



TRUCK INVENTORY AND USE SURVEY

1992

Census of Transportation

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California

PURPOSES AND USES OF THE ECONOMIC CENSUS

The economic census is the major source of facts about the structure and functioning of the Nation's economy. It provides essential information for government, business, industry, and the general public.

The economic census furnishes an important part of the framework for such composite measures as the gross domestic product, input/output measures, production and price indexes, and other statistical series that measure short-term changes in economic conditions.

Policymaking agencies of the Federal Government use the data, especially in monitoring economic activity and providing assistance to business.

State and local governments use the data to assess business activities and tax bases within their jurisdictions and to develop programs to attract business.

Trade associations study trends in their own and competing industries and keep their members informed of market changes.

Individual businesses use the data to locate potential markets and to analyze their own production and sales performance relative to industry or area averages.

AUTHORITY AND SCOPE

Title 13 of the United States Code (sections 131, 191, and 224) directs the Census Bureau to take the economic census every 5 years, covering years ending in 2 and 7. The 1992 Economic Census consists of the following eight censuses:

- Census of Retail Trade
- Census of Wholesale Trade
- Census of Service Industries

- Census of Financial, Insurance, and Real Estate Industries
- Census of Transportation, Communications, and Utilities
- Census of Manufactures
- Census of Mineral Industries
- Census of Construction Industries

Special programs also cover enterprise statistics and minority-owned and women-owned businesses. (The 1992 Census of Agriculture and 1992 Census of Governments are conducted separately.) The next economic census is scheduled to be taken in 1998 covering the year 1997.

AVAILABILITY OF THE DATA

The results of the economic census are available in printed reports for sale by the U.S. Government Printing Office and on compact discs for sale by the Census Bureau. Order forms for all types of products are available on request from Customer Services, Bureau of the Census, Washington, DC 20233-8300. A more complete description of publications being issued from this census is on the inside back cover of this document.

Census facts are also widely disseminated by trade associations, business journals, and newspapers. Volumes containing census statistics are available in most major public and college libraries. Finally, State data centers in every State as well as business and industry data centers in many States also supply economic census statistics.

WHAT'S NEW IN 1992

The 1992 Economic Census covers more of the economy than any previous census. New for 1992 are data on communications, utilities, financial, insurance, and real



U.S. Department of Commerce
Economics and Statistics Administration
BUREAU OF THE CENSUS

For sale by Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402.

estate, as well as coverage of more transportation industries. The economic, agriculture, and governments censuses now collectively cover nearly 98 percent of all economic activity.

Among other changes, new 1992 definitions affect the boundaries of about a third of all metropolitan areas. Also, the Survey of Women-Owned Businesses has now been expanded to include all corporations.

HISTORICAL INFORMATION

The economic census has been taken as an integrated program at 5-year intervals since 1967 and before that for 1963, 1958, and 1954. Prior to that time, the individual subcomponents of the economic census were taken separately at varying intervals.

The economic census traces its beginnings to the 1810 Decennial Census, when questions on manufacturing were included with those for population. Coverage of economic activities was expanded for 1840 and subsequent censuses to include mining and some commercial activities. In 1902, Congress established a permanent Census Bureau and directed that a census of manufactures be taken every 5 years. The 1905 Manufactures Census was the first time a census was taken apart from the regular every-10-year population census.

The first census of business was taken in 1930, covering 1929. Initially it covered retail and wholesale trade and construction industries, but it was broadened in 1933 to include some of the service trades.

The 1954 Economic Census was the first census to be fully integrated—providing comparable census data across economic sectors, using consistent time periods, concepts, definitions, classifications, and reporting units. It was the first census to be taken by mail, using lists of firms provided by the administrative records of other Federal agencies. Since 1963, administrative records also have been used to provide basic statistics for very small firms, reducing or eliminating the need to send them census questionnaires. The Enterprise Statistics Program, which publishes combined data from the economic census, was made possible with the implementation of the integrated census program in 1954.

The range of industries covered in the economic censuses has continued to expand. The census of construction industries began on a regular basis in 1967, and the scope of service industries was broadened in 1967, 1977, and 1987. The census of transportation began in 1963 as a set of surveys covering travel, transportation of commodities, and trucks, but expanded in 1987 to cover business establishments in several transportation industries. For 1992, these statistics are incorporated into a broadened census of transportation, communications, and utilities. Also new for 1992 is the census of financial, insurance, and real estate industries. This is part of a gradual expansion in coverage of industries previously subjected to government regulation.

The Survey of Minority-Owned Business Enterprises was first conducted as a special project in 1969 and was incorporated into the economic census in 1972 along with the Survey of Women-Owned Businesses.

An economic census has also been taken in Puerto Rico since 1909, in the Virgin Islands of the United States and Guam since 1958, and in the Commonwealth of the Northern Mariana Islands since 1982.

Statistical reports from the 1987 and earlier censuses provide historical figures for the study of long-term time series and are available in some large libraries. All of the census data published since 1967 are still available for sale on microfiche from the Census Bureau.

AVAILABILITY OF MORE FREQUENT ECONOMIC DATA

While the census provides complete enumerations every 5 years, there are many needs for more frequent data as well. The Census Bureau conducts a number of monthly, quarterly, and annual surveys, with the results appearing in publication series such as Current Business Reports (retail and wholesale trade and service industries), the Annual Survey of Manufactures, Current Industrial Reports, and the Quarterly Financial Report. Most of these surveys, while providing more frequent observations, yield less kind-of-business and geographic detail than the census. The County Business Patterns program offers annual statistics on the number of establishments, employment, and payroll classified by industry within each county.

SOURCES FOR MORE INFORMATION

More information about the scope, coverage, classification system, data items, and publications for each of the economic censuses and related surveys is published in the *Guide to the 1992 Economic Census and Related Statistics*. More information on the methodology, procedures, and history of the census will be published in the *History of the 1992 Economic Census*. Contact Customer Services for information on availability.

TRUCK INVENTORY AND USE SURVEY, 1992 CENSUS OF TRANSPORTATION

The Truck Inventory and Use Survey (TIUS) 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 each State during 1992. A sample of over 150,000 trucks were surveyed to measure the universe of over 60 million trucks.

The following types of vehicles were excluded from this survey: those owned by Federal, State, and local governments, ambulances, buses, and motor homes. A small number of the vehicles sampled were determined to be

“out-of-scope” of the survey. These cases include but are not limited to: farm tractors, unpowered trailer units, and trucks reported to have been sold, junked, or wrecked prior to the registration year.

Many States allow pickups, small vans, and utility-type vehicles to be registered as either cars or trucks. The passenger car files were searched and any such trucks were included in the universe of trucks from which the sample was selected. Some vehicles such as “off-highway” trucks used exclusively on private property do not have to be registered. These vehicles were not included in the universe and had no chance of being selected.

USES OF THE TRUCK INVENTORY AND USE SURVEY

TIUS information is of considerable value to Federal, State, and local transportation agencies in planning highway cost allocations, road improvements, truck size and weight issues, user fees of commercial and private vehicles, energy consumption, and other aspects of improving transportation services for shippers and carriers. The Federal Government also uses these data as an important framework for the national investment and personal consumption expenditures component of the Gross Domestic Product (GDP), input-output tables, economic development evaluation, maintenance of vital statistics for prediction of future economic and transportation trends, logistical requirements, and regulatory impact analysis.

Industry, business, academia, and the general public need these data to assess the truck population’s involvement with intermodal use, conduct market studies and evaluate market strategies, assess the utility and cost of certain types of equipment, calculate the longevity of products, determine fuel demands and needs for fuel efficiency, and assess the effects of deregulation on the restructuring of the transportation industries. TIUS data are regularly used to link to and more accurately utilize other data sets representing limited segments of the truck universe.

UNPUBLISHED DATA

Mileage estimates will not be shown separately in individual State reports for 1992 as they were in past TIUS State reports. State mileage estimates do not represent mileage activity within the State. Mileage estimates will be shown in the U.S. Summary Report for the Nation’s truck population. Other physical and operational characteristics estimates not shown separately in this report are produced as a by product of the published statistics. These additional data have not been published because of their high sampling variability, poor response quality, or other factors that resulted in their failure to meet Census Bureau standards for publication.

The Bureau of the Census, upon written request, will release such figures for individual use. It should be noted that some unpublished figures can be derived from this

report by subtracting published data from their respective totals. However, such figures would be subject to the high sampling variability described previously. These unpublished estimates are for your internal use only.

VEHICLE REGISTRATIONS

The annual vehicle registration date varies among the States. A few States use the calendar year for registering all vehicles. Most States register their vehicle on a staggered basis to permit a distribution of the renewal workload throughout all months. Most States allow preregistration or permit “grace periods” to better distribute the annual registration workload.

In order to present vehicle registration data uniformly for all States, the data are shown as nearly as possible on a 1992 calendar-year basis.

Registration practices for commercial vehicles differ greatly among the States. Some States register a tractor-semitrailer combination as a single unit; others register the tractor and the semitrailer separately. For either, only the power units are included in the registered truck counts.

TRUCK CHARACTERISTICS

The estimated number of trucks that were within the scope of the TIUS and registered in the State during 1992 was 7,150.2 thousand, a 50.7 percent increase from 1987.

The Federal Highway Administration (FHWA) estimate of the number of private and commercial trucks registered in the State as of December 31, 1992, was 4,717.7 thousand. This estimate is based on a calendar year summary report from each State. It reflects differences in truck definitions used by each State for vehicle registration from those used in the TIUS.

COMPARABILITY WITH PREVIOUS SURVEYS

Although the basic purpose and scope of the previous Truck Inventory and Use Surveys were essentially the same as this one, some new items were introduced in 1992 as well as some changes that may affect specific items in this report.

New items introduced in 1992:

1. **Empty weight of pickups, vans, minivans, utility-type vehicles, and station wagons on truck chassis.** Respondents who received the TC-9501 questionnaire were asked to report the empty weight (vehicle weight minus cargo weight) of the vehicle as it was usually operated.
2. **Number of weeks operated.** Respondents were asked to report the number of weeks during 1992 the vehicle was operated.
3. **No home base.** Respondents were asked to report if the vehicle or vehicle/trailer(s) combination was used

for consumer one-way truck rental or as an over-the-road truck tractor and did not operate from a home base location. Data for these vehicles are tabulated under percentage of miles traveled outside base of operation State.

4. **Type of home base.** Respondents were asked to report the type of location where the vehicle was usually parked when it was not on the road. This information is available on the public-use microdata product only.
5. **Bobtail.** Owners of large trucks who reported the vehicle was usually operated as a straight truck or truck tractor pulling a trailer were asked to report the approximate percentage of 1992 mileage that no trailer was pulled. This information is available on the public-use microdata product only.
6. **Trailer/axle configuration.** Owners of large trucks who reported the vehicle was usually operated as a straight truck or truck tractor pulling one or more trailers were asked to report the approximate percentage of 1992 mileage of the trailer/axle configuration most often pulled.
7. **Exterior length of trailer(s).** Owners of large trucks who reported the vehicle was usually operated as a straight truck or truck tractor pulling one or more trailers were asked to report the exterior length of the individual trailer(s) most often pulled. This information is available at the U.S. level and on the public-use microdata product.
8. **Type of refueling locations.** Owners of large trucks were asked the type of location where the vehicle was primarily refueled during 1992.
9. **Kind of service.** Owners of large trucks who reported the vehicle was operated with for-hire authorization were asked to report the approximate percentage of 1992 mileage by truckload and less-than-truckload service.

1992 changes affecting specific items:

1. **How disposed.** An "other" category was added as a separate response to determine other types of disposal. This information is available on the public-use microdata product only.
2. **When disposed.** If a vehicle was disposed of on or after July 1, 1991, but prior to January 1, 1992, respondents were asked to report vehicle's use during calendar year 1991. This methodology replaces respondents reporting "last 12 months use" of those vehicles which were owned (or leased) and disposed of prior to the survey year.
3. **How obtained.** An "other" category was added as a separate response to determine other ways of vehicle acquisition.

4. **Piggyback, conventional trailers or containers.** A separate category for conventional trailers was added to complete inclusion of all intermodal equipment haul types. This information is available on the public-use microdata product only.
5. **Overall length.** Separate check box ranges were developed for length to replace 1987 specific response.
6. **Width of trailer.** Separate check box ranges were developed for width to replace 1987 specific response. This information is available on the public-use microdata product only.
7. **Range of operation.** Separate responses for "trips between 200 and 500 miles" and "trips beyond 500 miles" were added. The 1987 response of "trips between 50 and 200 miles" was divided into two separate responses for 1992: (1) trips between 50 and 100 miles and (2) trips between 100 and 200 miles from vehicle's homebase location.
8. **Brakes.** An "other" category was added as a separate response to determine other types of brakes.
9. **Standard or optional equipment.** New categories were added to the list of equipment characteristics. They are: (1) antilock brake system and (2) on-board computer/electronic vehicle management system on both questionnaires. In addition, the TC-9501 questionnaire (small trucks) included additional new categories: (1) vehicle control aids for handicapped drivers and (2) wheelchair lifts.
10. **Personal transportation.** "Carpool" use vehicles in a nonbusiness capacity are included in the personal transportation category.
11. **For-hire operation type.** A "private fleet" category was added with two separate responses on the TC-9502 questionnaire requesting the percentages of 1992 mileage the vehicle operated as: (1) a private carrier and (2) a private carrier with for-hire authority (i.e., backhauls, trip leasing, etc.). This information is available on the public-use microdata product only.
12. **Products carried.** New categories were added to the list of products carried. They are: (1) passenger transportation (the TC-9501 questionnaire only), (2) no load (vehicle empty), (3) animal feed, (4) recyclable products. "Hazardous waste" collected in 1987 was divided into two separate categories for 1992: (1) EPA manifest and (2) non-EPA manifest.
13. **Engine type.** Separate responses for leaded and unleaded gasolines were developed to determine fuel use by engine. Published results of engine type are cited for "gasoline" only. Leaded and unleaded gasoline use is available on the public-use microdata product only.

14. **Miles per gallon.** Check box ranges were developed on the TC-9501 questionnaire replacing the 1987 specific response for pickups, vans, utility-type vehicles, minivans, and station wagons on truck chassis.
15. **Hazardous materials carried.** The 1987 check box percentage ranges of placard-required hazardous materials mileage were replaced with individual mileage percentage responses of each placard-required hazardous material hauled during 1992. The published results represent the number of trucks which hauled placard-required hazardous materials during 1992 because multiple responses were possible. Data are displayed under the new and revised placard name categories.
16. **Fleet size.** Check box ranges were developed for the total number of vehicles/trailers owned and/or operated by an individual or for a company replacing the 1987 data item requesting fleet composition of vehicles and equipment on an establishment basis.
17. **Horsepower.** This item was deleted from the questionnaire and data will not be available.
18. **Cubic inch displacement (CID).** This item was deleted from the questionnaire, but the published data were derived from an analysis of the administrative record data and are included in the tables. "Not reported" indicates those trucks for which the CID are unknown.
19. **Number of cylinders.** The published data were derived from an analysis of the administrative record data and are included in the tables. "Not reported" indicates those trucks for which cylinders are unknown.

EXPLANATION OF TERMS

Major use. This item is based on the business or the part of the business in which the vehicle was used. The 15 specific major use categories conform to the generally accepted meaning of the terms.

Responses in the "Other" category were recoded to one of the specific categories, if possible. The category "Not in use" in table 2 includes vehicles which, though licensed, were not operated or were wrecked/inoperative for more than 6 months during 1992.

Body type. This category includes the type of body that is either permanently attached to the power unit (i.e., straight or single-unit truck) or most frequently used with a truck tractor as a tractor-trailer combination.

Minivans. The minivan universe includes vehicles which are manufactured on a truck or passenger car chassis.

Home base. The location where the vehicle was usually parked when it was not on the road.

Range of operation. The type of trip in which the vehicle usually operates is classified as one of the following:

1. **Local.** Less than 50-miles from vehicle's home base (the farm, terminal, factory, mine, or other place where the vehicle is stationed).
2. **Short range.** Trips between 50 and 100 miles from vehicle's home base.
3. **Short range-medium.** Trips between 100 and 200 miles from vehicle's home base.
4. **Long range-medium.** Trips between 200 and 500 miles from vehicle's home base.
5. **Long range.** Trips beyond 500 miles from vehicle's home base.
6. **No home base.** Vehicle (usually an over-the-road truck tractor or consumer one-way rental) which did not operate from one specific home base location.
7. **Off-the-road.** Minimal use of public roads (usually associated with construction and farming activities).

Vehicle size. This size classification is based on the average vehicle weight (empty weight of the vehicle plus the average weight of the load carried) at which the vehicle operated during 1992. The four size classes are:

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

Operator classification. This item consists of not for hire, for hire, daily rental, and mixed.

1. **Not for hire.** Includes a private owner or a company which transports its own materials or merchandise or uses the vehicle for personal transportation.
2. **For hire.** Includes the following:
 - a. **Motor carrier.** Those vehicles operated by a company whose primary business is to provide transportation services carrying freight belonging to others.
 - b. **Owner/operator.** Vehicles operated by an independent trucker who drives the vehicle for himself or on lease to a company.
3. **Daily rental.** Vehicles rented or leased out under daily or short-term rental or lease agreements (not motor carrier).

4. **Mixed.** A mixture of the operator classifications above with equal percentages of use for at least two of the three categories. If the percentages were not equal, the answer was recoded to the operator classification with the highest percentage.
5. **Type of carrier.** These categories are limited to for hire, interstate operators:
 - a. **Contract.** Offers transportation services to certain shippers under contracts.
 - b. **Common.** Offers transportation services to the general public over regular or irregular routes.
 - c. **Exempt.** Transports commodities or provides types of services that are exempt from federal regulation, could also operate within exempt commercial zones.

Products carried. This item includes broad classifications of agricultural, manufacturing, mineral products, and special categories of materials carried by trucks. Responses to the "Other" category were recoded to 1 of the 29 specific categories if possible.

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, (CFR.177.823) Transportation.

Truck fleet size. The size of the truck fleet is based on the number of trucks operated by a truck owner for its entire operation. 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 this item on the survey form was unanswered, the vehicle was estimated in the "not reported" category.)

SAMPLE DESIGN

A probability sample of 3,950 trucks was selected to represent the universe of trucks registered in the State in 1992. The sample was drawn from a universe of active registrations in the State at some date, generally between July 1 and December 31, 1992. If necessary an adjustment was made to account for new truck registrations which occurred after this date but before the end of 1992. The universe excluded those trucks that were identified, from the registration information, as outside of the scope of TIUS.

The trucks were selected using a stratified, random sample design. The universe, or population, of trucks within the State was divided into five strata: "pickup," "van," "single-unit light," "single-unit heavy," and "truck tractor." The "pickup" stratum consisted of all pickup trucks. The "van" stratum consisted of panel trucks, vans (including minivans), utility-type vehicles (including jeeps), and station wagons on truck chassis. The "single-unit

light" stratum consisted of all single-unit trucks (excluding those in the pickup and van strata) with a gross vehicle weight (GVW) of 26,000 pounds or less. The "single-unit heavy" stratum consisted of the remaining single-unit trucks. The "truck tractor" stratum consisted of only truck tractors. Within each of these strata, a predetermined number of trucks were selected for the sample. All trucks were selected at random with equal probabilities of selection within a stratum.

SURVEY METHOD

For each selected truck, a report form was mailed to the owner identified in the State's registration records. The owner was asked to respond only for the truck identified by the vehicle registration information imprinted on the form, regardless of whether or not he still owned the vehicle. The information received on the returned questionnaires was processed through an extensive computer edit. Reports which contained questionable responses were reviewed and corrected if necessary. Because estimates are to cover calendar year 1992, if necessary an adjustment was made to account for new trucks registered after the date covered by the sampling frame but before December 31, 1992.

In each stratum, estimates of the number of trucks for each characteristic were developed by expanding the observations from the respondents to represent all trucks in the stratum within the scope of the TIUS. The stratum estimates were then summed across strata to form the estimates published for the State.

This methodology to account for trucks purchased new and registered in the latter half of 1992 which were not covered by the sampling frame differs from that used in the 1987 TIUS.

RELIABILITY OF THE ESTIMATES

The accuracy of the survey results is determined by the joint effects of sampling variability and nonsampling errors. The sources of error are discussed in the following paragraphs.

Sampling variability. The particular sample drawn in the State is one of a large number of all possible samples of the same size that could have been selected using the same design. Estimates derived from these different samples would differ from each other and from the unknown total that would be obtained if all trucks in the State were surveyed (the universe value). Ignoring the effects of nonsampling error, the average of these estimates would equal the universe value. The standard error of the estimate is a measure of the variability among the estimates from all possible samples of the same size and design. It measures how precisely we can expect to estimate the unknown universe value. The relative standard error (RSE), expressed as a percentage, is the standard error of the

estimate times 100 divided by the value being estimated. Note that the RSE's given in table 2, are derived from the sample and are themselves subject to sampling variability.

An estimate and its standard error, developed from a particular sample, can be used to construct an interval estimate called a confidence interval. (The standard error referred to here is itself an estimate developed from the sample.) Associated with each interval is a percentage of confidence (for example, 90 percent) which should be interpreted as follows. For each possible sample, assume that an estimate and its standard error were obtained. Then, for about 90 percent of all the samples, the interval from 1.65 standard errors below to 1.65 standard errors above the estimate would include the unknown value being estimated. The following is an example of a confidence interval calculation: Assume the number of basic platform trucks given in table 2 is 20.5 thousand with an RSE of 10.2 percent. Then the standard error of the estimate is $20.5 \times .102 = 2.09$ thousand trucks. Now, the 90 percent confidence interval (the estimate plus or minus 1.65 standard errors) is 20.5 plus or minus 3.4, or 17.1 to 23.9 thousand trucks. In table 2, some data cells have RSE's that are large, and the resulting confidence intervals could be quite wide. The user should use such estimates with caution.

Nonsampling errors. Nonsampling errors cover all sources of errors in the estimates that cannot be attributed to sampling variability. This includes errors in the reporting, collecting, and processing of data as well as the inability to obtain responses from some sampled units. Nonsampling errors lead to biases in the estimates. Bias exists if an estimate, averaged over all possible samples, does not equal the true value being estimated.

A major source of possible bias is nonresponse. There are two types of nonresponse. "Total nonresponse" occurs when no response to the questionnaire was received. In most cases, the form was never returned to the Census Bureau, after several attempts to elicit a response. For the State, approximately 75.4 percent of the questionnaires were returned with some response. "Item nonresponse" applies to an individual item or question which was unanswered, although some response to the questionnaire was

received. Several followups, by mail and telephone, were done to reduce both types of nonresponse. The details to account for total nonresponse and item nonresponse are given below.

For most sections in table 2, total nonresponse is handled, within the estimation procedure, by allocating characteristics to the total nonrespondents in proportion to the characteristics observed for the respondents. The amount of bias introduced in this way depends on the extent that the nonrespondents differ, characteristically, from the respondents.

For most sections in the table, item nonresponse is included as a separate line. For example, respondents who did not indicate the major uses of their trucks are included in the "not reported" category. This line shows the part of the total estimate (for that table section) which is missing from the estimates by major use. Users should exercise caution in allocating the not reported figure 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 if it could be derived from other data. For example, engine and body characteristics were frequently determined through analysis of the vehicle identification number and charts based on manufacturers' specifications. Missing length and average weight data were imputed for each individual truck based on the response from a record with similar characteristics which were correlated with length and/or average weight.

ABBREVIATIONS AND SYMBOLS

The following abbreviations and symbols are used in this publication:

(NA)	Not available due to new data item or definitional differences.
(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 .05 percent, as appropriate for the data column.
RSE	Relative standard error.

Table 1. Trucks—Comparative Summary: 1992 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]

Vehicular and operational characteristics	1992	1987	1982	1977	Vehicular and operational characteristics	1992	1987	1982	1977
Total	100.0	100.0	100.0	100.0	YEAR MODEL				
MAJOR USE					1 to 2 years old	14.1	18.1	6.6	12.9
Agriculture	3.0	4.7	5.3	8.1	3 to 4 years old	16.0	16.0	15.0	14.4
Forestry and lumbering .....	.1	.6	.7	.7	Over 4 years old	70.0	65.7	78.5	72.7
Mining and quarrying .....	.2	.1	.4	.1					
Construction	7.4	10.8	14.1	6.7	VEHICLE ACQUISITION				
Manufacturing	1.5	1.3	1.7	1.1	Purchased new	46.6	55.0	46.7	45.0
Wholesale and retail trade	5.0	4.9	6.8	7.5	Purchased used	48.7	41.7	49.3	52.0
For-hire transportation	1.1	2.3	2.6	2.4	Leased from someone, other, and not reported ^{2 3}	4.6	3.3	4.1	3.0
Utilities and service	8.6	5.7	9.9	8.5					
Personal transportation	68.0	68.1	56.6	63.5	TRUCK TYPE				
Other	5.1	1.5	1.8	1.6	Single-unit trucks	97.2	96.1	95.8	97.3
BODY TYPE					2 axles	91.5	95.6	95.2	96.5
Pickup, panel, or minivan ¹	92.6	91.5	88.6	88.3	3 axles or more	5.7	.5	.7	.8
Platform and cattlerack	3.2	2.9	4.2	4.1	Combination	2.8	3.9	4.2	2.7
Van	1.5	2.0	2.9	3.3	3 axles	(Z)	1.1	.9	.4
Public utility .....	.2	.2	.5	.7	4 axles .....	.1	1.5	1.4	.4
Multistop or stepvans ²	1.0	1.1	.8	.8	5 axles or more	2.7	1.4	1.9	1.9
Dump .....	.6	.8	.8	1.0	Trailer not specified	(Z)	(Z)	(Z)	(Z)
Tank for liquids or dry bulk .....	.2	.3	.5	.5					
Other .....	.8	1.2	1.7	1.2	RANGE OF OPERATION				
VEHICLE SIZE					Local	73.0	75.7	78.6	83.9
Light	94.6	94.1	92.7	90.9	Short-range	14.7	15.9	11.1	10.3
Medium	2.2	2.1	2.4	4.2	Long-range	5.6	4.5	2.5	2.4
Light-heavy .....	.8	1.1	1.4	1.6	Off-the-road and not reported	6.7	4.0	7.7	3.3
Heavy-heavy	2.4	2.8	3.6	3.3					
ANNUAL MILES					FUEL TYPE				
Less than 5,000	20.4	24.2	23.5	21.2	Gasoline	92.5	94.3	94.8	96.4
5,000 to 9,999	19.9	22.8	23.9	23.7	Diesel, liquefied gas, and other ²	6.7	5.7	5.2	3.5
10,000 to 19,999	36.4	36.9	38.4	38.2	Not reported .....	.8	(Z)	(Z)	(Z)
20,000 to 29,999	14.5	10.3	9.3	11.2					
30,000 or more	8.8	5.7	4.8	5.8					

¹Vans similar to panel trucks are included in pickup, panel, or minivan.

²New category or modified data line from 1987.

³Includes trucks which reported an "other" type of vehicle acquisition.

Table 2. Trucks—Comparative Vehicular and Operational Characteristics: 1992 and 1987—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	All trucks			Trucks, excluding pickups, panels, vans, utilities, and station wagons			Relative standard error of estimate (percent) for column —					
	1992 trucks (thousands)	1987 trucks (thousands)	Percent change 1992 to 1987	1992 trucks (thousands)	1987 trucks (thousands)	Percent change 1992 to 1987	A	B	C	D	E	F
	A	B	C	D	E	F						
TRUCK TYPE AND AXLE ARRANGEMENT												
Single-unit trucks -----	6 953.9	4 559.2	52.5	382.2	282.7	35.2	1.3	.7	1.4	3.5	4.2	5.4
2 axles -----	6 925.3	4 536.5	52.7	353.6	260.0	36.0	1.3	.7	1.5	3.7	4.6	5.9
3 axles -----	22.7	20.7	10.0	22.7	20.7	10.0	11.8	10.9	16.1	11.8	10.9	16.1
4 axles or more -----	5.9	2.0	197.3	5.9	2.0	197.3	19.0	28.9	34.5	19.0	28.9	34.5
Combinations -----	196.3	185.1	6.1	149.9	118.5	26.4	12.2	12.0	17.1	4.1	2.8	4.9
Single-unit truck with trailer -----	19.1	10.0	90.8	19.1	10.0	90.8	15.4	17.1	23.1	15.4	17.1	23.1
4 axles -----	8.3	4.2	99.3	8.3	4.2	99.3	31.3	31.9	44.7	31.3	31.9	44.7
5 axles or more -----	10.9	5.9	84.8	10.9	5.9	84.8	13.2	18.8	22.9	13.2	18.8	22.9
Single-unit truck with utility trailer -----	58.1	81.9	-29.0	11.7	15.3	-24.0	40.2	27.0	48.5	25.8	16.6	30.7
3 axles -----	(S)	34.1	(S)	6.8	4.5	49.3	(S)	43.4	(S)	37.8	32.2	49.6
4 axles -----	(S)	44.2	(S)	3.1	(S)	(S)	(S)	37.5	(S)	49.5	(S)	(S)
5 axles or more -----	1.8	3.6	-49.6	1.8	3.6	-49.6	28.5	25.5	38.2	28.5	25.5	38.2
Truck-tractor with single trailer -----	95.4	78.8	21.1	95.4	78.8	21.1	4.6	2.4	5.2	4.6	2.4	5.2
3 axles -----	16.1	16.3	-1.0	16.1	16.3	-1.0	17.2	8.4	19.2	17.2	8.4	19.2
4 axles -----	19.5	21.7	-10.3	19.5	21.7	-10.3	11.7	6.6	13.4	11.7	6.6	13.4
5 axles or more -----	59.8	40.8	46.5	59.8	40.8	46.5	4.8	4.4	6.5	4.8	4.4	6.5
Truck-tractor with double trailers -----	23.4	14.4	63.0	23.4	14.4	63.0	9.1	8.5	12.5	9.1	8.5	12.5
5 axles -----	21.6	13.6	59.0	21.6	13.6	59.0	9.6	8.8	13.0	9.6	8.8	13.0
6 axles -----	.8	(S)	(S)	.8	(S)	(S)	37.6	(S)	(S)	37.6	(S)	(S)
7 axles or more -----	1.0	(Z)	(Z)	1.0	(Z)	(Z)	41.7	(Z)	(Z)	41.7	(Z)	(Z)
Truck-tractor with triple trailers -----	(S)	(Z)	(Z)	(S)	(Z)	(Z)	(S)	(Z)	(Z)	(S)	(Z)	(Z)
7 axles -----	(S)	(Z)	(Z)	(S)	(Z)	(Z)	(S)	(Z)	(Z)	(S)	(Z)	(Z)
8 axles 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 -----	7 150.2	4 744.3	50.7	532.0	401.2	32.6	1.2	.5	1.3	2.5	2.9	3.8
1 -----	5 491.1	3 925.3	39.9	429.9	326.2	31.8	2.4	1.8	2.9	3.1	3.6	4.8
2 -----	1 527.5	816.0	87.2	98.5	72.0	36.9	7.3	8.2	11.0	5.2	4.6	6.9
3 or more -----	3.6	3.0	20.7	3.6	3.0	20.7	20.1	34.1	39.6	20.1	34.1	39.6
Not reported -----	128.0	(Z)	(Z)	(Z)	(Z)	(Z)	29.9	(Z)	(Z)	(Z)	(Z)	(Z)
CAB TYPE⁷												
Cab forward of engine -----	20.1	6.5	207.5	20.1	6.5	207.5	21.0	27.5	34.6	21.0	27.5	34.6
Cab over engine -----	128.8	106.8	20.5	128.8	106.8	20.5	5.9	4.5	7.5	5.9	4.5	7.5
Conventional cab -----	337.5	247.7	36.3	337.5	247.7	36.3	3.8	2.7	4.7	3.8	2.7	4.7
Cab beside engine -----	(S)	5.3	(S)	(S)	5.3	(S)	(S)	33.2	(S)	(S)	33.2	(S)
Other -----	8.5	9.4	-9.6	8.5	9.4	-9.6	34.2	24.5	42.1	34.2	24.5	42.1
Not reported -----	95.0	(S)	(S)	33.8	25.4	32.7	9.3	(S)	(S)	14.7	42.2	44.7
PICKUPS, PANELS, VANS, UTILITIES, AND STATION WAGONS												
Total -----	6 618.2	4 343.1	52.4	(Z)	(Z)	(Z)	1.3	.6	1.4	(Z)	(Z)	(Z)
Pickups -----	4 366.3	3 105.0	40.6	(Z)	(Z)	(Z)	1.6	.6	1.7	(Z)	(Z)	(Z)
Minivans -----	780.9	201.1	288.4	(Z)	(Z)	(Z)	10.1	17.7	20.4	(Z)	(Z)	(Z)
Panels or vans -----	619.3	528.8	17.1	(Z)	(Z)	(Z)	11.9	9.2	15.0	(Z)	(Z)	(Z)
Utilities -----	771.4	366.7	110.3	(Z)	(Z)	(Z)	10.4	12.2	16.0	(Z)	(Z)	(Z)
Station wagons -----	80.3	141.5	-43.2	(Z)	(Z)	(Z)	37.3	21.8	43.2	(Z)	(Z)	(Z)
Driving wheels -----	6 618.2	4 343.1	52.4	(Z)	(Z)	(Z)	1.3	.6	1.4	(Z)	(Z)	(Z)
4-wheel drive -----	1 429.0	744.0	92.1	(Z)	(Z)	(Z)	7.8	9.0	11.9	(Z)	(Z)	(Z)
2-wheel drive -----	5 061.2	3 599.0	40.6	(Z)	(Z)	(Z)	2.6	1.9	3.2	(Z)	(Z)	(Z)
Front-wheel drive -----	984.0	126.4	678.7	(Z)	(Z)	(Z)	9.8	23.7	25.6	(Z)	(Z)	(Z)
Not reported -----	128.0	(Z)	(Z)	(Z)	(Z)	(Z)	29.9	(Z)	(Z)	(Z)	(Z)	(Z)

¹New or modified data line from 1987.

²Lease characteristics include both "leased from" and "leased to" vehicles. Lease provisions apply to a period of 1 year or more.

³Detail does not add to total because items were not applicable or multiple responses were possible.

⁴Pickups, panels, vans, and minivans were not requested to report the information shown in the Equipment Type section, except for power steering, wheelchair lift, vehicle control aids for handicapped drivers, electronic vehicle management systems, and air-conditioning. In the Fuel Conservation Equipment section, they reported only radial tires.

⁵Data were derived from administrative records. "Not reported" indicates those trucks for which the cylinders are unknown.

⁶Data were derived from administrative records. "Not reported" indicates those trucks for which the cubic inch displacement is unknown.

⁷Pickups, panels, vans, and minivans are not included.