TABLE 1. Comparative Summary: 1963, 1967, and 1972


Note: Percents may not add to total due to rounding. * Indicates no data was obtained. A dash (-) indicates that there were not a significant number of trucks with this characteristic to display.
${ }_{2}^{1}$ For the 1967 and 1972 surveys, annual miles were imputed if not reported.
${ }^{2}$ For the 1967 survey, data were presented for "Less than 6,000 miles" ( 27.9 percent) and " 6,000 to 9,999 miles" (20.6 percent).
${ }^{3}$ Data for 1967 do not include pickups and panels.

TABLE 2. Trucks, Truck-Miles, and Average Miles, by Vehicle and Operational Characteristics: 1972


[^0]TABLE 2. Trucks, Truck-Miles, and Average Miles, by Vehicle and Operational Characteristics: 1972 -Continued

| Vehicle and operational characteristics | Number of trucks and truck-miles |  |  | Number of trucks and truck-miles excluding pickups and panels |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trucks <br> (thousands) | Truck-miles (millions) | Average miles per truck <br> (thousands) | Trucks <br> (thousands) | Truck-miles <br> (millions) | Average miles per truck <br> (thousands) |
| maintenance |  |  |  |  |  |  |
| Self or own repair shop. . . . . . . . . . . | 890 | 12,276 | 13.8 | 207 | 4,113 | 19.8 |
| Dealer or factory branch. . . . . . . . . . . . | 339 | 5,413 | 16.0 | 76 | 1,816 | 23.8 |
| Independent garage.................. | 619 | 6,932 | 11.2 | 119 | 1,665 | 14.0 |
| All other and not reported..........) | 217 | 2,393 | 11.0 | 19 | 418 | 21.8 |
| SIEE CLASS |  |  |  |  |  |  |
| Light...................................... | 1,631 | 18,542 | 11.4 | 81 | 770 | 9.5 |
| Medium, .................................. | 298 | 3,925 | 13.2 | 207 | 2,711 | 13.1 |
| Light-heavy.. . . . . . . . . . . . . . . . . . . . . . . . | 41 | 585 | 14.3 | 38 | 569 | 14.8 |
| Heavy-heavy . . . . . . . . . . . . . . . . . . . . . . . | 95 | 3,962 | 41.6 | 95 | 3,962 | 41.6 |
| 1 truck.................................. | 1,330 | 14,065 | 10.6 | 71 | 1,322 | 18.7 |
| 2 to 5 trucks............................. | 359 | 5,661 | 15.8 | 150 | 2,245 | 15.0 |
| 6 to 19 trucks............... . . . . . . . . . | 184 | 3,274 | 17.8 | 99 | 1,886 | 19.1 |
| 20 trucks or more. | 193 | 4,014 | 20.8 | 103 | 2,559 | 24.9 |
| Not reported. . . . . . . . . . . . . . . . . . . . . . . . | - | - | - | - | $\cdots$ - | - |
| YEAR MODEL ${ }^{1}$ |  |  |  |  |  |  |
| 1971 and 1972...................... . . . . . . | 223 | 4,567 | 20.5 | 44 | 1,362 | 30.9 |
| 1969 and 1970. | 354 | 6,174 | 17.4 | 69 | 1,956 | 28.2 |
| 1967 and 1968...... . . . . . . . . . . . . . . . . . | 296 | 3,692 | 12.5 | 43 | 1,020 | 24.0 |
| 1965 and 1966............................. | 305 | 3,403 | 11.2 | 46 | 827 | 18.0 |
| 1963 and 1964. | 196 | 3,128 | 15.9 | 38 | 741 | 19.7 |
| Pre-1963.................. . . . . . . . . . . . . . | 691 | 6,052 | 8.8 | 182 | 2,106 | 11.6 |
| VEHICLE TYPE AND AXLE ARrangement |  |  |  |  |  |  |
| Single-unit trucks........................ . | 1,987 | 23,416 | 11.8 | 344 | 4,414 | 12.8 |
| 2-axle. ..... . . . . . . . . . . . . . . . . . . . . . | 1,945 | 22,567 | 11.6 | 302 | 3,574 | 11.8 |
| 3-axle................................. . | 42 | 850 | 20.2 | 42 | 840 | 20.2 |
| Combinations. . . . . . . . . . . . . . . . . . . . . . | 78 | 3,598 | 46.3 | 78 | 3,598 | 46.3 |
| 3-axle. . . . . . . . . . . . . . . . . . . . . . . . . . . | 17 | 448 | 25.9 | 17 | 448 | 25.9 |
| 4-axle. . . . . . . . . . . . . . . . . . . . . . . . . . | 12 | 465 | 39.0 | 12 | 465 | 39.0 |
| 5-axle. . . . . . . . . . . . . . . . . . . . . . . . . | 27 | 1,425 | 52.8 | 27 | 1,425 | 52.8 |
| All other. . . . . . . . . . . . . . . . . . . . . . . . | 21 | 1,260 | 58.6 | 21 | 1,260 | 58.6 |
| PICKUP, PANEL, MULTISTOP, OR WALK-IN ${ }^{2}$ |  |  |  |  |  |  |
| Total (all trucks)....................... | 2,065 | 27,014 | 13.1 | - | - | - |
| ```Total pickup, panei, multistop, or walk-in...............................``` | 1,611 | 18,735 | 11.6 | - | - | - |
| Pickup trucks........................ | 1,424 | 15,471 | 10.9 | - | - | - |
| Pane1 trucks......................... | ' 147 | 2,796 | 19.0 | - | - | - |
| Multistop or walk-in trucks....... | 40 | 468 | 11.6 | - | - | - |
| A11 other truck types................ | 454 | 8,279 | 18.2 | - | - | - |
| WHEEL DRIVE AND CAMPERS |  |  |  |  |  |  |
| Total..................................... | 2,065 | 27,014 | 13.1 | - | - | - |
| Number of driving wheels: |  |  |  | - | - | - |
| Two.................................................... | 1,474 94 | 17,071 | +9.5 | - | - | - |
| Not reported. . . . . . . . . . . . . . . . . . . | 496 | 9,042 | 18.2 | - | - | - |
| Camper body or special camping equipment: |  |  |  |  |  |  |
| With camper body.................... | 379 | 4,023 | 10.6 | - | - | - |
| Not with camper body................. | 1,190 496 | 14,096 8,895 | 11.8 17.9 | - | - | - |

See footnotes at end of table.

## TABLE 2. Trucks, Truck-Miles, and Average Miles, by Vehicle and Operational Characteristics: 1972-Continued

| Vehicle and operational characteristics | Number of trucks and truck-miles |  |  | Number of trucks and truck-miles excluding pickups and panels |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Trucks <br> (thousands) | Truck-miles <br> (millions) | Average miles per truck <br> (thousands) | Trucks <br> (thousands) | Truck-miles <br> (millions) | Average miles per truck <br> (thousands) |
| CAB TYPE |  |  |  |  |  |  |
| T11t cab. . | 71 | 2,888 | 40.6 | 71 | 2,888 | 40.6 |
| Not tilt cab. | 1,861 | 22,764 | 12.2 | 340 | 4,887 | 14.4 |
| Not reported. | 133 | 1,362 | 10.2 | 11 | 237 | 21.9 |
| Leased, long term.. | 44 | 1,042 | 23.5 | 24 | 565 | 23.6 |
| Leased, short term....................... | 19 | 244 | 12.8 | 16 | 224 | 13.7 |
| Not leased and not reported............ | 2,002 | 25,729 | 12.9 | 381 | 7,223 | 18.9 |
| PRINCIPAL PRODUCTS CARRIED |  |  |  |  |  |  |
| Farm products. ......................... | 208 | 2,859 | 13.7 | 76 | 1,233 | 16.3 |
| Mining products......................... | 3 | 54 | 17.0 | 3 | 54 | 17.0 |
| Forest products. . . . . . . . . . . . . . . . . . . . . | 4 | 133 | 33.2 | 4 | 129 | 33.8 |
| Processed foods......................... | 43 | 745 | 17.1 | 24 | 536 | 22.7 |
| Textile products........................ | 7 | 167 | 22.7 | 2 | 61 | 33.7 |
| Building materials...................... | 186 | 3,772 | 20.3 | 72 | 1,278 | 17.8 |
| Household goods.......................... | 28 | 343 | 12.2 | 8 | 164 | 19.7 |
| Furniture................................ | 8 | 165 | 21.6 | 7 | 160 | 22.2 |
| Paper products............................ | 17 | 250 | 15.0 | 6 | 145 | 23.8 |
| Chemicals................................ | 41 | 703 | 17.1 | 14 | 250 | 18.5 |
| Petroleum........ | 12 | 341 | 27.5 | 10 | 338 | 34.0 |
| Primary metal products.................. | 8. | 182 | 22.9 | 3 | 96 | 31.8 |
| Fabricated metal products............... | 18 | 401 | 22.7 | 5 | 103 | 20.1 |
| Machinery (except electrical)........... | 13 | 167 | 12.7 | 8 | 88 | 10.8 |
| Electrical machinery..................... | 24 | 494 | 20.2 | 7 | 212 | 30.6 |
| Transportation equipment................ | 91 | 1,204 | 13.2 | 5 | 135 | 27.4 |
| Scrap, refuse or garbage............... | 106 | 792 | 7.4 | 18 | 196 | 11.0 |
| mixed cargo.............................. | 103 | 2,053 | 20.0 | 34. | 1,291 | 38.0 |
| Personal transport....................... | 943 | 9,424 | 10.0 | 39 | 334 | 8.6 |
| Other...... | 147 | 2,155 | 14.6 | 54 | 916 | 16.9 |
| Not reported. . . . . . . . . . . . . . . . . . . . . . . . | 53 | 613 | 11.5 | 23 | 292 | 12.5 |

Note: Total number of trucks registered in 1972 represents the total registrations during 1971 compiled by the Federal Highway Administration projected for 1972 by the Census Bureau. For reports issued prior to June 1973, this is a projected total. All other data are proportion estimates derived from the Truck Inventory and Use Survey.

Data relate to the State of registration which is, in most cases, the base of operations. However, some trucks that are registered in a given State are actually based in another State and/or operate interstate.

A dash ( - ) indicates that there were not a significant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than .05 percent of the total in any one cell.

Data axe subject to sampling variability, estimates of which may be found in table 3.
${ }^{1}$ Vehicles for which "year model" was not obtained are not included in the distribution.
${ }^{2}$ The total of the body type class "pickup, panel, multistop, or waik-in is $1,643,000$. However, 32,000 trucks in this group were not subclassified by the respondent and were accumulated in the "all other truck types" within the pickup, panel, multistop, or walk-in classification. This difference is also reflected in the percentage distributions.

TABLE 3. Sampling Variability of Data

| Item | Percent of total trucks ${ }^{1}$ | Sampling variability ${ }^{2}$ | Item | Percent of total trucks ${ }^{1}$ | Sampling variability ${ }^{2}$ |
| :---: | :---: | :---: | :---: | :---: | :---: |
| MAJOR USE |  |  | MAINTENANCE |  |  |
| Agriculture... | 10.9 | 1.0 | Self or own repait shop. | 43.1 | 1.6 |
| Forestry and lumbering, , , , , . . . . . . | 4 | - | Dealer or factory branch.... . . . . . . . | 16.4 | 1.2 |
| Mining., . .......................... | . 1. | 4 + | Independent garage.................. | 30.0 | 1. 5 |
| Construction........................... | 10. 1 | . 0.9 | All other and not reported. . . . . . . ${ }^{\text {a }}$ | 10.5 | 1.0 |
| Manufacturing................... . | 2.2 | $\cdot 4$ |  |  |  |
| Wholesale and retail trade.. . . . . . . . . | 8. 5 | 8 | /. SIZE Class |  |  |
| For hire. | 3.4 | $\stackrel{1}{ }$ |  |  |  |
| Personal transportation............... | 51.6 | 1.5 |  | 79.0 | .9 |
| Utillties............................. | 2.2 | \% |  | 14.4 | . 9 |
| Services. | 8.2 | $\stackrel{.}{ }$ |  | 2.0 | 1 |
| All other. | 2.2 | 4 | Heavy-heavy. . . . . . . . . . . . . . . . . . . . . | 4.6 | - 1 |
| BODY TXPE |  |  | Truck fleet size |  |  |
| Pickup, panel, multistop, or walk-in... | 79.6 | . 9 | 1 truck. | 64.4 | 1.4 |
| Platform.............................. | 7.2 | . 6 | 2 to 5 trucks. | 17.4 | 1.1 |
| Platform with added device. | 1.3 | . 3 | 6 to 19 trucks......................... | 8.9 | . 8 |
| Cattlerack. | . 8 | . 3 | 20 trucks or more | 9.3 | 7 |
| Insulated nomrefrigerated van.......... | . 4 | - | Not reported. . . . ....................... | - |  |
| Insulated refrigerated van. . . . . . . . . . | .9 | 1 | Year Modisl ${ }^{3}$ |  |  |
| Furniture van. | . 8 | 1 |  |  |  |
| Open top van. | . 3 | - | 1971 and 1972. | 10.8 | 1.0 |
| All other vans. | 2.9 | . 3 | 1969 and 1970 | 17.2 | 1.2 |
| Beverage truck.............................. | . 4 | - | 1967 and 1968.......................... | 14.3 | 1.1 |
|  |  |  | 1965 and 1966. | 14.8 | 1.1 |
| Utility truck............................. | 2.2 | . 4 | 1963 and 1964. | 9.5 | . 9 |
| Garbage and refuse collector........... | . 4 | - | Pre-1963. | 33.5 | 1.5 |
| Winch or crane.......................... | . 2 | - |  |  |  |
| Wrecker..... | . 1 | - | VEHICLE TYPE AND AXLE | $\therefore$ |  |
| Pole and logging......................... | . 1 | - | ARRANGEMENT |  |  |
| Auto transport. | . 1 | - | Single-unit trucks..................... | 96.2 | 1 |
| Dump truck... | 1.4 | 1 | 2-axle. | 94.2 | 1 |
| Tank truck for liquids. . . . . . . . . . . . . . . | . 7 | - | 3-axle. | 2.0 | . 1 |
| Tank truck for dry bulk, ................ | . 1 | - | Combinations. . . . . . . . . . . . . . . . . . . . . | 3.8 | 1 |
| Concrete mixer..... | . 3 | - | 3-axle. . . . . . . . . . . . . . . . . . . . . . . . | . 8 | . 1 |
| All other.................................. . | . 1 | - | 4-axle................................ | . 6 | $\overline{1}$ |
|  |  |  | 5-axle. . . . . . . . . . . . . . . . . . . . . . . . | 1.3 | 1 |
| ANNUAL MILES |  |  | All other............................. | 1.0 | . 1 |
| Less than 5,000 miles. . . . . . . . . . . . . . . . | 18.5 | 1.2 | PICKUP, PANEL, MULTISTOP, |  |  |
| 5,000 to 9,999 miles.................... | 26.8 | 1.4 | : OR WALK-IN |  |  |
| 10,000 to 19,999 miles. | 38.4 | 1.6 |  |  |  |
| 20,000 to 29,999 miles.................. | 9.0 | . 9 | Total (a11 trucks)..................... | 100.0 | - |
| 30,000 to 49,999 miles. . . . . . . . . . . . . . . | 4.9 | . 7 | Total pickup, panel, multistop, |  |  |
| 50,000 to 74,999 miles. | 1.2 | .3 | or walk-in.... | 78, 0 | . 9 |
| 75,000 miles or more................... | 1.1 | . 1 | Pickup trucks........................ . | 68.9 | 1.3 |
|  |  |  | Panel trucks....................... | 7.1 | . 9 |
|  |  |  | Multistop or walk-in trucks...... | 2.0 | . 4 |
| RANGE OF OPERATION |  |  | A11 other truck types................. | 22.0 | . 9 |
| Local. . . . . . . . . . . . . . . . . . . . . . . . . . . . | 80.0 | 1.3 | WHEEL DRIVE AND CAMPERS |  |  |
| Short range............................... | 10.3 | . 9 |  |  |  |
| Long range. . . . . . . . . . . . . . . . . . . . . . . . . | 2.8 | . 5 | Total. . . . . . . . . . . . . . . . . . . . . . . . . . . . . | 100.0 | - |
| Not reported. . . . . . . . . . . . . . . . . . . . . . . | 6.9 | . 9 | Number of driving wheels: <br> Two. $\qquad$ | 71. 4 | 1.2 |
|  |  |  | Four................................. | 4.6 | . 7 |
| ACQUISITION |  |  | Not reported. . . . . . . . . . . . . . . . . . | 24.0 | 1. 0 |
|  |  |  | Camper body or special camping |  |  |
| Purchased new. $\qquad$ <br> Purchased used. | 51.4 46.6 | 1.6 1.6 | equipment: | 18.4 | 1.3 |
| Leased and not reported. | 2.0 | . 4 | Not with camper body. . . . . . . . . . . . . . . . | 57.6 | 1.5 |
|  |  |  | Not reported. . . . . . . . . . . . . . . . . . . . | 24.0 | 1.0 |
| TYPE OF FUEL |  |  | CAB TYPE |  |  |
| Gasoline. | 88.9 | . 9 | Tilt cab. | 3.4 | . 1 |
| Diesel and LPG. | 4.5 | . 3 | Not tilt cab. | 90.1 | . 8 |
| Not reported. . . . . . . . . . . . . . . . . . . . . . . . | 6.7 | . 8 | Not reported. . . . . . . . . . . . . . . . . . . . . . . . | 6.4 | . 8 |

Note: Data relate to the state of registration which is, in most cases, the base of operations. However, some trucks that are egistered in a given State are actually based in another State and/or operate interstate. The absolute number of trucks, truckilles, and average miles per truck for each characteristic may be found in table 2 . A dash ( - ) indicates that there were not a ignificant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than 05 percent of the total in any one cell.
${ }^{1}$ As estimated from the sample. " ${ }^{2}$ One standard error which is a percent. See discussion in text for proper use and interretation. ${ }^{3}$ Vehicles for which "year model" was not obtained are not included in the distribution.

## table 4. TRUCKS-Percent Distribution of Major Use Classes, by Vehicle and Operational Characteristics: 1972



Note: Data relate to the State of registration which is, in most cases, the base of operations. However, some trucks that are registered in a given state are actually based in another State and/or operate interstate. The absolute number of trucks, truckmiles, and average miles per truck for each characteristic may be found in table 2. A dash (-) indicates that there were not a significant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than . 05 percent of the total in any one cell. Data are subject to sampling variability, estimates of which may be found in table 3 . Percents may not add to total due to rounding.
${ }^{1}$ Vehicles for which "year model" was not obtained are not included in the distribution.

TABLE 5. TRUCKS-Percent Distribution of Size Classes, by Vehicle and Operational Characteristics: 1972



Note: Data relate to the state of registration which is, in most cases, the base of operations. However, some trucks that are registered in a given State are actually based in another state and/or operate interstate. The absolute number of trucks, truckmiles, and average miles per truck for each characteristic may be found in table 2. A dash ( - ) indicates that there were not a significant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than , 05 percent of the total in any one cell. Data are subject to sampling variability, estimates of which may be found in table 3 . Percents may not add to total due to rounding.
${ }^{1}$ Vehicles for which "year model" was not obtained are not included in the distribution.

TABLE 6. TRUCKS-Percent Distribution of Annual Mileage Classes, by Vehicle and Operational Characteristics: 1972

| Vehicle and operational characteristics | Total | Annual mileage class |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Less than 5,000 miles | $\begin{aligned} & 5,000 \text { to } \\ & 9,999 \text { miles } \end{aligned}$ | $\begin{aligned} & 10,000 \text { to } \\ & 19,999 \text { miles } \end{aligned}$ | $\begin{aligned} & 20,000 \text { to } \\ & 29 ; 999 \text { miles } \end{aligned}$ | $\begin{aligned} & 30,000 \text { to } \\ & 49,999 \text { miles } \end{aligned}$ | $\begin{aligned} & 50,000 \text { to } \\ & 74,999 \text { miles } \end{aligned}$ | $\begin{aligned} & 75,000 \text { miles } \\ & \text { or more. } \end{aligned}$ |
| Total trucks . . . . . . . . . . . . . . . | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Agricul ture. . . . . . . . . ................... | 10.9 | 18.9 | 11.2 | 6.5 | 10.3 | 16.0 | 5.3 | 13.9 |
| Forestry and 1umbering. . . . .......... | .4 | .2 | .5 | . 1 | . 4 | 3,2 | 1.6 | 1.7 |
| Mining. . . . . . . . . . . . . . . . . . ........ | . 1 | . 1 | 1. | - | . 2 | .$^{1 .}$ | .4 | - |
| construction. | 10.1 | 8.1 | 6.0 | 10.9 | 19.5 | 18.9 | 9.7 | 3.8 |
| Manufacturing.. | 2.2 | 2.0 | 1.0 | 2.2 | 5.5 | 2.3 | 6.9 | 1.7 |
| Wholesale and retail trade............ | 8.5 | 4.4 | 5.9 | 9.2 | 13.6 | 20.8 | 16.2 | 10.7 |
| For hire............................... | 3.4 | . 9 | 1.4 | 2.4 | 4.6 | 12.9 | 27.1 | 54.7 |
| Personal transportation................ | 51.6 | 56.2 | 63.4 | 53.8 | 31.9 | 12.2 | 9.9 | - |
| Utilities............................... | 2.2 | 3.1 | 2.5 | 2.5 | . 2 | . 1 | - | . 4 |
| Services................................ | 8.2 | 4.8 | 6.1 | 9.5 | 11.9 | 13.2 | 20.6 | 10,9 |
| All other........ | 2.2 | 1.3 | 2.1 | 3.0 | 2.0 | . 4 | 2.4 | 2.1 |
| \% BODY TYPE |  |  |  |  |  |  |  |  |
| Pickup, panel, multistop, or walk-in... | 79.6 | 77.0 | 84.4 | 83.4 | 76.7 | 66.5 | 20.6 | 21.0 |
| Platform. ............................. | 7.2 | 11.5 | 4.4 | 5.6 | 7.6 | 10.5 | 28.1 | 13.2 |
| Platform with added device.............. | 1.3 | 2.7 | 1.5 | . 6 | . 4 | $\stackrel{9}{ }$ | 4.0 | .4 |
| Cattlerack............ | . 8 | 1.0 | . 2 | 1.0 | 1.5 | . 4 | . 4 | 2.1 |
| Insulated nonrefrigerated van. | . 4 | . 1 | . 2 | .2 | . 9 | 1.5 | 3.6 | 3.0 |
| Insulated refrigerated van.............. | . 9 | . 3 | . 3 | . 9 | 1.6 | 2.7 | 4.4 | 6.0 |
| Furniture van............................ | . 8 | . 4 | .5 | . 9 | 1.4 | 1.2 | 3.2 | 3.4 |
| Open top van............................. | .3 | . 1 | . 1 | . 1 | 1.5 | . 1 | 1.2 | . 9 |
| All other vans........................... | 2.9 | . 6 | 1.7 | 2.7 | 4.3 | 8.5 | 10.1 | 30.3 |
| Beverage truck............................ | . 4 | . 4 | . 5 | . 5 | .3 | . 1 | . 4 | - |
| Utility truck............................. | 2.2 | 2.7 | 4.4 | 1.3 | . 3 | .2 | . 4 | - |
| Garbage and refuse collector........... | . 4 | .3 | . 3 | . 4 | . 6 | .3 | . 8 |  |
| Winch or crane.......................... | . 2 | . 2 | . 1 | . 2 | . 1 | . 1 | . 4 | . 4 |
| Wrecker................................... | . 1 | . 1 | . 1 | - | . 1 | .2 | - |  |
| Pole and logging......................... | . 1 | - | - | - | . 3 | . 6 | 1.6 | - |
| Auto transport........................... | . 1 | . 1 | - | - | . 1 | . 7 | . 8 | . 4 |
| Dump truck................................ | 1.4 | 1.8 | .6 | 1.2 | 1.4 | 3.4 | 11.3 | 3.4 |
| Tank truck for liquids................... | . 7 | . 6 | .4 | . 5 | . 4 | 1.2 | 4.8 | 11.1 |
| Tank truck for dry bulk.................. | . 1 | . 1 | - | - | . 1 | . 6 | 2.8 | 3.4 |
| Concrete mixer........................... | . 3 | . 1 | . 2 | . 4 | . 3 | .3 | - | $\because$ - |
| All other................................ | . 1 | . 1 | - | - | . 2 | . 2 | . 8 | . 9 |
| ACQUISITION |  |  |  |  |  |  |  |  |
| Purchased new. | 51.4 | 35.1 | 43.3 | 57.5 | 69.1 | 72.9 | 60.4 | 56.4 |
| Purchased used. | 46.6 | 64.5 | 55.9 | 40.8 | 27.8 | 13.7 | 37.6 | 38.1 |
| Leased and not reported........ | 2.0 | . 4 | . 9 | 1.7 | 3.1 | 13.4 | 2.0 | 5.6 |
| . SIZE Class |  |  |  |  |  |  |  |  |
| Light. . . . . . . . . . . . . . . . . . . . . . . . . . . . | 79.0 | 78.4 | 84.0 | 83.4 | 72.6 | 58.7 | 19.8 | 21.4 |
| Medium.................................... | 14.4 | 17.4 | 12.8 | 12.0 | 18.9 | 22.0 | 22.4 | 6.4 |
| Light-heavy. | 2.0 | 2.2 | 1.7 | 1.7 | 2.3 | 3.3 | 6.9 | 1.3 |
| Heavy-heavy.............................. | 4.6 | 2.0 | 1.5 | 2.8 | 6.3 | 16.0 | 50.9 | 70.9 |
| YEAR MODEL ${ }^{\text { }}$ |  |  |  |  |  |  |  |  |
| 1971 and 1972........................... | 10.8 | 2.9 | 5.8 | 12.1 | 22.1 | 35.5 | 8.1 | 19.2 |
| 1969 and 1970........................... | 17.2 | 5.8 | 9.0 | 22.3 | 31.0 | 38.0 | 16.6 | 22.2 |
| 1967 and 1968. | 14.3 | 11.6 | 14.0 | 17.7 | 9.8 | 7.7 | 21.2 | 9.8 |
| 1965 and 1966............................ | 14.8 | 13.7 | 17.6 | 14.2 | 17.3 | 5.8 | 11.3 | 6.4 |
| 1963 and 1964. | 9.5 | 11.1 | 9.5 | 8.9 | 8.4 | 5.1 | 26.3 | 15.6 |
| Pre-1963...................... | 33.5 | 54.9 | 44.1 | 24.8 | 11.5 | 7.9 | 16.6 | 26.7 |

Note: Data relate to the State of registration which is, in most cases, the base of operations. However, some trucks that are registered in a given State are actually based in another state and/or operate interstate. The absolute number of trucks, truckmiles, and average miles per truck for each characteristic may be found in table 2. A dash ( - ) indicates that there were not a significant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than . 05 percent of the total in any one cell. Data are subject to sampling variability, estimates of which may be found in table 3 . Percents may not add to total due to rounding.
${ }^{1}$ Vehicles for which "year model" was not obtained are not included in the distribution.

TABLE 7. TRUCKS-Percent Distribution of Ranges of Operation, by Vehicle and Operational Characteristics: 1972

| Vehicle and operational characteristics | Total | Range of operation |  |  | Vehicle and operational characteristics | Total | Range of operation |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Local | Short range | Long <br> range |  |  | Local | Short range | Long range |
| Total trucks | 100.0 | 100.0 | 100.0 | 100.0 | ACQUISITION |  |  |  |  |
| MAJOR USE |  |  |  |  | Purchased ney | 51,4 | 49.0 | 65.7 | 67.9 |
| Agriculture. | 10.9 | 11.8 | 7.6 | 5.9 | Purchased used. | 46.6 | 49.0 | 32.3 | 30.2 |
| Forestry and lumbering.............. | . 4 | - 3 | 1,7 | . 5 | Leased and not reported. | 2.0 | 2.0 | 2.0 | 1.9 |
| Mining. - | . 1 | .1 | $\stackrel{1}{1}$ | - |  |  |  |  |  |
| Construction. | 10.1 | 10.7 | 11.8 | . 9 |  |  |  |  |  |
| Manufacturing. | 2.2 | 1.7 | 3.8 | 1.4 | TYPE OF FUEL |  |  |  |  |
| Wholesale and retail trade | 8.5 | 9.0 | 8.7 | 2.5 |  |  |  |  |  |
| For hire. | 3.4 | 2.5 | 5.9 | 23.3 | Gasoline........................- | 88.9 | 94.9 | 84.7 | 70.6 |
| Personal transportation. | 51.6 | 50.0 | 52.4 | 61.0 | Diesel and LPG | 4.5 | 2.9 | 13.5 | 23.8 |
| Utilities...... | 2.2 | 2.6 | . 3 | , | Not repo | 6.7 | 2.2 | 1.8 | 5.6 |
| Services. | 8.2 | 9.2 | 5.7 | . 4 |  |  |  |  |  |
| All other. | 2.2 | 2.2 | 2.1 | 4.1 | MAINTENANCE |  |  |  |  |
| BODY TYPE |  |  |  |  | Self or own repair shop........... | 43.1 | 45.7 | 41.3 | 39.2 |
| Pickup, panel, multistop, or walk-in | 79.6 | 79.7 | 75.9 | 65.0 | Dealer or factory branch.......... | 16.4 | 16.9 | 18.6 | 29.6 |
| platform. . . . . . . . . . . . . . . . . . . . . . | 7.2 | 7.3 | 8.9 | 7.6 | Independent garage. | 30.0 | 31.6 | 32.4 | 30.2 |
| Platform with added device | 1.3 | 1.5 | . 6 | - | All other and not reported........ | 10.5 | 5.8 | 7.7 | . 9 |
| Cattlerack..... | . 8 | . 9 | . 6 | . 7 |  |  |  |  |  |
| Insulated nonrefrigerated van....... | . 4 | . 3 | . 7 | . 9 | YEAR MODEL ${ }^{1}$ |  |  |  |  |
| Insulated refrigerated van........... | . 9 | . 8 | 1.3 | 3.2 |  |  |  |  |  |
| Furniture van. | . 8 | .7 | . 7 | 4.8 | 1971 and 1972.................... | 10.8 | 11.2 | 13.7 | 11.0 |
| Open top van.. | . 3 | . 1 | 1.6 | . 2 | 1969 and 1970. | 17.2 | 15.9 | 26.6 | 15.3 |
| All other vans | 2.9 | 2.4 | 3.5 | 14.1 | 1967 and 1968. | 14.3 | 13.1 | 21.5 | 34.8 |
| Beverage truck | . 4 | . 4 | . 9 | ${ }^{-}$. | 1965 and 1966 | 14.8 | 15.3 | 11.1 | 24.9 |
| Utility truck......................... | 2.2 | 2.7 | . 5 | . 2 | 1963 and 1964. | 9.5 | 9.8 | 6.7 | 2.6 |
| Garbage and refuse collector | . 4 | . 5 | . 1 | - | Pre-1963. | 33.5 | 34.6 | 20.5 | 11.4 |
| Winch or crane. | . 2 | . 2 | . 3 | - |  |  |  |  |  |
| Wrecker.. | . 1 | . 1 | . 1 | - | VEHICLE TYPE AND AXLE |  |  |  |  |
| Pole and logging. . . . . . . . . . . . . . . . . | . 1 | - | . 4 | - | ARRANGEMENT |  |  |  |  |
| Auto transport | . 1 | - | . 2 | . 7 |  |  |  |  |  |
| Dump truck. | 1.4 | 1.5 | 1.3 | . 2 | Single-unit trucks. | 96.2 | 97.8 | 89.4 | 75.4 |
| Tank truck for liquids. | . 7 | .6 | 1.7 | 1.6 | 2-axle. | 94.2 | 95.7 | 87.1 | 74.0 |
| Tank truck for dry bulk | . 1 | - | . 6 | . 4 | 3-axle | 2.0 | 2.1 | 2.3 | 1.4 |
| Concrete mixer. | . 3 | . 3 | . 1 | - | Combination | 3.8 | 2.2 | 10.6 | 24.6 |
| A11 other. | . 1 | - | . 1 | . 5 | 3-axle | . 8 | .7 | 1.2 | 3.0 |
|  |  |  |  |  | 4-ax1 | . 6 | .4 | 1.2 | 3.9 |
| ANNUAL MILES |  |  |  |  | $5-a x l e$ | 1.3 | . 7 | 4.1 | 10.8 |
| Less than 5,000 miles. | 18.5 | 17.8 | 15.5 | 18.0 | All other | 1.0 | . 4 | 4.1 | 6.9 |
| 5,000 to 9,999 miles............... | 26.8 | 28.6 | 15.7 | 11.7 |  |  |  |  |  |
| 10,000 to 19,999 miles. | 38.4 | 40.1 | 33.2 | 34.1 | CAB TYPE |  |  |  |  |
| 20,000 to 29,999 miles. | 9.0 | 8.4 | 17.3 | 5.9 |  |  |  |  |  |
| 30,000 to 49,999 miles. | 4.9 | 3.9 | 11.4 | 7.0 | Tilt cab. | 3.4 | 2.6 | 6.7 | 21.4 |
| 50,000 to 74,999 miles.............. | 1.2 | . 7 | 4.7 | 4.6 | Not tilt cab. | 90.1 | 95.6 | 89.6 | 77.9 |
| 75,000 miles or more............... | 1.1 | .4 | 2.3 | 18.7 | Not reported. | 6.4 | 1.8 | 3.7 | . 7 |

Note: Data relate to the State of registration which is, in most cases, the base of operations. However, some trucks that are registered in a given State are actually based in another state and/or operate interstate. The absolute number of trucks, truckmiles, and average miles per truck for each characteristic may be found in table 2. A dash ( - ) indicates that there were not a significant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than . 05 percent of the total in any one cell. Data are subject to sampling variability, estimates of which may be found in table 3 . Percents may not add to total due to rounding.
${ }^{1}$ Vehicles for which "year model" was not obtained are not included in the distribution.

TABLE 8. TRUCKS-Percent Distribution of Truck Types and Axle Arrangements, by Vehicle and Operational Characteristics: 1972

| Vehicle and operational characteristics | Total | Truck type and axle arrangement |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Single-unit trucks |  |  | Combinations |  |  |  |
|  |  | Total | 2-axle | 3-axle | Total | 3-axle | 4-axle | 5-axle |
| Total trucks | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| Agriculture.............. | 10.9 | 11.1 | 11.2 | 8.4 | 4.8 | 3.5 | 5.9 | 5.2 |
| Forestry and lumbering.. | .4 | .3 | .3 | . 7 | 3.4 | 1.2 | - | 6.3 |
| Mining. . . . . . . | . 1 | - | - | 1.2 | . 5 | . 6 | - | . 7 |
| Construction. . | 10.1 | 10.0 | 9.6 | 28.6 | 9.3 | 4.7 | 8.4 | 12.6 |
| Manufacturing. | 2.2 | 2.0 | 2.0 | 5.7 | 6.3 | 5.2 | 8.4 | 5.9 |

## TABLE 8. TRUCKS-Percent Distribution of Truck Types and Axle Arrangements, by Vehicle and Operational Characteristics: 1972-Continued



[^1]
[^0]:    See footnotes at end of table.

[^1]:    Note: Data relate to the State of registration which is, in most cases, the base of operations. However, some trucks that are registered in a given State are actually based in another state and/or operate interstate, The absalute number of trucks, truckmiles, and average miles per truck for each characteristic may be found in table 2 . A dash ( - ) indicates that there were not a significant number of trucks with this characteristic to display; i.e., less than 100 total observations in sample or less than . 05 percent of the total in any one cell. Data are subject to sampling variability, estimates of which may be found in table 3 . Percents may not add to total due to rounding.

    Vehicles for which "year model" was not obtained are not included in the distribution.

