipment and parts</td><td>433 %</td></tr> <tr><td>(7) Other Manufactured Products</td><td>434 %</td></tr> <tr><td>(a) Furniture (wood and nonwood) and/or hardware - not involved in household moving</td><td>435 %</td></tr> <tr><td>(b) Textiles and apparel - fibers, leather goods, carpets, clothing, etc.</td><td>436 %</td></tr> <tr><td>(8) Miscellaneous</td><td>437 %</td></tr> <tr><td>(a) Moving of household and office furniture - from home, offices, etc., under contract</td><td>438 %</td></tr> <tr><td>(b) Miscellaneous tools and/or parts for specialized use, as in a craftsman's vehicle - traveling workshop for plumbers, carpenters, road service crews, etc.</td><td>439 %</td></tr> <tr><td>(c) Mixed cargo, general freight</td><td>440 %</td></tr> <tr><td>(d) Scrap, garbage, trash</td><td>441 %</td></tr> <tr><td>(9) Other (not elsewhere classified) - Please describe in detail</td><td>442 %</td></tr> <tr><td> </td><td>443 %</td></tr> <tr><td> </td><td>444 %</td></tr> <tr><td> </td><td>445 %</td></tr> <tr><td> </td><td>446 %</td></tr> <tr><td> </td><td>447 %</td></tr> <tr><td>b. NO LOAD CARRIED - Vehicle empty</td><td>100%</td></tr> <tr><td>TOTAL - Should equal 100%</td><td>100%</td></tr> </tbody> </table> <p>Item 26 - Please enter below the number of any additional trucks and/or trailers you own and/or operate at the same home base you listed in item 19.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr><th>Number</th></tr> </thead> <tbody> <tr><td>Pickups, small vans</td><td>443</td></tr> <tr><td>Straight trucks</td><td>444</td></tr> <tr><td>Truck-tractors (power-units)</td><td>445</td></tr> <tr><td>Trailers (semi- and or full)</td><td>446</td></tr> <tr><td>Converter dollies</td><td>447</td></tr> </tbody> </table> <p>Item 27 - REMARKS - Please use this space for any explanations that may be essential in understanding your reported data.</p> <p>Item 28 - Person to contact regarding this report. Does this person have records on (or knowledge of) the daily activities of driver (stops, weight of individual shipments, destinations of shipments, etc.)? 1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO</p> <p>Name _____ Address (Number and street) _____ City _____ State _____ ZIP code _____ Daytime telephone number _____ Area code _____ Number _____ Extension _____ If this vehicle has a fleet number, please enter it here _____</p> | a. PRODUCTS, EQUIPMENT, MATERIALS, ETC. | Percentage of annual mileage | (1) Agricultural and Food Products | 415 % | (a) Live animals - cattle, horses, poultry, hogs, etc. | 416 % | (b) Fresh farm products - grain, crops, flowers, nursery stock, raw milk, raw tobacco, etc. | 417 % | (c) Processed foods - canned goods, prepared meats, frozen foods, beverages, dairy products, tobacco products, etc. | 418 % | (2) Mining Products, Unrefined - crude oil, coal, metal ores. | 419 % | (3) Building Materials - gravel, sand, concrete, glass, etc. (except cut lumber - see "Lumber") | 420 % | (4) Forestry, Wood, and Paper Products | 421 % | (a) Logs and forest products - except cut lumber and fabricated wood products (see below) | 422 % | (b) Lumber and fabricated wood products - except furniture (see 17) below | 423 % | (c) Paper and paper products | 424 % | (5) Chemicals, Petroleum, and Allied Products | 425 % | (a) Chemicals and/or drugs (including fertilizers, pesticides, cosmetics, paints, etc.) | 426 % | (b) Petroleum and petroleum products | 427 % | (c) Plastics and/or rubber products | 428 % | (6) Metals and Metal Products | 429 % | (a) Primary metal products - pipes, ingots, billets, sheets, etc. | 430 % | (b) Fabricated metal products - except machinery or transportation equipment (see below) | 431 % | (c) Machinery - electrical or nonelectrical | 432 % | (d) Transportation equipment and parts | 433 % | (7) Other Manufactured Products | 434 % | (a) Furniture (wood and nonwood) and/or hardware - not involved in household moving | 435 % | (b) Textiles and apparel - fibers, leather goods, carpets, clothing, etc. | 436 % | (8) Miscellaneous | 437 % | (a) Moving of household and office furniture - from home, offices, etc., under contract | 438 % | (b) Miscellaneous tools and/or parts for specialized use, as in a craftsman's vehicle - traveling workshop for plumbers, carpenters, road service crews, etc. | 439 % | (c) Mixed cargo, general freight | 440 % | (d) Scrap, garbage, trash | 441 % | (9) Other (not elsewhere classified) - Please describe in detail | 442 % | | 443 % | | 444 % | | 445 % | | 446 % | | 447 % | b. NO LOAD CARRIED - Vehicle empty | 100% | TOTAL - Should equal 100% | 100% | Number | Pickups, small vans | 443 | Straight trucks | 444 | Truck-tractors (power-units) | 445 | Trailers (semi- and or full) | 446 | Converter dollies | 447 |
|---|--|--------------|----|---|-------|--------|-----|--|----------|--|--|--------------|-----------|--------------|--|---------|---|-------|--|-------|--|-------|---|-------|----------------------------------|-------------|---|--|--|---|--|---|------------------------------|------------------------------------|-------|--|-------|---|-------|---|-------|---|-------|---|-------|--|-------|---|-------|---|-------|------------------------------|-------|---|-------|---|-------|--------------------------------------|-------|-------------------------------------|-------|-------------------------------|-------|---|-------|--|-------|---|-------|--|-------|---------------------------------|-------|---|-------|---|-------|-------------------|-------|---|-------|---|-------|----------------------------------|-------|---------------------------|-------|--|-------|--|-------|--|-------|--|-------|--|-------|--|-------|---|------|----------------------------------|-------------|--------|---------------------|-----|-----------------|-----|------------------------------|-----|------------------------------|-----|-------------------|-----|
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| Miles | Tenths | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 334 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 350 City | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 351 County # | 352 State | 353 ZIP code | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Percent | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trips off-the-road, little travel on public roads | 360 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trips within a 50 mile radius of vehicle's home base | 361 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trips within a 50-200 mile radius of vehicle's home base | 362 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trips beyond a 200 mile radius of vehicle's home base | 363 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL - Should equal 100% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 414 01 <input type="checkbox"/> AGRICULTURAL ACTIVITIES 02 <input type="checkbox"/> FORESTRY OR LUMBERING ACTIVITIES 03 <input type="checkbox"/> CONSTRUCTION WORK 04 <input type="checkbox"/> CONTRACTOR ACTIVITIES OR SPECIAL TRADES (painting, plumbing, electrical work, masonry, carpentry, etc.) 05 <input type="checkbox"/> MANUFACTURING, REFINING, OR PROCESSING ACTIVITIES 06 <input type="checkbox"/> WHOLESALE TRADE 07 <input type="checkbox"/> RETAIL TRADE 08 <input type="checkbox"/> PERSONAL SERVICES - hotel operations, landscaping, repair (except plumbing, electrical work, etc. - see "Contractor Activities"), laundry, advertising, entertainment, etc. 09 <input type="checkbox"/> UTILITIES - operations or service of public utilities - telephone, gas, electric, etc. | 10 <input type="checkbox"/> MINING OR QUARRY ACTIVITIES - used to assist in the extraction of natural resources or in hauling to processors 11 <input type="checkbox"/> DAILY RENTAL - rented out, without a driver, to someone else on a daily or short-term basis 12 <input type="checkbox"/> GOVERNMENTAL OPERATIONS 13 <input type="checkbox"/> NOT IN USE - vehicle idle, wrecked, awaiting repair, etc., for more than 90 days. 14 <input type="checkbox"/> FOR HIRE TRANSPORTATION - includes small package delivery 15 <input type="checkbox"/> OTHER - Please describe in detail | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 439 1 <input type="checkbox"/> Flammables or combustibles 2 <input type="checkbox"/> Acids, poisons, caustics, etc. 3 <input type="checkbox"/> Explosives | 4 <input type="checkbox"/> Radioactive materials 5 <input type="checkbox"/> Hazardous waste 6 <input type="checkbox"/> Hazardous materials not listed above | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| a. PRODUCTS, EQUIPMENT, MATERIALS, ETC. | Percentage of annual mileage | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) Agricultural and Food Products | 415 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Live animals - cattle, horses, poultry, hogs, etc. | 416 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Fresh farm products - grain, crops, flowers, nursery stock, raw milk, raw tobacco, etc. | 417 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Processed foods - canned goods, prepared meats, frozen foods, beverages, dairy products, tobacco products, etc. | 418 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Mining Products, Unrefined - crude oil, coal, metal ores. | 419 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (3) Building Materials - gravel, sand, concrete, glass, etc. (except cut lumber - see "Lumber") | 420 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) Forestry, Wood, and Paper Products | 421 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Logs and forest products - except cut lumber and fabricated wood products (see below) | 422 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Lumber and fabricated wood products - except furniture (see 17) below | 423 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Paper and paper products | 424 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (5) Chemicals, Petroleum, and Allied Products | 425 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Chemicals and/or drugs (including fertilizers, pesticides, cosmetics, paints, etc.) | 426 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Petroleum and petroleum products | 427 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Plastics and/or rubber products | 428 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (6) Metals and Metal Products | 429 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Primary metal products - pipes, ingots, billets, sheets, etc. | 430 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Fabricated metal products - except machinery or transportation equipment (see below) | 431 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Machinery - electrical or nonelectrical | 432 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Transportation equipment and parts | 433 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) Other Manufactured Products | 434 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Furniture (wood and nonwood) and/or hardware - not involved in household moving | 435 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Textiles and apparel - fibers, leather goods, carpets, clothing, etc. | 436 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) Miscellaneous | 437 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (a) Moving of household and office furniture - from home, offices, etc., under contract | 438 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (b) Miscellaneous tools and/or parts for specialized use, as in a craftsman's vehicle - traveling workshop for plumbers, carpenters, road service crews, etc. | 439 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (c) Mixed cargo, general freight | 440 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (d) Scrap, garbage, trash | 441 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) Other (not elsewhere classified) - Please describe in detail | 442 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 443 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 444 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 445 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 446 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 447 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| b. NO LOAD CARRIED - Vehicle empty | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL - Should equal 100% | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Number | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pickups, small vans | 443 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Straight trucks | 444 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Truck-tractors (power-units) | 445 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Trailers (semi- and or full) | 446 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Converter dollies | 447 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

FORM TC-9501



**1982 CENSUS OF TRANSPORTATION
TRUCK INVENTORY AND USE SURVEY**

O.M.B. APPROVAL NO. 0607-0390 EXPIRES 12/84

NOTICE - Response to this inquiry is required by law (title 13, U.S. Code). By the same law, your report to the Census Bureau is confidential. It may be seen only by sworn Census employees and may be used only for statistical purposes. The law also provides that copies retained in your files are immune from legal process.

In correspondence pertaining to this report, please refer to this Census File Number (CFN)

Please complete this form and RETURN TO

BUREAU OF THE CENSUS
1201 East Tenth Street
Jeffersonville, Indiana 47134

DUE DATE: 15 days after receipt of form

Important - Please read

All questions on this form refer to the vehicle described below and its use during the past 12 months (or the last 12 months you operated it). If there are errors in the vehicle registration information, consult the instruction sheet before continuing with the questionnaire.

ESTIMATES ARE ACCEPTABLE.

Please correct errors in name, address, and ZIP code. ENTER street and number if not shown.

| | | | | | | | |
|------------|---|---|---|---|---|---|---|
| CENSUS USE | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|------------|---|---|---|---|---|---|---|

REGISTRATION INFORMATION

| | | | | | | | | | |
|-----|-----------------|-----|---------------|-----|-------|-----|----------------|-----|-------------------------------------|
| 101 | Make of vehicle | 102 | Year of model | 103 | State | 104 | License number | 105 | Vehicle identification number (VIN) |
|-----|-----------------|-----|---------------|-----|-------|-----|----------------|-----|-------------------------------------|

Item 1 - Is this vehicle still in your possession?

201 YES - Are you the - 202 Owner? Lessee? } SKIP to item 2 and continue with questionnaire

2 NO - Please continue with this questionnaire, answering each item according to how you used the vehicle during the last 12 months you owned (or leased) it. Continue with items 1a and b.

a. When did you dispose of this vehicle?

| | |
|-------|------|
| Month | Year |
| 203 | |

Enter figures only →

b. How did you dispose of this vehicle?

204 Sold it (or gave it away)
 Junked or scrapped it
 Returned to leasing company

Item 5 - How many axles are on this vehicle and how many of them are driving axles?
(Do not include axles on any trailers pulled.)

a. Total number of axles on truck or truck-tractor (power unit):

300 Two axles (4 tires)
 Two axles (6 tires)
 Three axles
 Four or more axles

How many, IF ANY, are liftable axles? → 301

b. Number of driving (powered) axles on truck or truck-tractor (power unit):

302 One driving axle
 Two driving axles
 Three or more driving axles

Item 2 - When did you obtain this vehicle?

| | |
|-------|------|
| Month | Year |
| 205 | |

Enter figures only →

Item 6 - How would you best describe this vehicle as it was most often operated?
(If the vehicle is a pickup, compact van, or panel truck, enter body type on the "Other" line.)

303 Straight truck 4 Other - Specify
 Straight truck pulling trailer(s)
 Truck-tractor (power unit) pulling trailer(s)

Item 3 - How did you obtain this vehicle?

206 Purchased it new } SKIP to Item 4
 Purchased it used (or otherwise acquired)
 Leased or rented it from someone else - Continue with items 3a and b

a. How was this vehicle leased or rented?

207 Without a driver
 With a driver
 With an owner-operator as driver

b. Was this a long-term lease or rental agreement (12 months or more)?

208 YES - What type was it?
 Financing (no maintenance)
 Financing and full maintenance
 Other
 NO

Item 7 - If you indicated in item 6 that you operated this vehicle with trailer(s) attached, indicate below the kind of trailer(s) you most often pulled.
Mark (X) one box only.

a. One semi-trailer, used with truck-tractor (power unit).

307 One axle on trailer
 Two axles on trailer
 Three or more axles on trailer

How many, IF ANY, of the trailer's axles are liftable? → 306

b. Two trailers, one semi- and one full * used with truck-tractor (power unit):

308 Three axles on two trailers
 Four axles on two trailers
 Five axles on two trailers
 Six or more axles on two trailers

How many, IF ANY, of the trailer's axles are liftable? → 306

c. Three trailers, one semi- and two full * used with truck-tractor (power unit):

309 Five axles on three trailers
 Six axles on three trailers
 Seven axles on three trailers
 Eight or more axles on three trailers

How many, IF ANY, of the trailer's axles are liftable? → 306

d. One full trailer * used with straight truck:

310 Two axles on trailer
 Three axles on trailer
 Four or more axles on trailer

How many, IF ANY, of the trailer's axles are liftable? → 306

e. Other - Please describe in detail the number of trailers and axles on those trailers. Also give number of any liftable axles on trailer(s).

311

Item 4 - Did you lease or rent out this vehicle to anyone else?

209 YES - Continue with items 4a and b
 NO - SKIP to item 5

a. How was it leased or rented out?

210 Without a driver
 With a driver
 With an owner-operator as driver

b. Was this a long-term lease or rental agreement (12 months or more)?

211 YES - What type was it?
 Financing (no maintenance)
 Financing and full maintenance
 Other
 NO

* or Semi-trailer with converter dolly

Item 8 - What type of cab does this vehicle have?

312 Cab forward of engine
 Cab over engine
 Short hood/nose conventional (less than 97 in. bumper to back of cab-BBC)
 Medium hood/nose conventional (97-114 in. bumper to back of cab-BBC)
 Long hood/nose conventional (more than 114 in. bumper to back of cab-BBC)
 Cab beside engine
 Other

PENALTY FOR FAILURE TO REPORT

CONTINUE ON PAGE 2 →

Item 9a - Please indicate the body type which most closely resembles this vehicle or the trailer most often attached to it, if the power-unit is a truck-tractor.

313

PLATFORM TYPES

- 05 [] Low boy (gooseneck) - platform with depressed center
06 [] Basic platform - including flatbed, stake, etc.
04 [] Platform with devices permanently mounted on bed of truck - such as high lift, lift gate, hoist, etc.

VAN TYPES

- 12 [] Basic enclosed van (dry cargo)
10 [] Drop frame van - including furniture van, etc.
08 [] Insulated, non-refrigerated van
09 [] Insulated, refrigerated van
03 [] Multistop or step van
11 [] Open top van, including low-side grain, fruit

SPECIALIZED USE TRUCKS - Con.

- 30 [] Garbage truck
07 [] Livestock truck, including livestock drop frame
27 [] Oilfield truck - service equipment permanently mounted on vehicle
17 [] Pole, logging, or pipe truck
22 [] Service truck or "craftsman's vehicle" - body equipped for mobile repair and service
60 [] Tank truck for dry bulk
50 [] Tank truck for liquids or gases
14 [] Utility truck - used in public utility operations (telephone line truck, etc.), body equipped for major repair (may have aerial lift, derrick, etc.)
15 [] Winch or crane truck - lifting equipment (including roll on, roll off) permanently mounted on vehicle
16 [] Wrecker - for motor vehicle towing or lifting
23 [] Yard tractor - cab and chassis ONLY, used to spot trailers

SPECIALIZED USE TRUCKS

- 18 [] Automobile transport
13 [] Beverage truck
28 [] Cargo container chassis
70 [] Concrete mixer
40 [] Dump truck
29 [] Grain bodies (hoppers)

NOTE - If none of the above descriptions match the body type of this vehicle, or the trailer usually attached to it, mark the "Other" box below and describe.

80 [] Other - Specify _____

b. What is the overall length of this vehicle or combination (distance from front bumper to rear of truck or rear of the last trailer attached)?

314 Feet

Item 10 - What is the weight of this vehicle or vehicle/trailer combination when empty? An estimate is acceptable.

315 Pounds

Item 11 - What was the average weight of the vehicle or vehicle/trailer combination when carrying a typical payload during the past year? An estimate is acceptable.

316 Pounds

Item 12 - What was the maximum gross weight (MGW) at which this vehicle or vehicle/trailer combination was operated? An estimate is acceptable.

320 Pounds

Item 13 - What kind of fuel does this vehicle use?
321 1 [] Gasoline
2 [] Diesel
3 [] Liquefied petroleum gas (LPG)
4 [] Other - Specify fuel _____

Item 14 - How many cylinders does this vehicle have?
322 1 [] 4 cylinders
2 [] 6 cylinders
3 [] 8 cylinders
4 [] Other - Specify unit _____

Item 15 - What is the size (displacement) of your engine? Enter cubic inches, cubic centimeters, or liters, whichever is applicable.

323 Cubic inches (CI) OR 324 Cubic centimeters (CC) OR 325 Liters (L)

Item 16 - What is the horsepower rating of this vehicle's engine?
326 Horsepower

Item 17 - What kind of transmission does this vehicle have?
327 1 [] Manual
2 [] Automatic

Item 18 - What type of brakes does the power unit (truck or truck-tractor) have?
328 1 [] Hydraulic (standard)
2 [] Hydraulic with power assist
3 [] Air

Item 19 - Does this vehicle have any of the following equipment? Mark (X) as many as apply.

- 329 01 [] Aerodynamic features
02 [] Axle or drive ratio to maximize fuel efficiency
03 [] Fuel economy engine with low RPM, high torque rise, turbo-charge, etc.
04 [] Reflective materials (in addition to those required by law)
05 [] Radial tires
06 [] Road speed governor
07 [] Variable fan drives
08 [] Other fuel conservation features
09 [] Power steering
10 [] Air conditioning in cab
11 [] Engine retarder

Item 20 - Who performed the general maintenance and major overhauls on this vehicle? Mark (X) as many as apply.

Table with columns: General maintenance (330), Major overhauls (331). Rows: Yourself, Your company's own maintenance facilities, Dealership's service department, Leasing company, Independent garage or private mechanic, Component distributorship.

Item 21 - How many miles was this vehicle driven during the past 12 months? An estimate is acceptable.
NOTE - If driven less than 12 months, please estimate mileage for a full year.
332

Item 22 - How many miles has this vehicle been driven since it was new?
NOTE - If it is no longer in your possession, please estimate the total lifetime mileage at the time you last operated it. If the odometer speedometer is broken, please give your best estimate. If the odometer has turned over (100,000 + miles), please enter the total figure.
333

Item 23 - How many miles-per-gallon (MPG) did this vehicle average during the last year? (Use tenths, if available.)
Example: 10.5 MPG should be entered as 10 5
334 Miles Tenths

Item 24 - Where was the home base of this vehicle?
350 City
351 County 352 State 353 ZIP code

Item 25 - What percent of annual mileage was driven OUTSIDE the home base state? An estimate is acceptable.
354 Percent

Item 26 - What PERCENTAGE of this vehicle's ANNUAL MILEAGE was accounted for by the type of trips listed below? (If all trips were within one range, enter 100%. If more than one range is applicable, be sure that percentages add up to 100%.)
360 Trips off-the-road, little travel on public roads
361 Trips within a 50 mile radius of vehicle's home base
362 Trips within a 50-200 mile radius of vehicle's home base
363 Trips beyond a 200 mile radius of vehicle's home base
TOTAL - Should equal 100%

Item 27a - Which of the following best describes the primary way this vehicle was operated?

- 401 NEVER FOR HIRE
1 [] BUSINESS USE - Operated by and for a private business (including self-employees) or a company; used in related activities of that business (including transportation of personnel) SKIP to item 28
2 [] PERSONAL TRANSPORTATION - Operated as a personal-use vehicle in place of an automobile for pleasure driving, travel to work, etc. (NO BUSINESS USE) SKIP to item 30
3 [] MIXED - A mixture of both business use and personal transportation
Percent personal transportation 402 %
Percent business 403 % SKIP to item 28
ALWAYS FOR HIRE - ICC regulated?
411 1 [] YES
2 [] NO
4 [] MOTOR CARRIER - Operated by a company whose primary business is to provide transportation services, carrying freight belonging to others Complete items 27b and c below.
5 [] OWNER OPERATOR - Operated by an independent trucker who drives vehicle for himself or on lease to a company
6 [] MIXED - A mixture of private carriage and common and/or contract carriage
Percent not for hire (private) 404 %
Percent for hire 405 % Complete items 27b and c below
7 [] DAILY RENTAL OR SHORT TERM LEASE - Rented or leased out to various operators and for various activities, under daily or short term rental or lease agreements SKIP to item 28

b. What was the FOR HIRE jurisdiction in which vehicle operated?
406 1 [] Interstate 3 [] Local - in a single municipality, contiguous municipalities or a municipality and its suburban area; in commercial zones
2 [] Intrastate

c. In what type of carrier service was the vehicle involved? Enter percentage of mileage.
407 1 [] Contract - offered transportation service to certain shippers under specific contracts
2 [] Common - offered transportation service to the general public over regular or irregular routes
3 [] Exempt - transported commodities or provided types of services that were exempt from Federal regulation; operated within exempt commercial zones

CONTINUE ON PAGE 3

Item 28 - Which of the following best describes your business or the part of your business in which the vehicle was used? If the vehicle was leased, indicate business of lessee.

414 01 AGRICULTURAL ACTIVITIES
 02 FORESTRY OR LUMBERING ACTIVITIES
 03 CONSTRUCTION WORK - buildings, homes, roads, structures, etc.
 04 CONTRACTOR ACTIVITIES OR SPECIAL TRADES - painting, plumbing, electrical work, masonry, carpentry, etc.
 05 MANUFACTURING, REFINING, OR PROCESSING ACTIVITIES
 06 WHOLESALE TRADE
 07 RETAIL TRADE
 08 PERSONAL SERVICES - used to assist in such services as lodging operations, landscaping, repair (except plumbing, electrical work, etc. - see "Contractor Activities"), laundry, advertising, entertainment, etc.
 09 UTILITIES - used to assist in operation or service of public utilities (telephone, gas, electric, etc.)
 10 MINING OR QUARRY ACTIVITIES - used to assist in the extraction of natural resources
 11 DAILY RENTAL - rented out, without a driver, to someone else on a daily or short-term basis
 12 GOVERNMENTAL OPERATIONS
 13 NOT IN USE - vehicle idle, wrecked, awaiting repair, etc., for more than 90 days
 14 FOR HIRE TRANSPORTATION - including small package delivery
 15 Other - Please describe in detail

Item 29 - From the following list of products, materials, and equipment, indicate which item or items this vehicle carried. Write in the approximate percentage of the vehicle's annual mileage that was accounted for while carrying loads and while empty (backhauls, etc.). Be sure that percentages add up to 100%. (See instruction sheet for further explanation and examples.)

| | Percentage of annual mileage |
|--|------------------------------|
| a. PRODUCTS, EQUIPMENT, MATERIALS, ETC. | |
| (1) Agricultural and Food Products | |
| (a) Live animals - cattle, horses, poultry, hogs, etc. | 415 % |
| (b) Fresh farm products - grain, crops, flowers, nursery stock, raw milk, raw tobacco, etc. | 416 % |
| (c) Processed foods - canned goods, prepared meats, frozen foods, beverages, dairy products, tobacco products, etc. | 417 % |
| (2) Mining Products, Unrefined - crude oil, coal, metal ores | 418 % |
| (3) Building Materials - gravel, sand, concrete, glass, etc. (except cut lumber - see "Lumber") | 419 % |
| (4) Forestry, Wood, and Paper Products | |
| (a) Logs and forest products - except cut lumber and fabricated wood products (see below) | 420 % |
| (b) Lumber and fabricated wood products - except furniture (see (7) below) | 421 % |
| (c) Paper and paper products | 422 % |
| (5) Chemicals, Petroleum, and Allied Products | |
| (a) Chemicals and/or drugs (including fertilizers, pesticides, cosmetics, paints, etc.) | 423 % |
| (b) Petroleum and petroleum products | 424 % |
| (c) Plastics and/or rubber products | 425 % |
| (6) Metals and Metal Products | |
| (a) Primary metal products - pipes, ingots, billets, sheets, etc. | 426 % |
| (b) Fabricated metal products - except machinery or transportation equipment (see below) | 427 % |
| (c) Machinery - electrical or nonelectrical | 428 % |
| (d) Transportation equipment (including complete vehicles) and parts | 429 % |
| (7) Other Manufactured Products | |
| (a) Furniture (wood and nonwood) and/or hardware - not involved in household moving | 430 % |
| (b) Textiles and apparels - fibers, leather goods, carpets, clothing, etc. | 431 % |
| (8) Miscellaneous | |
| (a) Moving of household and office furniture - from home, offices, etc., under contract | 432 % |
| (b) Miscellaneous tools and/or parts for specialized use, as in a craftsman's vehicle - traveling workshop for plumbers, carpenters, road service crews, etc. | 433 % |
| (c) Mixed cargo, general freight | 434 % |
| (d) Scrap, garbage, trash | 435 % |
| (9) Other (not elsewhere classified) - Please describe in detail | |
| | |
| | |
| | |
| b. NO LOAD CARRIED - Vehicle empty | |
| TOTAL - Should equal 100% | 100% |

Item 30 - At any time during the past 12 months, was this vehicle (or combination) used to haul hazardous materials in quantities large enough to require a special placard placed on the vehicle due to the Code of Federal Regulations, title 49, Transportation?

438 1 YES - Continue with items a and b
 2 NO - Go to item 31

a. What type(s) of hazardous materials were carried by this vehicle? Mark (X) as many as apply.

439 1 Flammables or combustibles 5 Hazardous waste
 2 Acids, poisons, caustics, etc. 6 Hazardous materials not listed above
 3 Explosives
 4 Radioactive materials

b. Approximately what percent of this vehicle's annual mileage was accounted for by carrying these hazardous materials?

440 1 Below 25% 3 50-74%
 2 25-49% 4 75-100%

Item 31 - Please enter below the number of any ADDITIONAL trucks and/or trailers you own and/or operate at the same home base you listed in item 24.

| | Number |
|------------------------------------|--------|
| Pickups, small vans | 443 |
| Straight trucks | 444 |
| Truck-tractors (power units) | 445 |
| Trailers (semi- and/or full) | 446 |
| Converter dollies | 447 |

Item 32 - REMARKS - Please use this space for any explanations that may be essential in understanding your reported data.

.....

Item 33 - Person to contact regarding this report
 Does this person have records on (or knowledge of) the daily activities of driver (stops, weight of individual shipments, destinations of shipments, etc.)?

1 YES 2 NO

Name _____
 Address (Number and street) _____
 City _____ State _____ ZIP code _____
 Daytime telephone number _____ Area code _____ Number _____ Extension, if any _____

436 %
 437 %

If this vehicle has a fleet number, please enter it here _____

FORM TC-552

APPENDIX B.

Approximating Unpublished Relative Standard Errors

The relative standard errors (RSE's) are presented for only the row and column totals in tables 3 through 8. The relative standard errors of an individual table cell may be approximated by the following two-step procedure.

First calculate the standard deviation (SD) for the table cell:

$$SD(CLT) = \frac{RCT \times RSE(RCT)}{100} \sqrt{\frac{(CLT)(STT - CLT)}{(RCT)(STT - RCT)}}$$

where:

RCT = the number of trucks in the row (or column)

CLT = the number of trucks in the cell

STT = the number of trucks in the State

Now, the RSE in percent can be calculated as follows:

$$RSE(CLT) = \frac{100 \times SD(CLT)}{CLT}$$

Although either the row or column can be used, it is usually best to use the one with the fewest trucks.

Example—There are an estimated 5.5 thousand trucks in the cell for agricultural multistops or walk-ins, for which we want to approximate the RSE in percent. To approximate the RSE in percent for the agricultural multistop or walk-in cell, the following information must be extracted from the table: (1) 500.3 thousand trucks in the State, (2) 110.3 thousand trucks and an estimated RSE of 7.6 percent for the "Agriculture" column, and (3) 27.7 thousand trucks and an estimated RSE of 11.2 percent for the "Multistop or walk-in" row.

Since the row total of 27.7 thousand is less than the column total of 110.3 thousand, use the row figures to approximate the RSE in percent:

$$SD(5.5) = \frac{27.7 \times 11.2}{100} \sqrt{\frac{5.5(500.3 - 5.5)}{27.7(500.3 - 27.7)}} = 1.4$$

$$RSE(5.5) = \frac{100 \times 1.4}{5.5} = 25.5 \text{ percent}$$

Some exceptions from this procedure will yield better approximations of the relative standard error in particular cells. Certain rows and columns in the tables are composed predominately of trucks, excluding pickups and vans ("large trucks"). Because of the sample design, one obtains a better approximation of the relative standard error of the estimate for a cell within a row (column) of "large trucks" by using the row (column) total even though the column (row) total might be smaller. When both totals consist of "large trucks," use the smaller of the row or column totals.

Columns of predominately "large trucks":

Table 4—Light-heavy and Heavy-heavy

Table 5—50,000 to 74,999 miles and 75,000 miles or more

Table 7—All except Single-unit 2 axle trucks

Rows of predominately "large trucks":

Body Type—All except Pickup, Panel truck or Van, and Multistop or Walk-in

Annual Miles—50,000 to 74,999 and 75,000 or more

Range of Operation—Long range (more than 200 miles)

Gross Weight—All from 19,501 pounds and over

Lease Characteristics—Leased with driver

Hazardous Materials Carried—All carrying hazardous materials

Miles per Gallon—Less than 5 and 5 to 6.9

Equipment Type, Braking System—Air

Truck Type and Axle Arrangement—All except Single-unit 2 axle trucks

Cab Type—All

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