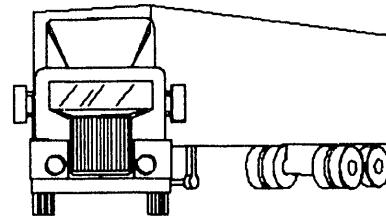


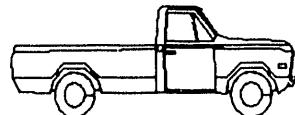
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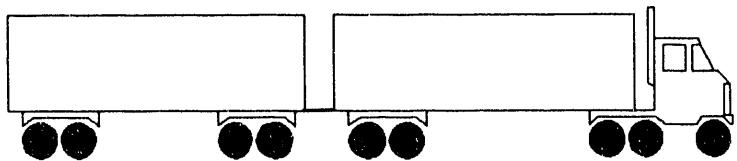
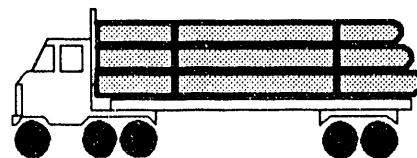
MARTIN MARIETTA



1990 NATIONWIDE TRUCK ACTIVITY
AND COMMODITY SURVEY
SUMMARY REPORT



Prepared by
Statistics and Data Analysis Group
Center for Transportation Analysis
Energy Division



MANAGED BY
MARTIN MARIETTA ENERGY SYSTEMS, INC.
FOR THE UNITED STATES
DEPARTMENT OF ENERGY

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**1990 NATIONWIDE TRUCK ACTIVITY AND
COMMODITY SURVEY
SELECTED TABULATIONS**

June 1993

Prepared for
Federal Highway Administration
U.S. Department of Transportation
Washington, D.C. 20590

Prepared by
Statistics and Data Analysis Group
Center for Transportation Analysis
Energy Division
Oak Ridge National Laboratory
Oak Ridge, Tennessee 37831
managed by
MARTIN MARIETTA ENERGY SYSTEMS, INC.
for the
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EXECUTIVE SUMMARY

The 1990 Nationwide Truck Activity and Commodity Survey (NTACS) provides detailed annual and daily activity data for a probability sample of trucks responding to the 1987 Truck Inventory and Use Survey (TIUS). The data were collected for days selected at random over a 12-month period ending in October of 1990. Selected results from the 1990 NTACS are presented in this summary report.

Unlike the 1987 TIUS sample which reported only annual data, the 1990 NTACS sample truck operators were asked to report daily as well as annual data in order to capture the temporal and geographic variation in truck use and to measure other detailed attributes of trucking that were beyond the scope of the TIUS. The 1990 NTACS sample of 44,002 trucks was a subsample of the approximately 105,000 sample truck respondents to the 1987 TIUS. Approximately 2,004 sample truck operators returned the 1990 NTACS questionnaire of which 9,794 operators reported some information on daily truck activity.

The reported data were used to produce estimates for the universe of all four year and older trucks operating in the United States during 1990 which is estimated to be approximately 41,768,000 trucks. This universe of trucks is referred to as the "1990 NTACS universe." No sample data were collected from trucks less than four years old.

As a first attempt to collect detailed trip characteristics and other information for a large sample of 1987 TIUS respondents, the 1990 NTACS was one of the most ambitious efforts undertaken to measure trucking activity and tackled measurement problems with little previous experience for guidance. *Not unlike the initial execution of comparable large-scale nationwide complex data collection efforts, the 1990 NTACS suffered from high nonresponse and data inconsistency problems. Where possible, the collected data were adjusted to compensate for and to decrease the extent of these problems. While these problems have increased the uncertainty of the 1990 NTACS data quality, it was felt that these data could be useful to analysts if used with caution and in conjunction with data of known reliability.* These data are available on request in the form of a public use file from Oak Ridge National Laboratory.

For easy reference, this report presents selected tables of trucking activity for the 1990 NTACS universe.

Selected highlights include:

- Estimated number of four year and older trucks operating in the United States in 1990 was 41,768,000 trucks (Chapter 2). This estimate adjusted to include trucks under four years old was 54,112,000 trucks (Table 5.1).

- Estimate of annual vehicle miles traveled (VMT) for the four year and older trucks operating in the United States in 1990 was 440,174,000,000 miles (Chapter 2). This estimate adjusted to include trucks under four years old was 652,147,000,000 miles (Table 5.1).
- Estimate of daily vehicle miles traveled (DVMT) for the four year and older trucks operating in the United States in 1990 was 1,872,000,000 miles (Chapter 3).
- Distribution by "truck type" of these estimates for the four year and older trucks operating in the United States in 1990 was:

(Trucks in Thousands/Annual and Daily VMT in Millions)

Truck Type	Trucks	Annual VMT	Daily VMT
Pickup	24,537	217,420	893
Utility	12,290	123,617	493
Small	2,847	25,287	149
Large	1,044	20,650	103
Truck-Tractors	<u>1,050</u>	<u>53,200</u>	<u>233</u>
TOTALS	41,768	440,174	1,872

- Distribution by "1987 TIUS Commodity-Carrying Status" of these estimates for four year and older trucks operating in the United States in 1990 was:

(Trucks in Thousands/Annual and Daily VMT in Millions)

Commodity-Carrying Status	Trucks	Annual VMT	Daily VMT
Commodity-Carrying			
- Short Haul	7,365	98,354	457
- Long Haul	766	41,292	176
Non-Commodity-Carrying			
- Business Use	6,393	67,385	274
- Personal Use	27,125	232,733	963
- Not in Use	<u>119</u>	<u>410</u>	<u>3</u>
TOTALS	41,768	440,174	1,872

IMPORTANT NOTICE

All estimates in every table of this report have been adjusted using the three stratifying variables: (i) commodity-carrying status, (ii) census division, and (iii) truck type to compensate for extremely high nonresponse rates. (See Tables G and H of Appendix A). As a result, preliminary comparisons with other data sources have revealed inconsistencies -especially when detailed estimates are presented using variables other than the three stratifying variables. Individual estimates are not highly reliable and should be used cautiously only to give impressions of broad trends, patterns, and distributions.

ACKNOWLEDGMENTS

This report is the result of the efforts of many individuals including Stacy Davis and Pat Hu (both at Center for Transportation Analysis) and Tommy Wright (Mathematical Sciences Section), all of Oak Ridge National Laboratory (ORNL). They received valuable guidance and assistance from William Bostic, Jr., U.S. Bureau of the Census; general direction from Rolf Schmitt and review comments from Charlie Goodman, both at the U.S. Department of Transportation; and review comments from Michael Bronzini, David Greene, Bruce Peterson, and Frank Southworth, all of the Center for Transportation Analysis, ORNL. Finally, the production of this report would have been impossible without the valuable secretarial assistance and patience of Maggie Bruer.

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CHAPTER 1

INTRODUCTION AND OVERVIEW

The Nationwide Truck Activity and Commodity Survey (NTACS) provides detailed activity data for a sample of trucks covered in the 1987 Truck Inventory and Use Survey (TIUS) for days selected at random over a 12-month period ending in 1990. The NTACS was conducted by the U.S. Bureau of the Census for the U.S. Department of Transportation (DOT). A Public Use File for the NTACS was developed by Oak Ridge National Laboratory (ORNL) under a reimbursable agreement with the DOT. The content of the Public Use File and the detailed design of the NTACS are described in the ORNL Report

Technical Documentation for the 1990 Nationwide Truck Activity and Commodity Survey Public Use File. (1992). ORNL Technical Report #TM-12188, Oak Ridge National Laboratory, Oak Ridge, TN 37831.

The main purpose of this summary report is to provide selected tables based on the public use file.

Background

The Truck Inventory and Use Survey (TIUS) is the oldest national, vehicle-based survey of freight transportation. The TIUS is performed by the U.S. Bureau of the Census as part of its quinquennial Census of Transportation, and collects extensive information on the typical and year-long use of trucks, vans, and mini-vans. The TIUS sample is drawn from vehicle registration files, and represents all vehicles except buses, automobiles, mobile homes, motorcycles, and vehicles owned by governments. The 1987 TIUS sample includes information on approximately 105,000 vehicles.

While the TIUS provides critical information on the composition and typical use of the Nation's trucking fleet, it does not provide a detailed picture of the temporal and geographic variation in truck use. This variation has major implications for multimodal transportation policies involving highway investment requirements, equitable tax policy, effective safety programs, and similar issues. The Federal Highway Administration (FHWA), the Federal Railroad Administration (FRA), and the Office of the Secretary of Transportation (OST) decided to cosponsor a follow-on to the Census Bureau's TIUS in order to capture the temporal and geographic variation in truck use and to measure other detailed attributes of trucking that were beyond the scope of the TIUS. The follow-on became known as the NTACS, and was conducted by the U.S. Bureau of the Census over a 12-month period that ended in 1990.

The Nationwide Truck Activity and Commodity Survey (NTACS) collected one- and two- day snapshots of a vehicle's activity for a sample of TIUS respondents. The NTACS measured detailed trip characteristics and other information for a large sample of TIUS respondents on randomly sampled days over a 12-month period. The NTACS was designed to provide far more detailed information than is possible on the TIUS. This additional detail is central to understanding the variability in typical vehicle use, relationships between trucking and economic activity, and the role of trucking in intermodal transportation.

1990 NTACS Universe Description of Four Year and Older Trucks:

The universe for the Nationwide Truck Activity and Commodity Survey (NTACS) is the following:

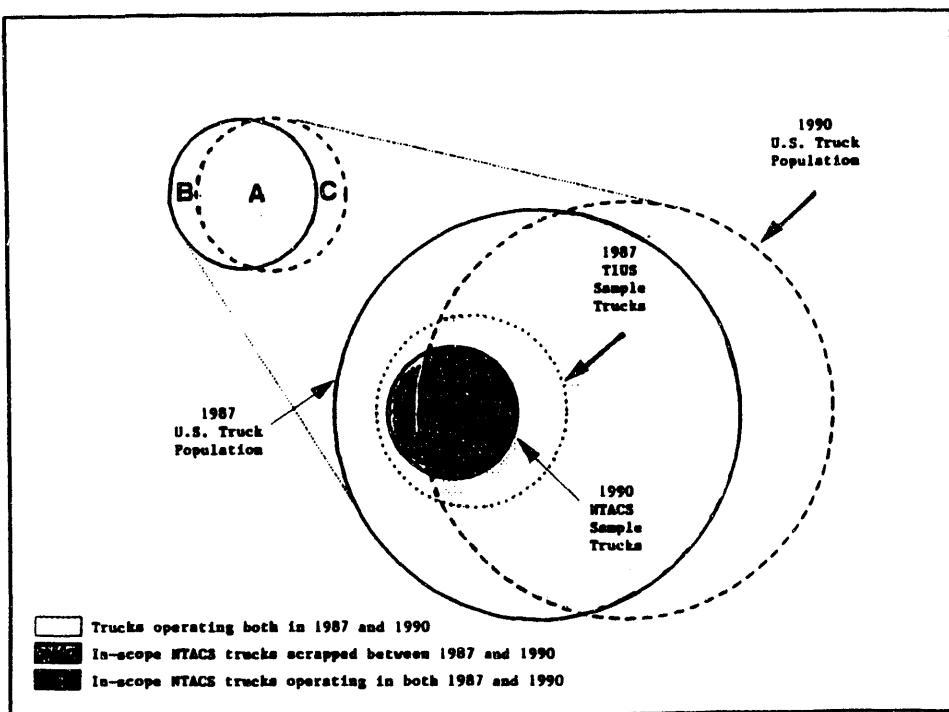
All trucks operating during the NTACS period (October 29, 1989-October 27, 1990) and registered in one of the 50 states or the District of Columbia on July 1, 1987, and operating in 1987 as estimated by the 1987 Truck Inventory and Use Survey (TIUS). Because the NTACS period covers most of 1990, we refer to this data collection effort as the "1990 NTACS."

A clear view of the NTACS universe can be obtained by referring to Figure 1.1 where:

- the 1987 and 1990 U.S. truck populations are represented, respectively, by two overlapping circles;
- the intersection, represented by "A," represents the group of trucks that were in operation in 1987 and that were still in operation in 1990;
- the area that is indicated by "B" represents the group of trucks that was operating in 1987 but which was no longer in operation in 1990, i.e. this group of trucks was scrapped between 1987 and 1990; and
- the area indicated by "C" represents the group of trucks that began operating after 1987 (more precisely July 1, 1987).

The 1987 truck population consists of trucks in groups A and B; and the 1990 truck population consists of trucks in groups A and C.

Figure 1.1.
Sampling frames
of TIUS AND NTACS



Estimated 1990 NTACS Universe Size of Four Year and Older Trucks:

41,768,000 trucks^a

1990 NTACS Sample Size of Four Year and Older Trucks:

44,002 trucks (See Table E of Appendix A.)

Estimated 1990 NTACS Sample Respondents Reporting Annual and General Data:

22,044 trucks (See Table G of Appendix A.)

Estimated 1990 NTACS Sample Respondents Reporting Sample Day One Data:

9,794 trucks (See Table H of Appendix A.)

The trucks in group A represent what we refer to throughout this report as the "1990 NTACS Universe of Four Year and Older Trucks." All tables in Chapters 2, 3, and 4 are with reference to the 1990 NTACS Universe of Four Year and Older Trucks. Table 1.1 provides an overview of the estimates for the number of trucks and their associated annual vehicle miles traveled for the 1990 NTACS Universe of Four Year and Older Trucks.

In Chapter 5, an attempt is made in Table 5.1 to present "adjusted" estimates for the 1990 U.S. Truck population (A union C) that correspond to those estimates provided in Table 1.1.

IMPORTANT NOTE ON 1990 NTACS DATA QUALITY

A limited number of data elements from the Census Bureau's 1987 TIUS have been provided on the NTACS Public Use File to merge vehicle characteristics and annual use patterns with trip and shipment characteristics on sampled days. However, the resulting data in the NTACS Public Use File should be used with caution, both because of the file's complexity and because of response rate problems on the NTACS. The complexity of the NTACS contributed to low unit and item response rates. While some data checks, edits, and imputations were done by Census and ORNL, the current data base still includes known inconsistencies. The NTACS data should be only used in conjunction with other data of proven reliability. (For more details, see Section 4 and 5 of the technical documentation for the 1990 Public Use File.) All the tables presented in this report are based on the 1990 NTACS and should therefore be used with caution.

^aThis estimate is obtained by summing the variable XPFD1 on the public use file.

Table 1.1
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Census-Region, Commodity-Carrying Status, and Truck Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Commodity Carrying Status	Truck Type										TOTALS	
	Pickup		Utility		Small		Large		Truck-Tractor			
Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks
Commodity-Carrying												
-Short Haul	322	3,623	291	3,243	282	2,977	169	2,779	90	2,682	1,153	15,303
-Long Haul	3	15	16	580	7	81	12	513	46	2,928	84	4,118
Non-Commodity-Carrying												
-Business Use	441	5,403	423	6,319	106	592	24	275	7	102	1,001	12,691
-Personal Use	1,937	13,294	1,283	11,736	34	128	0	0	a	a	3,255	25,158
-Not in Use	0	0	0	0	0	0	1	a	0	0	1	a
Northeast Totals	2,700	22,335	2,013	21,878	430	3,778	205	3,567	143	5,712	5,493	57,270
Commodity-Carrying												
-Short Haul	848	8,310	316	4,604	608	4,146	279	4,886	150	5,745	2,201	27,691
-Long Haul	41	1,785	35	512	18	149	43	2,490	151	12,756	288	17,692
Non-Commodity-Carrying												
-Business Use	985	10,055	446	5,619	155	872	36	492	9	327	1,630	17,366
-Personal Use	4,001	39,687	2,230	19,252	110	451	15	31	1	2	6,357	59,423
-Not in Use	0	0	0	0	10	36	0	0	2	14	12	50
Midwest Totals	5,875	59,838	3,026	29,987	901	5,655	373	7,899	313	18,844	10,489	122,222
Commodity-Carrying												
-Short Haul	1,132	9,477	376	4,321	579	7,329	223	4,701	222	7,501	2,532	33,328
-Long Haul	43	199	50	337	19	350	35	1,601	127	10,932	275	13,419
Non-Commodity-Carrying												
-Business Use	1,271	15,561	704	5,469	250	1,503	32	466	29	588	2,287	23,587
-Personal Use	6,949	60,547	3,029	33,389	127	509	35	142	9	54	10,150	94,641
-Not in Use	24	17	2	15	18	72	4	17	3	19	51	140
South Totals	9,420	85,800	4,162	43,532	993	9,764	330	6,926	390	19,095	15,295	165,116
Commodity-Carrying												
-Short Haul	647	7,072	265	4,485	336	4,477	106	1,723	126	4,275	1,479	22,032
-Long Haul	28	517	2	5	13	61	15	434	60	5,045	119	6,063
Non-Commodity-Carrying												
-Business Use	966	9,091	393	3,202	87	1,134	13	97	16	217	1,475	13,741
-Personal Use	4,877	32,615	2,421	20,503	61	384	3	4	1	5	7,363	53,511
-Not in Use	21	153	7	26	26	34	0	0	1	7	55	220
West Totals	6,539	49,447	3,089	28,220	523	6,091	137	2,258	204	9,549	10,491	95,566
Commodity-Carrying												
-Short Haul	2,948	28,482	1,247	16,652	1,805	18,929	777	14,089	588	20,203	7,365	98,354
-Long Haul	115	2,516	103	1,435	58	642	105	5,038	385	31,662	766	41,292
Non-Commodity-Carrying												
-Business Use	3,664	40,111	1,966	20,609	599	4,102	104	1,329	60	1,234	6,393	67,385
-Personal Use	17,765	146,142	8,963	84,880	332	1,473	54	177	11	62	27,125	232,733
-Not in Use	45	170	10	41	53	142	5	17	6	39	119	410
UNITED STATES TOTALS	24,537	217,420	12,290	123,617	2,847	25,287	1,044	20,650	1,050	53,199	41,768	440,174

(a) Quantity rounded to zero.

Table Subject Matter Description/Definitions:

An overview of the content of the tables, how the contents are presented, and the corresponding table numbers are given below. All table values are estimates, and are subject to sampling and nonsampling errors.

<u>How Presented</u>	<u>Table Number</u>	<u>How Presented</u>	<u>Table Number</u>
NUMBER OF FOUR YEAR AND OLDER TRUCKS AND ASSOCIATED ANNUAL VEHICLE MILES TRAVELED BY:		DISTRIBUTION OF TOTAL ACTIVITY OF FOUR YEAR AND OLDER TRUCKS THAT OPERATED DURING A DAILY TIME PERIOD BY:	
-Census Region	1.1; 2.9	-Truck Type	3.21
-Commodity-Carrying Status	1.1; 2.2; 2.4 2.5; 2.10; 2.13	-Commodity-Carrying Status	3.22
-Truck Type	1.1; 2.3; 2.4; 2.11; 2.14	-Daily Truck Description	3.23
-Truck Model Year	2.1; 2.2; 2.3		
-Truck Description	2.5; 2.6	DISTRIBUTION OF FOUR YEAR AND OLDER TRUCKS BY:	
-Major Use	2.6; 2.12; 2.15	-Daily % Interstate	3.24; 3.25; 3.26
-Truck Configuration	2.7	-Daily % Four Lane	3.24; 3.25; 3.26
-Truck Body Type	2.8	-Daily % Off Road	3.24; 3.25; 3.26
-Number of States Operated In	2.9; 2.10; 2.11; 2.12	-Commodity-Carrying Status	3.24
-Number of Weeks Operated	2.13; 2.14; 2.15	-Daily Major Use	3.25
NUMBER OF FOUR YEAR AND OLDER TRUCKS BY:		-Daily Truck Description	3.26
-Annual Miles Traveled	2.16; 2.17; 2.18; 2.19; 2.20; 2.21	DISTRIBUTION OF FOUR YEAR AND OLDER TRUCKS OVER TRUCK TYPE BY:	
-Truck Model Year	2.16	-Number of Days Operated During a Week ...	3.27a
-Census Region	2.17	DISTRIBUTION OF FOUR YEAR AND OLDER TRUCKS OVER TRUCK MODEL YEAR BY:	
-Commodity-Carrying Status	2.18	-Number of Days Operated During a Week ...	3.28a
-Truck Type	2.19	DISTRIBUTION OF FOUR YEAR AND OLDER TRUCKS OVER NUMBER OF DAYS OPERATED DURING A WEEK BY:	
-Major Use	2.20	-Truck Type	3.27b
-Truck Description	2.21	-Truck Model Year	3.28b
DISTRIBUTION OF FOUR YEAR AND OLDER TRUCKS THAT OPERATED IN CANADA (MEXICO) BY:		NUMBER OF FOUR YEAR AND OLDER TRUCKS BY:	
-Commodity-Carrying Status	2.22a (2.22b)	-Annual Major Use and Daily Major Use	3.29
-Truck Type	2.23a (2.23b)	-Annual Truck Description and Daily Truck Description	3.30
-Major Use	2.24a (2.24b)	UNWEIGHTED NUMBER OF DAILY TRIP SEGMENTS FOR FOUR YEAR AND OLDER TRUCKS BY:	
NUMBER OF FOUR YEAR AND OLDER TRUCKS AND ASSOCIATED DAILY VEHICLE MILES TRAVELED BY:		-Trip-Segment Length	4.1; 4.2
-Truck Model Year	3.1	-Commodity-Carrying Status	4.1
-Commodity-Carrying Status	3.2; 3.6; 3.7; 3.8	-Truck Type	4.2
-Truck Type	3.3	UNWEIGHTED SUMMARY STATISTICS FOR LENGTH OF TRIP SEGMENTS FOR FOUR YEAR AND OLDER TRUCKS BY:	
-Daily Truck Description	3.4; 3.5; 3.9; 3.10; 3.11; 3.12; 3.18	-Truck Description	4.3
-Daily Major Use	3.4; 3.17	-Major Use (from 1987 TIUS)	4.3
-Daily Fuel Use	3.5	UNWEIGHTED NUMBER OF DAILY OPERATING FOUR YEAR AND OLDER TRUCKS BY:	
-Daily Max Empty Weight	3.6; 3.9; 3.13	-Number of Daily Pickup/Delivery Stops	4.4; 4.5
-Daily Max Loaded Weight	3.7; 3.13; 3.14	-Commodity-Carrying Status	4.4
-Daily Max % Payload Space	3.8; 3.12; 3.15	-Daily Major Use	4.5
-Daily Max Truck Length	3.10; 3.14; 3.15	NUMBER (ADJUSTED TO INCLUDE LESS THAN FOUR YEAR OLD) OF TRUCKS AND (ADJUSTED) ASSOCIATED ANNUAL VEHICLE MILES TRAVELED BY:	
-Daily Max Truck Height	3.11	-Census Region	5.1
-Daily Commodity Carried	3.16	-Commodity-Carrying Status	5.1
-Daily Hazardous Material Carrying Status	3.17; 3.18; 3.19	-Truck Type	5.1
-Daily % Interstate	3.19		
-Daily % Four Lane	3.19		
-Daily % Off Road	3.19		
DISTRIBUTION OF FOUR YEAR AND OLDER TRUCKS OVER DAILY TRUCK DESCRIPTION BY:			
-Day of Week Operated	3.20a		
DISTRIBUTION OF TOTAL ACTIVITY OF FOUR YEAR AND OLDER TRUCKS THAT OPERATED OVER DAY OF WEEK BY:			
-Daily Truck Description	3.20b		

Content of Tables^b

- Number of four year and older trucks and associated *annual vehicle miles traveled*:
 - The *number of four year and older trucks estimates* were generated using a daily sampling weight (XPFD1) which has been adjusted for unit nonresponse for daily activity.
 - The *associated annual vehicle miles traveled estimates* were generated using a daily sampling weight (XPFD1) and an annualized reported mileage (ARML) which was based on the reported sample day mileage (RMIL1).
- Distribution of four year and older trucks that operated in Canada (Mexico):
 - The *distribution percent estimates* are based on the number of four year and older trucks estimates.
- Number of four year and older trucks and associated *daily vehicle miles traveled*:
 - The *associated daily vehicle miles traveled estimates* were generated using a daily sampling weight (XPFD1) and the reported sample day mileage (RMIL1).
- Distribution of four year and older trucks that operated on a day of the week:
 - The *distribution percent estimates* are based on the number of four year and older trucks estimates. Each truck operator was asked to indicate all days of operation for the week containing the sample day.
- Distribution of total activity of four year and older trucks that operated during a daily time period:
 - The *distribution percent estimates* are based on the number of four year and older trucks estimates. Each truck operator was asked to indicate whether or not the sample truck operated during each of eight different time periods on the sample day.

^b For more details, see the 1990 NTACS Public Use File Technical Documentation. The abbreviations (XPFD1, ARML, and RMIL1) refer to the data items on the 1990 NTACS Public Use File which were used to generate most of the data presented in the summary tables in the report.

- Distribution of four year and older trucks:
 - The *distribution percent estimates* are based on the number of four year and older trucks estimates.
- Unweighted number of daily trip-segments for four year and older trucks:
 - The *unweighted numbers* are counts of responding sample trucks only with sample day data. A daily *trip-segment* is the section of road traveled between one reported stop and the next reported stop on a truck's sample day.
- Unweighted summary statistics for length of trip-segments for four year and older trucks:
 - The *unweighted summary statistics* give number of trip-segments with some travel and associated mileage statistics by major use and truck description.
- Unweighted number of daily operating four year and older trucks:
 - The *unweighted numbers* are counts for responding sample trucks only with sample day data.
- Number (adjusted to include less than four year old) of trucks and (adjusted) associated annual vehicle miles traveled:
 - See discussion in Chapter 5.

Data Items Used to Present Table Content

I. Data Items Reflecting *Annual* Truck Characteristics and Activity

- *Annual Miles Traveled*: Annual miles traveled categories as displayed in the first column of Tables 2.16, 2.17, 2.18, 2.19, 2.20, and 2.21 are based on reported annual miles during the annual period as reported in the 1990 NTACS. Because the data item "Annual Miles Traveled" (RANMI) was available only in categories, it was necessary to produce the "annualized reported mileage (ARMIL) as noted above under *Content of Tables*. The annual mileage estimates presented "in" the tables are all based on ARMIL, and the only use of the reported annual mileage categories is that in dividing column one of Tables 2.16, 2.17, 2.18, 2.19, 2.20, and 2.21. A contingency table analysis indicated an extremely high correlation between the data items ARMIL and RANMI.
- *Census Region*: A map of the 4 census regions is given in Appendix B. A truck's census region designation is based on its state of registration as reported in the 1987 TIUS.

- *Commodity-Carrying Status:* Commodity-carrying status is used to distinguish between commodity-carrying and non-commodity-carrying trucks as identified in the 1987 TIUS. Commodity-carrying trucks are subclassified as short haul or long haul while non-commodity-carrying trucks are subclassified as personal transportation, business use, or not in use. Not in use means a truck was idle, wrecked or otherwise not in use for more than 90 days during 1987. The categories as provided on the public use file are:
 1. commodity-carrying, short haul;
 2. commodity-carrying, long haul;
 3. non-commodity-carrying, personal transportation;
 4. non-commodity-carrying, business use; and
 5. non-commodity-carrying, idle.
- *Major Use:* Major use describes how (personal, contract, common, other) the truck was most frequently operated during the annual period as reported in the 1990 NTACS. In Tables 3.29 and 3.30, this is the same as Annual Major Use.
- *Number of States Operated In:* Number of states operated in indicates the number of states in which the vehicle operated during the annual period as reported in the 1990 NTACS.
- *Number of Weeks Operated:* Number of weeks operated indicates the number of weeks that the vehicle was operated during the annual period as reported in the 1990 NTACS.
- *Truck Body Type:* Truck body type indicates the body type that most closely resembles the vehicle during the annual period as reported in the 1990 NTACS.
- *Truck Configuration:* Truck configuration indicates the kind(s) of trailer(s) pulled by the truck during the annual period as reported in the 1990 NTACS.
- *Truck Description:* Truck description describes the truck as most frequently operated during the annual period as reported in the 1990 NTACS. In Tables 3.29 and 3.30, this is the same as Annual Truck Description.
- *Truck Model Year:* Truck model year is as reported in the 1987 TIUS.
- *Truck Type:* Truck type refers to the five 1987 TIUS sample strata. The categories as provided on the file are:
 1. Pickup trucks.
 2. Utility trucks include vans, panel trucks, utilities, jeeps, and station wagons.
 3. Small trucks (GVW less than or equal to 26,000 pounds) not classified above.
 4. Large trucks (GVW greater than 26,000 pounds) excluding truck-tractors.
 5. Truck-tractors.

II. Data Items Reflecting *Daily* Truck Characteristics and Activity as Reported on Each Truck's Sample Day One.

- *(Annual) Major Use*: (Annual) Major Use is the same as Major Use.
- *(Annual) Truck Description*: (Annual) Truck description is the same as Truck Description.
- *Daily Commodity Carried*: Daily commodity carried gives the commodity carried with the greatest ton miles by the truck on its sample day one.
- *Daily Fuel Use*: Daily fuel use gives the reported amount of fuel used by the truck during its sample day one.
- *Daily Hazardous Material Carrying Status*: Daily hazardous material carrying status indicates whether or not the vehicle was used to carry hazardous materials in quantities large enough to require a special placard under the code of federal regulations, Title 49, Transportation, on its sample day one.
- *Daily Major Use*: Daily major use describes how (personal, contract, common, other) the truck was most frequently operated during its sample day one.
- *Daily Maximum Empty Weight*: Daily maximum empty weight gives the maximum tare (empty) weight of the truck on its sample day one.
- *Daily Maximum Loaded Weight*: Daily maximum loaded weight gives the maximum loaded weight of the vehicle (weight of truck and cargo) on its sample day one.
- *Daily Maximum Percent Payload Space*: Daily maximum percent payload space gives the maximum space utilized when the vehicle was at its maximum weight on its sample day one.
- *Daily Maximum Truck Height*: Daily maximum truck height gives the maximum height of the vehicle when the vehicle was at its maximum weight on its sample day one.
- *Daily Maximum Truck Length*: Daily maximum truck length gives the maximum length of the vehicle, from the front bumper to the end of the last trailer when the vehicle was at its maximum weight on its sample day one.
- *Daily Percent Four Lane*: Daily percent four lane gives, by categories, the percent of the mileage driven on roads which had four or more lanes but were not on the interstate highway systems by the trucks on its sample day one.

- *Daily Percent Interstate*: Daily percent interstate gives, by categories, the percent of the mileage driven on the interstate highway systems by the truck on its sample day one.
- *Daily Percent Off Road*: Daily percent off road gives, by categories, the percent of the mileage driven on off roads (little travel on public roads) by the truck on its sample day one.
- *Daily Truck Description*: Daily truck description describes the truck as most frequently operated during its sample day one.
- *Number of Daily Pickup/Delivery Stops*: Number of daily pickup/delivery stops is the total number of stops for which the truck's purpose was to pick up or deliver items on its sample day one.
- *Number of Days Operated a Week*: Number of days operated a week indicates the number of days of operation for the week containing the truck's sample day one.
- *Trip-Segment Length*: Trip-segment length is the distance traveled on a trip segment.

CHAPTER 2

GENERAL DESCRIPTIONS AND ANNUAL ACTIVITIES OF THE 1990 NTACS TRUCK POPULATION

All of the annual VMT estimates in Chapter 2 are based on daily VMT data which have been "annualized." For details on the precise annualization methodology, refer to Section 4 of the *Technical Documentation for the 1990 Nationwide Truck Activity and Commodity Survey Public Use File*.

$$\begin{pmatrix} \text{The} \\ \text{Truck's} \\ \text{Annual} \\ \text{VMT} \end{pmatrix} = \begin{pmatrix} \text{The Truck's Reported} \\ \text{Number of Days Operated} \\ \text{During the Week of} \\ \text{Its Sample Day} \end{pmatrix} \times \begin{pmatrix} \text{The Truck's} \\ \text{Reported Number of} \\ \text{Weeks Operated} \\ \text{During the Year} \end{pmatrix} \times \begin{pmatrix} \text{The Truck's} \\ \text{Sample Day} \\ \text{VMT} \end{pmatrix}.$$

The key annual VMT estimates throughout Chapter 2 are obtained by expanding the sample values

$$\begin{pmatrix} \text{The} \\ \text{Truck's} \\ \text{Annual} \\ \text{VMT} \end{pmatrix}.$$

The key daily VMT estimates throughout Chapter 3 are obtained by expanding the sample values

$$\begin{pmatrix} \text{The Truck's} \\ \text{Sample Day} \\ \text{VMT} \end{pmatrix}.$$

IMPORTANT NOTICE

All estimates in every table of this report have been adjusted using the three stratifying variables: (i) commodity-carrying status, (ii) census division, and (iii) truck type to compensate for extremely high nonresponse rates. (See Tables G and H of Appendix A). As a result, preliminary comparisons with other data sources have revealed inconsistencies -especially when detailed estimates are presented using variables other than the three stratifying variables. Individual estimates are not highly reliable and should be used cautiously only to give impressions of broad trends, patterns, and distributions.

Table 2.1
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Model Year: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Truck Model Year	Trucks	Annual VMT
1987(a)	3,815 (9.1%)	57,507 (13.1%)
1986	5,601 (13.4%)	87,914 (20.0%)
1985	4,163 (10.0%)	52,098 (11.8%)
1984	3,667 (8.8%)	47,033 (10.7%)
1983	3,210 (7.7%)	33,749 (7.7%)
1982	2,411 (5.8%)	22,575 (5.1%)
1981	1,807 (4.3%)	16,978 (3.9%)
1980	1,217 (2.9%)	12,435 (2.8%)
1979	3,205 (7.7%)	22,403 (5.1%)
1978	2,475 (5.9%)	22,159 (5.0%)
PRE-1978	10,194 (24.4%)	65,285 (14.8%)
Unknown	3 (b)	37 (b)
TOTALS	41,768 (100.0%)	440,174 (100.0%)

(a) Includes some 1988 models.

(b) Quantity rounded to zero.

Table 2.2
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Model Year and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Truck Model Year	Commodity-Carrying Status											
	Commodity-Carrying				Non-Commodity-Carrying				TOTALS			
	Short Haul		Long Haul		Business Use		Personal Use		Not In Use		Trucks	Annual VMT
Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks
1987(a)	558	13,771	100	6,516	574	11,892	2,583	25,327	0	0	3,815	57,507
	(7.6%)	(14.0%)	(13.0%)	(15.8%)	(9.0%)	(17.6%)	(9.5%)	(10.9%)	(0.0%)	(0.0%)	(9.1%)	(13.1%)
1986	788	14,640	101	6,976	1,098	14,941	3,614	51,357	0	0	5,601	87,914
	(10.7%)	(14.9%)	(13.2%)	(16.9%)	(17.2%)	(22.2%)	(13.3%)	(22.1%)	(0.0%)	(0.0%)	(13.4%)	(20.0%)
1985	660	13,446	103	6,790	686	7,122	2,713	24,740	0	0	4,163	52,098
	(9.0%)	(13.7%)	(13.5%)	(16.4%)	(10.7%)	(10.6%)	(10.0%)	(10.6%)	(0.0%)	(0.0%)	(10.0%)	(11.8%)
1984	496	8,085	107	6,434	584	6,633	2,479	25,881	0	0	3,667	47,033
	(6.7%)	(8.2%)	(14.0%)	(15.6%)	(9.1%)	(9.8%)	(9.1%)	(11.1%)	(0.0%)	(0.0%)	(8.8%)	(10.7%)
1983	344	4,092	39	1,944	388	3,467	2,437	24,230	2	15	3,210	33,749
	(4.7%)	(4.2%)	(5.1%)	(4.7%)	(6.1%)	(5.1%)	(9.0%)	(10.4%)	(1.9%)	(3.7%)	(7.7%)	(7.7%)
1982	487	7,199	29	1,463	423	3,277	1,472	10,637	0	0	2,411	22,575
	(6.6%)	(7.3%)	(3.8%)	(3.5%)	(6.6%)	(4.9%)	(5.4%)	(4.6%)	(0.0%)	(0.0%)	(5.8%)	(5.1%)
1981	296	3,852	38	2,065	357	2,121	1,114	8,939	2	1	1,807	16,978
	(4.0%)	(3.9%)	(4.9%)	(5.0%)	(5.6%)	(3.1%)	(4.1%)	(3.8%)	(2.0%)	(0.3%)	(4.3%)	(3.9%)
1980	330	3,913	45	1,965	132	1,009	706	5,538	3	10	1,217	12,435
	(4.5%)	(4.0%)	(5.9%)	(4.8%)	(2.1%)	(1.5%)	(2.6%)	(2.4%)	(2.9%)	(2.4%)	(2.9%)	(2.8%)
1979	624	6,638	51	2,091	506	4,201	2,017	9,437	7	35	3,205	22,403
	(8.5%)	(6.7%)	(6.6%)	(5.1%)	(7.9%)	(6.2%)	(7.4%)	(4.1%)	(6.0%)	(8.6%)	(7.7%)	(5.1%)
1978	469	5,012	44	1,539	192	2,425	1,748	13,030	22	153	2,475	22,159
	(6.4%)	(5.1%)	(5.7%)	(3.7%)	(3.0%)	(3.6%)	(6.4%)	(5.6%)	(18.3%)	(37.3%)	(5.9%)	(5.0%)
Pre-1978	2,310	17,670	108	3,507	1,454	10,297	6,240	33,617	82	195	10,194	65,285
	(31.4%)	(18.0%)	(14.2%)	(8.5%)	(22.7%)	(15.3%)	(23.0%)	(14.4%)	(68.8%)	(47.6%)	(24.4%)	(14.8%)
Unknown	3	37	0	0	b	b	b	b	(0.0%)	(0.0%)	(b)	(b)
TOTALS	7,365	98,354	766	41,292	6,393	67,385	27,125	232,733	119	410	41,768	440,174
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

(a) Includes some 1988 models.

(b) Quantity rounded to zero.

Table 2.3
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Model Year and Truck Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Truck Model Year	Truck Type										TOTALS	
	Pickup		Utility		Small		Large		Truck-Tractor			
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT
1987(a)	2,168	26,767	1,362	18,396	127	2,190	76	3,077	82	7,076	3,815	57,507
	(8.8%)	(12.3%)	(11.1%)	(14.9%)	(4.5%)	(8.7%)	(7.3%)	(14.9%)	(7.8%)	(13.3%)	(9.1%)	(13.1%)
1986	2,710	42,334	2,464	31,196	230	3,281	83	2,301	115	8,802	5,601	87,914
	(11.0%)	(19.5%)	(20.0%)	(25.2%)	(8.1%)	(13.0%)	(7.9%)	(11.1%)	(10.9%)	(16.5%)	(13.4%)	(20.0%)
1985	1,941	16,460	1,870	22,549	153	2,228	79	2,034	120	8,827	4,163	52,098
	(7.9%)	(7.6%)	(15.2%)	(18.2%)	(5.4%)	(8.8%)	(7.6%)	(9.9%)	(11.5%)	(16.6%)	(10.0%)	(11.8%)
1984	2,176	25,058	1,221	12,762	108	1,714	75	2,008	86	5,491	3,667	47,033
	(8.9%)	(11.5%)	(9.9%)	(10.3%)	(3.8%)	(6.8%)	(7.2%)	(9.7%)	(8.2%)	(10.3%)	(8.8%)	(10.7%)
1983	2,331	21,977	704	6,946	107	1,789	35	921	33	2,116	3,210	33,749
	(9.5%)	(10.1%)	(5.7%)	(5.6%)	(3.7%)	(7.1%)	(3.3%)	(4.5%)	(3.2%)	(4.0%)	(7.7%)	(7.7%)
1982	1,770	13,533	423	3,705	127	2,017	39	862	51	2,457	2,411	22,575
	(7.2%)	(6.2%)	(3.4%)	(3.0%)	(4.5%)	(8.0%)	(3.8%)	(4.2%)	(4.9%)	(4.6%)	(5.8%)	(5.1%)
1981	1,246	8,572	310	2,848	114	1,005	68	1,225	70	3,330	1,807	16,978
	(5.1%)	(3.9%)	(2.5%)	(2.3%)	(4.0%)	(4.0%)	(6.5%)	(5.9%)	(6.6%)	(6.3%)	(4.3%)	(3.9%)
1980	761	5,558	205	1,597	103	1,129	68	1,077	79	3,073	1,217	12,435
	(3.1%)	(2.6%)	(1.7%)	(1.3%)	(3.6%)	(4.5%)	(6.6%)	(5.2%)	(7.5%)	(5.8%)	(2.9%)	(2.8%)
1979	1,813	10,890	1,006	5,091	224	1,657	82	1,584	80	3,181	3,205	22,403
	(7.4%)	(5.0%)	(8.2%)	(4.1%)	(7.9%)	(6.6%)	(7.9%)	(7.7%)	(7.6%)	(6.0%)	(7.7%)	(5.1%)
1978	1,644	12,008	567	5,455	138	1,093	66	1,425	59	2,179	2,475	22,159
	(6.7%)	(5.5%)	(4.6%)	(4.4%)	(4.9%)	(4.3%)	(6.4%)	(6.9%)	(5.6%)	(4.1%)	(3.9%)	(5.0%)
Pre-1978	5,978	34,265	2,158	13,071	1,415	7,184	369	4,101	275	6,665	10,194	65,285
	(24.4%)	(15.8%)	(17.6%)	(10.6%)	(49.7%)	(28.4%)	(35.3%)	(19.9%)	(26.2%)	(12.5%)	(24.4%)	(14.8%)
Unknown	0	0	0	0	b	1	3	35	b	2	3	37
	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(b)	(b)	(0.3%)	(0.2%)	(b)	(b)	(b)	(b)
TOTALS	24,537	217,420	12,290	123,617	2,847	25,287	1,044	20,650	1,050	53,199	41,768	440,174
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

(a) Includes some 1988 models.

(b) Quantity rounded to zero.

Table 2.4
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Commodity-Carrying Status and Truck Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Commodity-Carrying Status	Annual VMT	Trucks	Annual VMT	Truck Type		Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT							
				Utility															
				Pickup	Trucks														
Commodity-Carrying																			
-Short Haul	2,948 (12.0%)	28,482 (13.1%)	1,247 (10.1%)	16,652 (13.5%)	1,805 (63.4%)	18,929 (74.9%)	777 (74.4%)	14,089 (68.2%)	588 (56.0%)	20,203 (38.0%)	7,365 (17.0%)	98,354 (22.3%)							
-Long Haul	115 (0.5%)	2,516 (1.2%)	103 (0.8%)	1,435 (1.2%)	58 (2.0%)	642 (2.5%)	105 (10.0%)	5,038 (24.4%)	385 (36.6%)	31,662 (59.5%)	766 (1.5%)	41,292 (2.4%)							
Non-Commodity-Carrying																			
-Business Use	3,664 (14.9%)	40,111 (18.4%)	1,966 (16.0%)	26,609 (16.7%)	599 (21.0%)	4,102 (16.2%)	104 (10.0%)	1,329 (6.4%)	60 (5.8%)	1,234 (2.3%)	6,393 (15.3%)	67,385 (15.3%)							
-Personal Use	17,765 (72.4%)	146,142 (67.2%)	8,963 (72.9%)	84,880 (68.7%)	332 (11.7%)	1,473 (5.8%)	54 (5.1%)	177 (0.9%)	11 (1.1%)	62 (0.1%)	27,125 (64.9%)	232,733 (52.9%)							
-Not In Use	45 (0.2%)	170 (0.1%)	10 (0.1%)	41 (a)	53 (1.9%)	142 (0.6%)	5 (0.5%)	17 (0.1%)	6 (0.5%)	39 (0.1%)	119 (0.3%)	410 (0.1%)							
TOTALS	24,537 (100.0%)	217,420 (100.0%)	12,290 (100.0%)	123,617 (100.0%)	2,847 (100.0%)	25,287 (100.0%)	1,044 (100.0%)	20,650 (100.0%)	1,050 (100.0%)	53,199 (100.0%)	41,768 (100.0%)	440,174 (100.0%)							

(a) Quantity rounded to zero.

Table 2.5
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Description and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Truck Description	Commodity-Carrying Status										Non-Commodity-Carrying Status			TOTALS	
	Short Haul		Long Haul		Business Use		Personal Use		Not In Use		Annual VMT	Trucks	Annual VMT	Annual VMT	Trucks
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT					
Straight Truck															
-With 4 Tires Without Trailer	4,000 (54.3%)	44,451 (45.2%)	197 (25.7%)	3,937 (25.5%)	5,336 (83.8%)	56,499 (83.8%)	25,471 (93.9%)	220,104 (94.6%)	73 (61.7%)	275 (67.1%)	35,097 (84.9%)	325,266 (73.9%)	10,029 (2.3%)	1,163 (2.0%)	10,029 (2.3%)
-With 4 Tires With Trailer(s)	123 (1.7%)	2,425 (2.5%)	8 (1.0%)	236 (0.6%)	201 (3.1%)	1,222 (1.8%)	832 (3.1%)	6,146 (2.6%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1,163 (2.0%)	1,163 (2.0%)	1,163 (2.0%)
-With 6 or More Tires Without Trailer	2,246 (30.5%)	26,760 (27.2%)	79 (10.4%)	1,848 (4.5%)	518 (8.1%)	4,084 (6.1%)	170 (0.6%)	821 (0.4%)	35 (29.7%)	92 (22.4%)	3,050 (7.3%)	33,605 (7.6%)	3,050 (7.3%)	3,050 (7.3%)	3,050 (7.3%)
-With 6 or More Tires With Trailer(s)	208 (2.8%)	2,843 (2.9%)	34 (4.5%)	868 (2.1%)	102 (1.6%)	1,628 (2.4%)	10 (0.6%)	80 (0.6%)	1 (0.6%)	1 (0.6%)	355 (0.9%)	5,419 (1.2%)	355 (0.9%)	355 (0.9%)	355 (0.9%)
Truck-Tractor															
-With Trailer(s)	508 (6.9%)	19,136 (19.5%)	418 (54.6%)	34,061 (82.5%)	35 (0.5%)	2,172 (3.2%)	4 (0.5%)	1 (0.5%)	5 (4.2%)	38 (9.2%)	966 (2.3%)	55,408 (12.6%)	966 (2.3%)	966 (2.3%)	966 (2.3%)
-Without Trailer	14 (0.2%)	396 (0.4%)	3 (0.4%)	120 (0.3%)	1 (0.3%)	4 (0.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	18 (0.1%)	18 (0.1%)	18 (0.1%)
Other	128 (1.7%)	1,346 (1.4%)	17 (2.3%)	105 (0.3%)	137 (2.1%)	1,338 (2.0%)	325 (1.2%)	3,379 (1.5%)	3 (2.3%)	5 (1.2%)	610 (1.5%)	6,194 (1.4%)	610 (1.5%)	610 (1.5%)	610 (1.5%)
Unknown	138 (1.9%)	998 (1.0%)	9 (1.1%)	117 (0.3%)	43 (0.7%)	418 (0.6%)	317 (1.2%)	2,200 (0.9%)	1 (1.2%)	1 (1.2%)	508 (1.2%)	3,733 (0.8%)	508 (1.2%)	508 (1.2%)	508 (1.2%)
TOTALS	7,365 (100.0%)	98,354 (100.0%)	766 (100.0%)	41,292 (100.0%)	6,393 (100.0%)	67,385 (100.0%)	27,125 (100.0%)	232,733 (100.0%)	119 (100.0%)	410 (100.0%)	41,768 (100.0%)	440,174 (100.0%)	440,174 (100.0%)	440,174 (100.0%)	440,174 (100.0%)

(a) Quantity rounded to zero.

Table 2.6
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Description and Major Use: 1990 NTACCS
(Trucks in Thousands/Annual VMT in Millions)

Truck Description	Annual VMT	Major Use			Major Use			TOTALS		
		Personal Transportation		Contract Carrier	Common Carrier		Business Use		Unknown	
		Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks
Straight Truck										
-With 4 Tires	29,909 (94.6%)	262,736 (95.7%)	228 (34.7%)	2,773 (32.7%)	470 (33.1%)	7,754 (18.3%)	4,171 (56.8%)	51,576 (52.8%)	319 (43.1%)	427 (11.0%)
Without Trailer										
-With 4 Tires	882 (2.8%)	5,334 (1.9%)	1 (0.2%)	48 (0.2%)	17 (1.2%)	847 (2.0%)	262 (3.6%)	3,774 (3.9%)	1 (0.1%)	26 (0.7%)
With Trailer(s)										
-With 6 or More Tires Without Trailer	279 (0.9%)	1,581 (0.6%)	157 (23.9%)	2,913 (13.3%)	467 (32.9%)	7,069 (16.7%)	2,115 (28.8%)	21,815 (22.3%)	32 (4.3%)	227 (5.8%)
-With 6 or More Tires With Trailer(s)	33 (0.1%)	167 (0.1%)	20 (3.1%)	1,005 (4.6%)	63 (4.5%)	1,400 (3.3%)	237 (3.2%)	2,814 (2.9%)	2 (0.2%)	33 (0.8%)
Truck-Tractor										
-With Trailer(s)	0 (0.0%)	0 (0.0%)	210 (32.0%)	14,396 (65.9%)	384 (27.0%)	24,773 (58.6%)	364 (5.0%)	15,757 (16.1%)	8 (1.1%)	482 (12.4%)
Without Trailer	a (a)	1 (0.5%)	3 (0.3%)	57 (0.9%)	7 (0.5%)	297 (0.7%)	7 (0.1%)	135 (0.1%)	a (0.1%)	29 (0.6%)
Other	407 (1.3%)	4,143 (1.5%)	13 (2.0%)	196 (0.9%)	11 (0.8%)	99 (0.2%)	180 (2.4%)	1,753 (1.8%)	1 (0.1%)	4 (0.1%)
Unknown	95 (0.3%)	553 (0.2%)	24 (3.7%)	470 (2.2%)	1 (a)	28 (0.1%)	10 (0.1%)	20 (a)	377 (50.9%)	2,662 (68.4%)
TOTALS	31,605 (100.0%)	274,515 (100.0%)	656 (100.0%)	21,859 (100.0%)	1,419 (100.0%)	42,267 (100.0%)	7,347 (100.0%)	97,645 (100.0%)	741 (100.0%)	3,890 (100.0%)

(a) Quantity rounded to zero.

Table 2.7
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Configuration: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Truck Configuration	Trucks	Annual VMT
No Trailers Pulled	35,925 (86.0%)	336,180 (76.4%)
Straight Truck Only, Utility Trailer or Trailer Less Than 20 Feet Long		
- One Axle on Trailer Pulled	1,670 (4.0%)	23,661 (5.4%)
- Two Axles on Trailer Pulled	1,370 (3.3%)	10,938 (2.5%)
- Three Axles on Trailer Pulled	56 (0.1%)	1,374 (0.3%)
Straight Truck Only, Full Trailer		
- Two Axles on Trailer Pulled	188 (0.5%)	2,585 (0.6%)
- Three Axles on Trailer Pulled	8 (a)	101 (a)
- Four Axles on Trailer Pulled	1 (a)	125 (a)
Semi-Trailer		
- One Axle on Trailer Pulled	84 (0.2%)	2,311 (0.5%)
- Two Axles on Trailer Pulled	754 (1.8%)	42,575 (9.7%)
- Three Axles on Trailer Pulled	43 (0.1%)	2,262 (0.5%)
Two Trailers, One Semi- and One Full		
- Total of Three Axles on Two Trailers Pulled	35 (0.1%)	3,652 (0.8%)
- Total of Four Axles on Two Trailers Pulled	7 (a)	521 (0.1%)
Two or Three Trailers, One Semi- and One Full or One Semi- and Two Full		
- Five Axles on Two or Three Trailers Pulled	6 (a)	623 (0.1%)
- Six or More Axles on All Trailers Pulled	6 (a)	299 (0.1%)
Unknown	1,614 (3.9%)	12,966 (2.9%)
TOTALS	41,768 (100.0%)	440,174 (100.0%)

(a) Quantity rounded to zero.

Table 2.8
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Truck Body Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Truck Body Type	Trucks	Annual VMT
Platform Types - Flatbeds, Stakes, Flatbeds with Added Devices, and Low Boys (Goosenecks)	1,379	(3.3%)
Pickup	23,186	(55.5%)
Panel or Compact Van	2,907	(7.0%)
Mini-Van, Utility, Station Wagon (Bronco, Blazer, Jeep, Etc.)	6,191	(14.8%)
Van Types - Enclosed Vans, Open Top Vans, Drop Frame Vans, Refrigerated, Nonrefrigerated, Multistop, and High Cubes	2,687	(6.4%)
SPECIALIZED USE TRUCKS		
Automobile or Boat Transport	682	(1.6%)
Beverage Truck	127	(0.3%)
Removable Dry Container on Trailer Chassis	23	(0.1%)
Removable Liquid Container on Trailer Chassis	4	(a)
Other Cargo Container Chassis	165	(0.4%)
Concrete Mixer	85	(0.2%)
Dump Truck	699	(1.7%)
Grain Bodies (Including Hoppers, Grain Boxes)	355	(0.8%)
Garbage Truck	56	(0.1%)
Livestock Truck, Including Livestock Drop Frame	198	(0.5%)
Pole, Logging, or Pipe Truck	73	(0.2%)
Tank Truck for Dry Bulk	43	(0.1%)
Tank Truck for Liquids or Gases		
- Nonhazardous Materials	115	(0.3%)
- Hazardous Materials	131	(0.3%)
Utility Truck	700	(1.7%)
Other	902	(2.2%)
Unknown	1,059	(2.5%)
TOTALS	41,768	(100.0%)
		<i>ND</i>
(a) Quantity rounded to zero.		

Table 2.9
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of States Operated In and Census Region: 1990 NTACS
 (Trucks in Thousands/Annual VMT in Millions)

Number of States Operated In	Census Regions								TOTALS	
	Northeast		Midwest		South		West			
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT
Less Than 3	4,171 (75.9%)	34,656 (60.5%)	8,140 (77.6%)	77,854 (63.7%)	12,354 (80.8%)	114,079 (69.1%)	9,283 (88.5%)	78,071 (81.7%)	33,947 (81.3%)	304,660 (69.2%)
3 - 5	856 (15.6%)	10,304 (18.0%)	1,611 (15.4%)	26,593 (21.8%)	2,213 (14.5%)	33,957 (20.6%)	765 (7.3%)	10,291 (10.8%)	5,444 (13.0%)	81,145 (18.4%)
6 - 9	308 (5.6%)	7,510 (13.1%)	239 (2.3%)	5,178 (4.2%)	523 (3.4%)	10,290 (6.2%)	304 (2.9%)	4,633 (4.8%)	1,375 (3.3%)	27,612 (6.3%)
10 - 24	114 (2.1%)	4,136 (7.2%)	232 (2.2%)	6,623 (5.4%)	157 (1.0%)	3,972 (2.4%)	20 (0.2%)	649 (0.7%)	523 (1.3%)	15,380 (3.5%)
25 - 40	3 (a)	229 (0.4%)	33 (0.3%)	4,029 (3.3%)	17 (0.1%)	1,940 (1.2%)	2 (a)	233 (0.2%)	55 (0.1%)	6,431 (1.5%)
41 or More	1 (a)	149 (0.3%)	11 (0.1%)	1,191 (1.0%)	5 (a)	547 (0.3%)	6 (0.1%)	990 (1.0%)	24 (0.1%)	2,877 (0.7%)
Unknown	40 (0.7%)	286 (0.5%)	222 (2.1%)	754 (0.6%)	26 (0.2%)	331 (0.2%)	111 (1.1%)	699 (0.7%)	398 (1.0%)	2,070 (0.5%)
TOTALS	5,493 (100.0%)	57,270 (100.0%)	10,489 (100.0%)	122,222 (100.0%)	15,295 (100.0%)	165,116 (100.0%)	10,491 (100.0%)	95,566 (100.0%)	41,768 (100.0%)	440,174 (100.0%)

(a) Quantity rounded to zero.

Table 2.10
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of States Operated In and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Number of States Operated In	Commodity-Carrying Status											
	Commodity-Carrying				Non-Commodity-Carrying				TOTALS			
	Short Haul		Long Haul		Business Use		Personal Use		Not In Use		Trucks	Annual VMT
Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	
Less Than 3	6,744 (91.6%)	81,997 (83.4%)	286 (37.4%)	8,015 (19.4%)	5,511 (86.2%)	53,496 (79.4%)	21,295 (78.5%)	160,767 (69.1%)	111 (93.8%)	384 (93.8%)	33,947 (81.3%)	304,660 (69.2%)
3 - 5	481 (6.5%)	12,456 (12.7%)	190 (24.8%)	9,322 (22.6%)	682 (10.7%)	10,454 (15.5%)	4,092 (15.1%)	48,912 (21.0%)	0 (0.0%)	0 (0.0%)	5,444 (13.0%)	81,145 (18.4%)
6 - 9	54 (0.7%)	1,595 (1.6%)	109 (14.2%)	6,621 (16.0%)	95 (1.5%)	2,060 (3.1%)	1,117 (4.1%)	17,335 (7.4%)	0 (0.0%)	0 (0.0%)	1,375 (3.3%)	27,612 (6.3%)
10 - 24	24 (0.3%)	1,063 (1.1%)	99 (13.0%)	8,212 (19.9%)	67 (1.1%)	1,035 (1.5%)	333 (1.2%)	5,070 (2.2%)	0 (0.0%)	0 (0.0%)	523 (1.3%)	15,380 (3.5%)
25 - 40	4 (0.1%)	514 (0.5%)	51 (6.7%)	5,917 (14.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	55 (0.1%)	6,431 (1.5%)
41 or More	a (a)	40 (3.0%)	23 (6.9%)	2,837 (6.9%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	24 (0.1%)	2,877 (0.7%)
Unknown	58 (0.8%)	689 (0.7%)	7 (0.9%)	366 (0.9%)	38 (0.6%)	340 (0.5%)	288 (1.1%)	648 (0.3%)	7 (6.2%)	26 (6.2%)	398 (1.0%)	2,070 (0.5%)
TOTALS	7,365 (100.0%)	98,354 (100.0%)	766 (100.0%)	41,292 (100.0%)	6,393 (100.0%)	67,385 (100.0%)	27,125 (100.0%)	232,733 (100.0%)	119 (100.0%)	410 (100.0%)	41,768 (100.0%)	440,174 (100.0%)

(a) Quantity rounded to zero.

Table 2.11
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of States Operated In and Truck Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Number of States Operated In	Truck Type												TOTALS	
	Pickup		Utility		Small		Large		Truck-Tractor					
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT		
Less Than 3	20,910 (85.2%)	168,120 (77.3%)	8,808 (71.7%)	79,196 (64.1%)	2,673 (93.9%)	22,898 (90.5%)	912 (87.4%)	14,809 (71.7%)	644 (61.4%)	19,637 (36.9%)	33,947 (81.3%)	304,660 (69.2%)		
3 - 5	2,766 (11.3%)	35,778 (16.5%)	2,284 (18.6%)	28,846 (23.3%)	131 (4.6%)	2,125 (8.4%)	91 (8.7%)	3,173 (15.4%)	172 (16.4%)	11,224 (21.1%)	5,444 (13.0%)	81,145 (18.4%)		
6 - 9	569 (2.3%)	12,345 (5.7%)	715 (5.8%)	9,223 (7.5%)	13 (0.4%)	118 (0.5%)	18 (1.8%)	1,397 (6.8%)	60 (5.8%)	4,529 (8.5%)	1,375 (3.3%)	27,612 (6.3%)		
10 - 24	7 (0.0%)	31 (0.0%)	407 (3.3%)	5,933 (4.8%)	4 (0.1%)	51 (0.2%)	11 (1.0%)	572 (2.8%)	94 (9.0%)	8,794 (16.5%)	523 (1.3%)	15,380 (3.5%)		
25 - 40	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	5 (0.4%)	493 (2.4%)	51 (4.8%)	5,939 (11.2%)	55 (0.1%)	6,431 (1.5%)		
41 or More	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.1%)	123 (0.6%)	22 (2.1%)	2,755 (5.2%)	24 (0.1%)	2,877 (0.7%)		
Unknown	285 (1.2%)	1,147 (0.5%)	77 (0.6%)	419 (0.3%)	25 (0.9%)	97 (0.4%)	6 (0.5%)	85 (0.4%)	6 (0.6%)	322 (0.6%)	398 (1.0%)	2,070 (0.5%)		
TOTALS	24,537 (100.0%)	217,420 (100.0%)	12,290 (100.0%)	123,617 (100.0%)	2,847 (100.0%)	25,287 (100.0%)	1,044 (100.0%)	20,650 (100.0%)	1,050 (100.0%)	53,199 (100.0%)	41,768 (100.0%)	440,174 (100.0%)		

Table 2.12
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of States Operated In and Major Use: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Number of States Operated In	Major Use										TOTALS	
	Personal Transportation		Contract Carrier		Common Carrier		Other Business Use		Unknown			
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT
Less Than 3	25,157 (79.6%)	193,308 (70.4%)	467 (71.2%)	11,193 (51.2%)	1,121 (79.0%)	21,257 (50.3%)	6,650 (90.5%)	76,917 (78.8%)	553 (74.7%)	1,985 (51.0%)	33,947 (81.3%)	304,660 (69.2%)
3 - 5	4,601 (14.6%)	54,961 (20.0%)	54 (8.2%)	3,017 (13.8%)	160 (11.3%)	7,236 (17.1%)	542 (7.4%)	14,378 (14.7%)	88 (11.8%)	1,553 (39.9%)	5,444 (13.0%)	81,145 (18.4%)
6 - 9	1,173 (3.7%)	19,360 (7.1%)	56 (8.6%)	1,602 (7.3%)	36 (2.6%)	2,912 (6.9%)	102 (1.4%)	3,718 (3.8%)	8 (1.0%)	19 (0.5%)	1,375 (3.3%)	27,612 (6.3%)
10 - 24	408 (1.3%)	5,913 (2.2%)	37 (5.6%)	3,444 (15.8%)	42 (3.0%)	3,973 (9.4%)	34 (0.5%)	1,986 (2.0%)	3 (0.4%)	65 (1.7%)	523 (1.3%)	15,380 (3.5%)
25 - 40	0 (0.0%)	0 (0.0%)	11 (1.7%)	1,488 (6.8%)	41 (2.9%)	4,652 (11.0%)	2 (a)	268 (0.3%)	2 (a)	24 (0.6%)	55 (0.1%)	6,431 (1.5%)
41 or More	0 (0.0%)	0 (0.0%)	5 (0.8%)	570 (2.6%)	16 (1.2%)	2,118 (5.0%)	2 (a)	174 (0.2%)	2 (a)	16 (0.4%)	24 (0.1%)	2,877 (0.7%)
Unknown	266 (0.8%)	973 (0.4%)	26 (3.9%)	545 (2.5%)	2 (0.1%)	119 (0.3%)	15 (0.2%)	204 (0.2%)	89 (12.0%)	228 (5.9%)	398 (1.0%)	2,070 (0.5%)
TOTALS	31,605 (100.0%)	274,515 (100.0%)	656 (100.0%)	21,859 (100.0%)	1,419 (100.0%)	42,267 (100.0%)	7,347 (100.0%)	97,645 (100.0%)	741 (100.0%)	3,890 (100.0%)	41,768 (100.0%)	440,174 (100.0%)

(a) Quantity rounded to zero.

Table 2.13
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of Weeks Operated and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Number of Weeks Operated	Commodity-Carrying Status												TOTALS	
	Commodity-Carrying				Non-Commodity-Carrying									
	Short Haul		Long Haul		Business Use		Personal Use		Not In Use		Trucks	Annual VMT		
Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	
0	26	a	2	a	4	a	133	a	0	0	165	a		
	(0.4%)	(a)	(0.3%)	(a)	(0.1%)	(a)	(0.5%)	(a)	(0.0%)	(0.0%)	(0.4%)	(a)		
1 - 4	358	130	9	11	188	72	1,306	470	6	a	1,866	682		
	(4.9%)	(0.1%)	(1.2%)	(a)	(2.9%)	(0.1%)	(4.8%)	(0.2%)	(5.1%)	(a)	(4.5%)	(0.2%)		
5 - 8	198	239	11	60	78	43	458	235	13	5	758	582		
	(2.7%)	(0.2%)	(1.5%)	(0.1%)	(1.2%)	(0.1%)	(1.7%)	(0.1%)	(10.8%)	(1.2%)	(1.8%)	(0.1%)		
9 - 12	261	653	8	60	220	323	631	1,805	0	0	1,119	2,841		
	(3.5%)	(0.7%)	(1.0%)	(0.1%)	(3.4%)	(0.5%)	(2.3%)	(0.8%)	(0.0%)	(0.0%)	(2.7%)	(0.6%)		
13 - 16	115	264	15	79	47	169	213	1,249	13	7	403	1,767		
	(1.6%)	(0.3%)	(2.0%)	(0.2%)	(0.7%)	(0.3%)	(0.8%)	(0.5%)	(10.8%)	(1.7%)	(1.0%)	(0.4%)		
17 - 20	183	604	11	120	66	341	754	2,164	a	0	1,015	3,229		
	(2.5%)	(0.6%)	(1.4%)	(0.3%)	(1.0%)	(0.5%)	(2.8%)	(0.9%)	(0.3%)	(0.0%)	(2.4%)	(0.7%)		
21 - 24	92	411	6	104	56	302	129	2,263	0	0	283	3,079		
	(1.2%)	(0.4%)	(0.8%)	(0.3%)	(0.9%)	(0.4%)	(0.5%)	(1.0%)	(0.0%)	(0.0%)	(0.7%)	(0.7%)		
25 - 28	163	956	22	316	60	205	828	2,543	1	9	1,074	4,029		
	(2.2%)	(1.0%)	(2.8%)	(0.8%)	(0.9%)	(0.3%)	(3.1%)	(1.1%)	(0.5%)	(2.2%)	(2.6%)	(0.9%)		
29 - 32	200	1,484	16	543	217	1,044	359	2,647	2	14	794	5,731		
	(2.7%)	(1.5%)	(2.1%)	(1.3%)	(3.4%)	(1.5%)	(1.3%)	(1.1%)	(1.5%)	(3.3%)	(1.9%)	(1.3%)		
33 - 36	164	1,272	20	403	251	1,529	76	360	10	17	521	3,581		
	(2.2%)	(1.3%)	(2.6%)	(1.0%)	(3.9%)	(2.3%)	(0.3%)	(0.2%)	(8.1%)	(4.2%)	(1.2%)	(0.8%)		
37 - 40	318	3,466	56	1,457	288	2,415	403	2,355	a	5	1,063	9,697		
	(4.3%)	(3.5%)	(7.3%)	(3.5%)	(4.5%)	(3.6%)	(1.5%)	(1.0%)	(0.3%)	(1.3%)	(2.6%)	(2.2%)		
41 - 44	123	2,526	12	630	64	791	509	4,013	1	1	708	7,961		
	(1.7%)	(2.6%)	(1.5%)	(1.5%)	(1.0%)	(1.2%)	(1.9%)	(1.7%)	(1.0%)	(0.4%)	(1.7%)	(1.8%)		
45 - 48	348	6,031	56	3,709	322	4,690	1,167	15,106	10	55	1,903	29,610		
	(4.7%)	(6.2%)	(7.3%)	(9.0%)	(5.0%)	(7.0%)	(4.3%)	(6.5%)	(8.3%)	(13.4%)	(4.6%)	(6.7%)		
49 - 50	612	10,001	116	7,469	731	8,083	1,525	13,888	9	52	2,993	39,493		
	(8.3%)	(10.2%)	(15.2%)	(18.1%)	(11.4%)	(12.0%)	(5.6%)	(6.0%)	(7.3%)	(12.8%)	(7.2%)	(9.0%)		
51	120	2,672	15	1,448	63	1,021	138	2,617	0	0	336	7,759		
	(1.6%)	(2.7%)	(2.0%)	(3.5%)	(1.0%)	(1.5%)	(0.5%)	(1.1%)	(0.0%)	(0.0%)	(0.8%)	(1.8%)		
52	4,084	67,627	390	24,884	3,740	46,359	18,495	181,020	54	244	26,764	320,133		
	(55.5%)	(68.8%)	(51.0%)	(60.3%)	(58.5%)	(68.8%)	(68.2%)	(77.8%)	(45.8%)	(59.5%)	(64.1%)	(72.7%)		
TOTALS	7,365	98,354	766	41,292	6,393	67,385	27,125	232,733	119	410	41,768	440,174		
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)		

(a) Quantity rounded to zero.

Table 2.14
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of Weeks Operated and Truck Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Number of Weeks Operated	Truck Type										TOTALS	
	Pickup		Utility		Small		Large		Truck-Tractor			
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT
0	65	a (0.3%)	82	a (0.7%)	8	a (0.3%)	8	a (0.8%)	2	a (0.2%)	165	a (0.4%)
1 - 4	1,223	337 (5.0%)	328	201 (2.7%)	251	93 (8.8%)	48	20 (4.6%)	17	31 (1.6%)	1,866	682 (4.5%)
5 - 8	433	170 (1.8%)	75	131 (0.6%)	180	153 (6.3%)	41	52 (4.0%)	29	77 (2.8%)	758	582 (1.8%)
9 - 12	701	1,709 (2.9%)	178	478 (1.4%)	176	320 (6.2%)	34	96 (3.2%)	31	237 (3.0%)	1,119	2,841 (2.7%)
13 - 16	137	802 (0.6%)	168	624 (1.4%)	64	169 (2.2%)	25	77 (2.4%)	9	95 (0.4%)	403	1,767 (1.0%)
17 - 20	756	2,099 (3.1%)	130	491 (1.1%)	81	167 (2.8%)	28	256 (2.6%)	20	215 (1.9%)	1,015	3,229 (2.4%)
21 - 24	124	2,197 (0.5%)	91	351 (0.7%)	42	246 (1.5%)	14	112 (1.0%)	12	174 (1.2%)	283	3,079 (0.7%)
25 - 28	568	1,566 (2.3%)	337	1,294 (2.7%)	105	389 (3.7%)	35	292 (3.4%)	29	488 (2.7%)	1,074	4,029 (2.6%)
29 - 32	510	1,890 (2.1%)	119	2,003 (1.0%)	85	454 (3.0%)	45	660 (4.3%)	36	724 (3.2%)	794	5,731 (1.9%)
33 - 36	203	798 (0.8%)	188	1,132 (1.5%)	80	558 (2.8%)	29	405 (2.7%)	21	688 (2.0%)	521	3,581 (1.2%)
37 - 40	601	3,713 (2.4%)	193	1,524 (1.6%)	152	1,379 (5.3%)	63	993 (6.0%)	57	2,088 (4.8%)	1,065	9,697 (2.6%)
41 - 44	572	4,798 (2.3%)	61	960 (0.5%)	34	885 (1.2%)	21	388 (3.5%)	20	929 (1.9%)	708	7,961 (1.7%)
45 - 48	1,229	16,950 (5.0%)	379	4,090 (3.1%)	136	1,313 (4.8%)	69	1,597 (5.2%)	90	5,660 (6.7%)	1,903	29,610 (4.6%)
49 - 50	1,504	16,348 (6.1%)	1,027	8,677 (8.4%)	235	2,547 (8.2%)	89	2,640 (10.1%)	138	9,281 (8.6%)	2,993	39,493 (7.2%)
51	161	3,447 (0.7%)	78	467 (0.6%)	50	1,056 (1.7%)	23	886 (4.2%)	24	1,902 (2.2%)	336	7,759 (0.8%)
52	15,751	160,597 (64.2%)	8,857	101,193 (72.1%)	1,169	15,559 (41.1%)	473	12,174 (61.5%)	515	30,611 (45.3%)	26,764	320,133 (57.5%)
TOTALS	24,537	217,420 (100.0%)	12,290	123,617 (100.0%)	2,847	25,287 (100.0%)	1,044	20,650 (100.0%)	1,050	53,199 (100.0%)	41,768	440,174 (100.0%)

(a) Quantity rounded to zero.

Table 2.15
Number of Four Year and Older Trucks and Associated Annual Vehicle Miles Traveled (VMT)
by Number of Weeks Operated and Major Use: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Number of Weeks Operated	Major Use												TOTALS
	Personal Transportation		Contract Carrier		Common Carrier		Other Business Use		Unknown		Trucks	Annual VMT	
	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks
0	68	a	4	a	0	0	9	a	84	a	165	a	(0.2%) (a)
1 - 4	1,240	448	6	12	48	42	289	110	284	70	1,866	682	(3.9%) (0.2%) (0.9%) (0.1%) (3.4%) (0.1%) (3.9%) (0.1%) (38.3%) (1.8%) (4.5%) (0.2%)
5 - 8	436	277	5	11	39	49	274	238	4	7	758	582	(1.4%) (0.1%) (0.7%) (a) (2.7%) (0.1%) (3.7%) (0.2%) (0.5%) (0.2%) (1.8%) (0.1%)
9 - 12	822	2,153	11	65	24	145	258	456	5	23	1,119	2,841	(2.6%) (0.8%) (1.7%) (0.3%) (1.7%) (0.3%) (3.5%) (0.5%) (0.7%) (0.6%) (2.7%) (0.6%)
13 - 16	278	1,358	7	36	7	30	108	335	3	8	403	1,767	(0.9%) (0.5%) (1.1%) (0.2%) (0.5%) (0.1%) (1.5%) (0.3%) (0.4%) (0.2%) (1.0%) (0.4%)
17 - 20	714	1,424	8	64	86	678	196	833	11	229	1,015	3,229	(2.3%) (0.5%) (1.1%) (0.3%) (6.1%) (1.6%) (2.7%) (0.9%) (1.5%) (5.9%) (2.4%) (0.7%)
21 - 24	194	2,546	3	51	12	167	73	310	1	5	283	3,079	(0.6%) (0.9%) (0.5%) (0.2%) (0.8%) (0.4%) (1.0%) (0.3%) (0.1%) (0.1%) (0.7%) (0.7%)
25 - 28	868	2,660	13	213	41	451	146	649	5	57	1,074	4,029	(2.7%) (1.0%) (2.0%) (1.0%) (2.9%) (1.1%) (2.0%) (0.7%) (0.6%) (1.5%) (2.6%) (0.9%)
29 - 32	478	3,071	17	465	29	442	264	1,694	5	58	794	5,731	(1.5%) (1.1%) (2.6%) (2.1%) (2.1%) (1.0%) (3.6%) (1.7%) (0.7%) (1.5%) (1.9%) (1.3%)
33 - 36	318	1,745	15	375	22	423	148	998	18	40	921	3,581	(1.0%) (0.6%) (2.2%) (1.7%) (1.5%) (1.0%) (2.0%) (1.0%) (2.5%) (1.0%) (1.2%) (0.8%)
37 - 40	645	3,838	35	1,059	70	1,336	311	3,376	5	88	1,065	9,697	(2.0%) (1.4%) (5.3%) (4.8%) (4.9%) (3.2%) (4.2%) (3.5%) (0.6%) (2.3%) (2.6%) (2.2%)
41 - 44	605	5,535	6	301	18	1,036	76	1,036	3	52	708	7,961	(1.9%) (2.0%) (0.9%) (1.4%) (1.3%) (2.5%) (1.0%) (1.1%) (0.4%) (1.3%) (1.7%) (1.8%)
45 - 48	1,413	17,252	49	2,589	127	4,980	288	4,531	27	258	1,903	29,610	(4.5%) (6.3%) (7.4%) (11.8%) (9.0%) (11.8%) (3.9%) (4.6%) (3.6%) (6.6%) (4.6%) (6.7%)
49 - 50	2,070	19,657	99	3,301	129	5,793	678	10,606	17	137	2,993	39,493	(6.6%) (7.2%) (15.0%) (15.1%) (9.1%) (13.7%) (9.2%) (10.9%) (2.3%) (3.5%) (7.2%) (9.0%)
51	179	2,901	12	987	47	1,837	98	2,024	a	10	336	7,759	(0.6%) (1.1%) (1.8%) (4.5%) (3.3%) (4.3%) (1.3%) (2.1%) (a) (0.3%) (0.8%) (1.8%)
52	21,277	209,651	369	12,331	718	24,857	4,131	70,448	269	2,846	26,764	320,133	(67.3%) (76.4%) (56.2%) (56.4%) (50.6%) (58.8%) (56.2%) (72.1%) (36.4%) (73.2%) (64.1%) (72.7%)
TOTALS	31,605	274,515	656	21,859	1,419	42,267	7,347	97,645	741	3,890	41,768	440,174	(100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%) (100.0%)

(a) Quantity rounded to zero.

Table 2.16
Number of Four Year and Older Trucks
by Annual Miles Traveled and Truck Model Year: 1990 NTACS
(Trucks in Thousands)

Annual Miles Traveled	Truck Model Year												TOTALS Trucks
	1987(a) Trucks	1986 Trucks	1985 Trucks	1984 Trucks	1983 Trucks	1982 Trucks	1981 Trucks	1980 Trucks	1979 Trucks	1978 Trucks	Pre-1978 Trucks	Unknown Trucks	
Less Than 5,000	452 (11.8%)	788 (14.1%)	743 (17.8%)	588 (16.1%)	418 (13.0%)	697 (28.9%)	501 (27.7%)	367 (30.2%)	1,176 (36.7%)	652 (26.4%)	5,697 (55.9%)	b (13.2%)	12,079 (28.9%)
5,000-9,999	701 (18.4%)	984 (17.6%)	1,116 (26.8%)	977 (26.6%)	703 (21.9%)	594 (24.7%)	500 (27.7%)	239 (19.7%)	910 (28.4%)	860 (34.8%)	2,204 (21.6%)	b (2.9%)	9,789 (23.4%)
10,000-14,999	801 (21.0%)	1,972 (35.2%)	990 (23.8%)	917 (25.0%)	1,323 (41.2%)	484 (20.1%)	493 (27.3%)	337 (27.7%)	618 (19.3%)	681 (27.5%)	1,630 (16.0%)	3 (81.0%)	10,249 (24.5%)
15,000-19,999	714 (18.7%)	654 (11.7%)	633 (15.2%)	394 (10.7%)	415 (12.9%)	127 (5.3%)	96 (5.3%)	130 (10.7%)	225 (7.0%)	79 (3.2%)	290 (2.8%)	0 (0.0%)	3,757 (9.0%)
20,000-24,999	419 (11.0%)	700 (12.5%)	448 (10.8%)	383 (10.4%)	231 (7.2%)	34 (1.4%)	20 (1.1%)	27 (2.2%)	60 (1.9%)	40 (1.6%)	102 (1.0%)	b (2.9%)	2,462 (5.9%)
25,000-29,999	206 (5.4%)	249 (4.4%)	53 (1.3%)	225 (6.1%)	36 (1.1%)	209 (8.7%)	35 (1.9%)	45 (3.7%)	11 (0.3%)	59 (2.4%)	32 (0.3%)	0 (0.0%)	1,158 (2.8%)
30,000-39,999	280 (7.3%)	90 (1.6%)	42 (1.0%)	82 (2.2%)	29 (0.9%)	45 (1.9%)	83 (4.6%)	14 (1.2%)	12 (0.4%)	73 (2.9%)	69 (0.7%)	0 (0.0%)	819 (2.0%)
40,000-49,999	88 (2.3%)	43 (0.8%)	41 (1.0%)	35 (1.0%)	9 (0.3%)	61 (2.5%)	40 (2.2%)	15 (1.2%)	21 (0.7%)	7 (0.3%)	103 (1.0%)	0 (0.0%)	463 (1.1%)
50,000-74,999	92 (2.4%)	56 (1.0%)	38 (0.9%)	23 (0.6%)	27 (0.8%)	135 (5.6%)	22 (1.2%)	19 (1.6%)	21 (0.6%)	14 (0.6%)	36 (0.3%)	0 (0.0%)	481 (1.2%)
75,000-99,999	26 (0.7%)	23 (0.4%)	20 (0.5%)	25 (0.7%)	6 (0.2%)	9 (0.4%)	12 (0.7%)	7 (0.6%)	105 (3.3%)	8 (0.3%)	18 (0.2%)	0 (0.0%)	259 (0.6%)
100,000-124,999	20 (0.5%)	27 (0.5%)	23 (0.6%)	14 (0.4%)	12 (0.4%)	16 (0.7%)	6 (0.3%)	2 (0.2%)	4 (0.1%)	1 (0.1%)	12 (0.1%)	0 (0.0%)	137 (0.3%)
125,000-149,999	9 (0.2%)	6 (0.1%)	7 (0.2%)	2 (0.1%)	b (b)	b (b)	b (b)	12 (1.0%)	b (b)	b (b)	b (b)	0 (0.0%)	37 (0.1%)
150,000-199,999	6 (0.2%)	9 (0.2%)	6 (0.1%)	2 (b)	1 (b)	0 (0.0%)	0 (0.0%)	b (b)	b (b)	0 (0.0%)	1 (b)	0 (0.0%)	27 (0.1%)
200,000 and Over	1 (b)	1 (b)	3 (0.1%)	0 (0.0%)	b (b)	1 (b)	b (b)	1 (0.1%)	42 (1.3%)	0 (0.0%)	2 (b)	0 (0.0%)	51 (0.1%)
TOTALS	3,815 (100.0%)	5,601 (100.0%)	4,163 (100.0%)	3,667 (100.0%)	3,210 (100.0%)	2,411 (100.0%)	1,807 (100.0%)	1,217 (100.0%)	3,205 (100.0%)	2,475 (100.0%)	10,194 (100.0%)	3 (100.0%)	41,768 (100.0%)

(a) Includes some 1988 models.

(b) Quantity rounded to zero.

Table 2.17
Number of Four Year and Older Trucks
by Annual Miles Traveled and Census Region: 1990 NTACS
(Trucks in Thousands)

Annual Miles Traveled	Census Regions				TOTALS Trucks
	<u>Northeast</u> Trucks	<u>Midwest</u> Trucks	<u>South</u> Trucks	<u>West</u> Trucks	
Less than 5,000	1,222 (22.2%)	2,960 (28.2%)	4,180 (27.3%)	3,718 (35.4%)	12,079 (28.9%)
5,000-9,999	1,651 (30.1%)	2,261 (21.6%)	3,430 (22.4%)	2,447 (23.3%)	9,789 (23.4%)
10,000-14,999	1,389 (25.3%)	2,678 (25.5%)	3,635 (23.8%)	2,547 (24.3%)	10,249 (24.5%)
15,000-19,999	627 (11.4%)	1,015 (9.7%)	1,483 (9.7%)	632 (6.0%)	3,757 (9.0%)
20,000-24,999	181 (3.3%)	662 (6.3%)	1,006 (6.6%)	613 (5.8%)	2,462 (5.9%)
25,000-29,999	194 (3.5%)	146 (1.4%)	688 (4.5%)	130 (1.2%)	1,158 (2.8%)
30,000-39,999	71 (1.3%)	282 (2.7%)	342 (2.2%)	124 (1.2%)	819 (2.0%)
40,000-49,999	29 (0.5%)	72 (0.7%)	174 (1.1%)	188 (1.8%)	463 (1.1%)
50,000-74,999	41 (0.7%)	233 (2.2%)	167 (1.1%)	40 (0.4%)	481 (1.2%)
75,000-99,999	77 (1.4%)	61 (0.6%)	99 (0.6%)	22 (0.2%)	259 (0.6%)
100,000-124,999	9 (0.2%)	55 (0.5%)	56 (0.4%)	17 (0.2%)	137 (0.3%)
125,000-149,999	1 (a)	8 (0.1%)	22 (0.1%)	6 (0.1%)	37 (0.1%)
150,000-199,999	1 (a)	15 (0.1%)	6 (a)	5 (0.1%)	27 (0.1%)
200,000 and over	1 (a)	40 (0.4%)	8 (0.1%)	1 (a)	51 (0.1%)
TOTALS	5,493 (100.0%)	10,489 (100.0%)	15,295 (100.0%)	10,491 (100.0%)	41,768 (100.0%)

(a) Quantity rounded to zero.

Table 2.18
Number of Four Year and Older Trucks
by Annual Miles Traveled and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands)

Annual Miles Traveled	Commodity-Carrying Status					TOTALS Trucks	
	Commodity-Carrying		Non-Commodity-Carrying				
	Short Haul Trucks	Long Haul Trucks	Business Use Trucks	Personal Use Trucks	Not In Use Trucks		
Less than 5,000	2,175	63	1,577	8,200	64	12,079	
	(29.5%)	(8.2%)	(24.7%)	(30.2%)	(54.3%)	(28.9%)	
5,000-9,999	1,596	69	1,477	6,598	49	9,789	
	(21.7%)	(9.0%)	(23.1%)	(24.3%)	(41.3%)	(23.4%)	
10,000-14,999	1,318	83	1,718	7,127	3	10,249	
	(17.9%)	(10.8%)	(26.9%)	(26.3%)	(2.8%)	(24.5%)	
15,000-19,999	713	53	483	2,508	0	3,757	
	(9.7%)	(6.9%)	(7.5%)	(9.2%)	(0.0%)	(9.0%)	
20,000-24,999	530	37	402	1,492	1	2,462	
	(7.2%)	(4.8%)	(6.3%)	(5.5%)	(1.2%)	(5.9%)	
25,000-29,999	243	36	141	738	0	1,158	
	(3.3%)	(4.7%)	(2.2%)	(2.7%)	(0.0%)	(2.8%)	
30,000-39,999	343	38	250	189	0	819	
	(4.7%)	(4.9%)	(3.9%)	(0.7%)	(0.0%)	(2.0%)	
40,000-49,999	162	68	128	103	1	463	
	(2.2%)	(8.9%)	(2.0%)	(0.4%)	(0.5%)	(1.1%)	
50,000-74,999	169	90	98	125	0	481	
	(2.3%)	(11.7%)	(1.5%)	(0.5%)	(0.0%)	(1.2%)	
75,000-99,999	55	97	62	45	0	259	
	(0.7%)	(12.6%)	(1.0%)	(0.2%)	(0.0%)	(0.6%)	
100,000-124,999	42	86	9	0	0	137	
	(0.6%)	(11.2%)	(0.1%)	(0.0%)	(0.0%)	(0.3%)	
125,000-149,999	4	22	12	0	0	37	
	(0.1%)	(2.9%)	(0.2%)	(0.0%)	(0.0%)	(0.1%)	
150,000-199,999	5	22	0	0	0	27	
	(0.1%)	(2.9%)	(0.0%)	(0.0%)	(0.0%)	(0.1%)	
200,000 and over	9	4	38	0	0	51	
	(0.1%)	(0.5%)	(0.6%)	(0.0%)	(0.0%)	(0.1%)	
TOTALS	7,363	766	6,393	27,125	119	41,768	
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	

Table 2.19
Number of Four Year and Older Trucks
by Annual Miles Traveled and Truck Type: 1990 NTACS
(Trucks in Thousands)

Annual Miles Traveled	Truck Type					TOTALS Trucks
	Pickup Trucks	Utility Trucks	Small Trucks	Large Trucks	Truck-Tractor Trucks	
Less than 5,000	7,758 (31.6%)	2,593 (21.1%)	1,296 (45.5%)	282 (27.0%)	151 (14.4%)	12,079 (28.9%)
5,000-9,999	6,437 (26.2%)	2,549 (20.7%)	555 (19.5%)	163 (15.6%)	85 (8.1%)	9,789 (23.4%)
10,000-14,999	5,581 (22.7%)	4,022 (32.7%)	413 (14.5%)	163 (15.6%)	70 (6.7%)	10,249 (24.5%)
15,000-19,999	1,962 (8.0%)	1,440 (11.7%)	220 (7.7%)	84 (8.0%)	51 (4.8%)	3,757 (9.0%)
20,000-24,999	1,253 (5.1%)	954 (7.8%)	120 (4.2%)	85 (8.1%)	50 (4.8%)	2,462 (5.9%)
25,000-29,999	665 (2.7%)	342 (2.8%)	66 (2.3%)	41 (4.0%)	44 (4.2%)	1,158 (2.8%)
30,000-39,999	373 (1.5%)	209 (1.7%)	65 (2.3%)	87 (8.4%)	85 (8.1%)	819 (2.0%)
40,000-49,999	138 (0.6%)	147 (1.2%)	56 (2.0%)	47 (4.5%)	74 (7.0%)	463 (1.1%)
50,000-74,999	212 (0.9%)	24 (0.2%)	34 (1.2%)	56 (5.4%)	155 (14.7%)	481 (1.2%)
75,000-99,999	106 (0.4%)	2 (a)	4 (0.2%)	22 (2.1%)	125 (11.9%)	259 (0.6%)
100,000-124,999	14 (0.1%)	7 (0.1%)	2 (0.1%)	10 (0.9%)	104 (9.9%)	137 (0.3%)
125,000-149,999	0 (0.0%)	0 (0.0%)	12 (0.4%)	3 (0.3%)	23 (2.2%)	37 (0.1%)
150,000-199,999	0 (0.0%)	0 (0.0%)	0 (0.0%)	1 (0.1%)	26 (2.5%)	27 (0.1%)
200,000 and over	38 (0.2%)	0 (0.0%)	4 (0.1%)	a (a)	8 (0.8%)	51 (0.1%)
TOTALS	24,537 (100.0%)	12,290 (100.0%)	2,847 (100.0%)	1,044 (100.0%)	1,050 (100.0%)	41,768 (100.0%)

(a) Quantity rounded to zero.

Table 2.20
Number of Four Year and Older Trucks
by Annual Miles Traveled and Major Use: 1990 NTACS
(Trucks in Thousands)

Annual Miles Traveled	Major Use					TOTALS Trucks
	Personal Transportation Trucks	Contract Carrier Trucks	Common Carrier Trucks	Other Business Use Trucks	Unknown Trucks	
Less than 5,000	9,232 (29.2%)	69 (10.6%)	250 (17.6%)	2,105 (28.6%)	423 (57.1%)	12,079 (28.9%)
5,000-9,999	7,779 (24.6%)	91 (13.9%)	246 (17.4%)	1,520 (20.7%)	152 (20.6%)	9,789 (23.4%)
10,000-14,999	8,296 (26.2%)	131 (19.9%)	196 (13.8%)	1,578 (21.5%)	49 (6.6%)	10,249 (24.5%)
15,000-19,999	3,038 (9.6%)	25 (3.8%)	90 (6.3%)	590 (8.0%)	14 (1.9%)	3,757 (9.0%)
20,000-24,999	1,580 (5.0%)	81 (12.3%)	133 (9.4%)	579 (7.9%)	90 (12.1%)	2,462 (5.9%)
25,000-29,999	837 (2.6%)	27 (4.1%)	95 (6.7%)	197 (2.7%)	2 (0.2%)	1,158 (2.8%)
30,000-39,999	380 (1.2%)	39 (6.0%)	73 (5.1%)	323 (4.4%)	5 (0.6%)	819 (2.0%)
40,000-49,999	224 (0.7%)	32 (4.8%)	88 (6.2%)	116 (1.6%)	2 (0.3%)	463 (1.1%)
50,000-74,999	139 (0.4%)	55 (8.4%)	87 (6.1%)	198 (2.7%)	2 (0.2%)	481 (1.2%)
75,000-99,999	51 (0.2%)	48 (7.3%)	64 (4.5%)	95 (1.3%)	2 (0.2%)	259 (0.6%)
100,000-124,999	10 (a)	43 (6.5%)	58 (4.1%)	26 (0.3%)	a (a)	137 (0.3%)
125,000-149,999	0 (0.0%)	8 (1.2%)	15 (1.1%)	14 (0.2%)	a (a)	37 (0.1%)
150,000-199,999	0 (0.0%)	6 (0.9%)	19 (1.3%)	2 (a)	0 (0.0%)	27 (0.1%)
200,000 and over	38 (0.1%)	3 (0.4%)	5 (0.4%)	5 (0.1%)	0 (0.0%)	51 (0.1%)
TOTALS	31,605 (100.0%)	656 (100.0%)	1,419 (100.0%)	7,347 (100.0%)	741 (100.0%)	41,768 (100.0%)

(a) Quantity rounded to zero.

Table 2.21
Number of Four Year and Older Trucks
by Annual Miles Traveled and Truck Description: 1990 NTACS
(Trucks in Thousands)

Annual Miles Traveled	Truck Description									TOTALS Trucks
	Straight Truck				Truck-Tractor					
	4 Tires		6 or More Tires		With Trailer(s)		Without Trailer Trucks		Other Trucks	Unknown Trucks
Without Trailer Trucks	With Trailer(s) Trucks	Without Trailer Trucks	With Trailer(s) Trucks	With Trailer(s)	Trucks	Without Trailer Trucks				
Less than 5,000	9,696	572	1,344	98	86	5	86	192	12,079	
	(27.6%)	(49.1%)	(44.1%)	(27.5%)	(8.9%)	(27.2%)	(14.2%)	(37.8%)	(28.9%)	
5,000-9,999	8,360	408	566	94	55	4	161	141	9,789	
	(23.8%)	(35.1%)	(18.6%)	(26.4%)	(5.7%)	(19.9%)	(26.4%)	(27.8%)	(23.4%)	
10,000-14,999	9,340	130	423	52	54	3	214	32	10,249	
	(26.6%)	(11.2%)	(13.9%)	(14.6%)	(5.6%)	(17.2%)	(35.1%)	(6.3%)	(24.5%)	
15,000-19,999	3,416	22	202	20	50	a	4	42	3,757	
	(9.7%)	(1.9%)	(6.6%)	(5.6%)	(5.2%)	(1.2%)	(0.7%)	(8.3%)	(9.0%)	
20,000-24,999	2,102	5	190	9	46	a	21	88	2,462	
	(6.0%)	(0.4%)	(6.2%)	(2.5%)	(4.7%)	(1.2%)	(3.5%)	(17.4%)	(5.9%)	
25,000-29,999	987	5	91	9	38	0	29	0	1,158	
	(2.8%)	(0.4%)	(3.0%)	(2.4%)	(3.9%)	(0.0%)	(4.8%)	(0.0%)	(2.8%)	
30,000-39,999	511	13	94	22	86	2	91	1	819	
	(1.5%)	(1.1%)	(3.1%)	(6.1%)	(8.9%)	(9.6%)	(14.9%)	(0.2%)	(2.0%)	
40,000-49,999	284	1	57	31	75	2	3	11	463	
	(0.8%)	(0.1%)	(1.9%)	(8.8%)	(7.7%)	(8.1%)	(0.4%)	(2.1%)	(1.1%)	
50,000-74,999	245	4	58	13	160	1	a	a	481	
	(0.7%)	(0.4%)	(1.9%)	(3.6%)	(16.5%)	(6.3%)	(0.1%)	(a)	(1.2%)	
75,000-99,999	93	4	8	5	148	1	0	1	259	
	(0.3%)	(0.3%)	(0.3%)	(1.3%)	(15.3%)	(3.0%)	(0.0%)	(0.2%)	(0.6%)	
100,000-124,999	22	0	2	2	110	1	0	a	137	
	(0.1%)	(0.0%)	(0.1%)	(0.4%)	(11.4%)	(5.0%)	(0.0%)	(a)	(0.3%)	
125,000-149,999	0	0	12	1	24	0	0	0	37	
	(0.0%)	(0.0%)	(0.4%)	(0.3%)	(2.5%)	(0.0%)	(0.0%)	(0.0%)	(0.1%)	
150,000-199,999	0	0	1	a	26	0	0	0	27	
	(0.0%)	(0.0%)	(a)	(a)	(2.7%)	(0.0%)	(0.0%)	(0.0%)	(0.1%)	
200,000 and over	40	0	2	1	7	a	0	0	51	
	(0.1%)	(0.0%)	(0.1%)	(0.3%)	(0.8%)	(1.3%)	(0.0%)	(0.0%)	(0.1%)	
TOTALS	35,097	1,163	3,050	355	966	18	610	508	41,768	
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	

(a) Quantity rounded to zero.

Table 2.22a
Distribution of Four Year and Older Trucks That Operated in Canada
by Commodity-Carrying Status: 1990 NTACS

Commodity-Carrying Status					TOTALS Trucks
Commodity-Carrying		Non-Commodity-Carrying			
Short Haul Trucks	Long Haul Trucks	Business Use Trucks	Personal Use Trucks		
48,384 (8.4%)	43,776 (7.6%)	38,592 (6.7%)	445,250 (77.3%)		576,003 (100.0%)

Table 2.22b
Distribution of Four Year and Older Trucks That Operated in Mexico
by Commodity-Carrying Status: 1990 NTACS

Commodity-Carrying Status					TOTALS Trucks
Commodity-Carrying		Non-Commodity-Carrying			
Short Haul Trucks	Long Haul Trucks	Business Use Trucks	Personal Use Trucks		
71,834 (34.9%)	3,087 (1.5%)	0 (0.0%)	131,524 (63.9%)		205,828 (100.0%)

Table 2.23a
Distribution of Four Year and Older Trucks That Operated in Canada
by Truck Type: 1990 NTACS

Truck Type					
Pickup Trucks	Utility Trucks	Small Trucks	Large Trucks	Truck-Tractor Trucks	TOTALS Trucks
281,089 (48.8%)	235,585 (40.9%)	14,400 (2.5%)	5,184 (0.9%)	39,744 (6.9%)	576,003 (100.0%)

Table 2.23b
Distribution of Four Year and Older Trucks That Operated in Mexico
by Truck Type: 1990 NTACS

Truck Type					
Pickup Trucks	Utility Trucks	Small Trucks	Large Trucks	Truck-Tractor Trucks	TOTALS Trucks
164,662 (80.0%)	36,432 (17.7%)	1,441 (0.7%)	1,235 (0.6%)	2,058 (1.0%)	205,828 (100.0%)

Table 2.24a
**Distribution of Four Year and Older Trucks That Operated in Canada
 by Major Use: 1990 NTACS**

Major Use					
<u>Personal Transportation Trucks</u>	<u>Contract Carrier Trucks</u>	<u>Common Carrier Trucks</u>	<u>Other Business Use Trucks</u>	<u>Unknown Trucks</u>	<u>TOTALS Trucks</u>
496,515 (86.2%)	13,248 (2.3%)	24,768 (4.3%)	33,984 (5.9%)	8,064 (1.4%)	576,003 (100.0%)

Table 2.24b
**Distribution of Four Year and Older Trucks That Operated in Mexico
 by Major Use: 1990 NTACS**

Major Use				
<u>Personal Transportation Trucks</u>	<u>Contract Carrier Trucks</u>	<u>Common Carrier Trucks</u>	<u>Other Business Use Trucks</u>	<u>TOTALS Trucks</u>
172,896 (84.0%)	412 (0.2%)	5,146 (2.5%)	27,581 (13.4%)	205,828 (100.0%)

CHAPTER 3

DAILY DESCRIPTIONS AND ACTIVITIES OF THE 1990 NTACS TRUCK POPULATION

IMPORTANT NOTICE

All estimates in every table of this report have been adjusted using the three stratifying variables: (i) commodity-carrying status, (ii) census division, and (iii) truck type to compensate for extremely high nonresponse rates. (See Tables G and H of Appendix A). As a result, preliminary comparisons with other data sources have revealed inconsistencies -especially when detailed estimates are presented using variables other than the three stratifying variables. Individual estimates are not highly reliable and should be used cautiously only to give impressions of broad trends, patterns, and distributions.

Table 3.1
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Truck Model Year: 1990 NTACS
 (Trucks in Thousands/Daily VMT in Millions)

Truck Model Year	Trucks		Daily VMT	
1987(a)	3,815	(9.1%)	200	(10.7%)
1986	5,601	(13.4%)	318	(17.0%)
1985	4,163	(10.0%)	204	(10.9%)
1984	3,667	(8.8%)	191	(10.2%)
1983	3,210	(7.7%)	139	(7.4%)
1982	2,411	(5.8%)	100	(5.3%)
1981	1,807	(4.3%)	73	(3.9%)
1980	1,217	(2.9%)	54	(2.9%)
1979	3,205	(7.7%)	106	(5.7%)
1978	2,475	(5.9%)	116	(6.2%)
Pre-1978	10,194	(24.4%)	371	(19.8%)
Unknown	3	(b)	b	(b)
TOTALS	41,768	(100.0%)	1,872	(100.0%)

(a) Includes some 1988 models.

(b) Quantity rounded to zero.

Table 3.2
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Commodity Carrying Status	Trucks	Daily VMT
Commodity-Carrying		
- Short Haul	7,365 (17.6%)	457 (24.4%)
- Long Haul	766 (1.8%)	176 (9.4%)
Non-Commodity-Carrying		
- Business Use	6,393 (15.3%)	274 (14.6%)
- Personal Use	27,125 (64.9%)	963 (51.4%)
- Not In Use	119 (0.3%)	3 (0.2%)
TOTALS	41,768 (100.0%)	1,872 (100.0%)

Table 3.3
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Truck Type: 1990 NTACS
 (Trucks in Thousands/Daily VMT in Millions)

Truck Type	Trucks		Daily VMT	
Pickup	24,537	(58.7%)	893	(47.7%)
Utility	12,290	(29.4%)	493	(26.3%)
Small	2,847	(6.8%)	149	(8.0%)
Large	1,044	(2.5%)	103	(5.5%)
Truck-Tractor	1,050	(2.5%)	233	(12.5%)
TOTALS	41,768	(100.0%)	1,872	(100.0%)

Table 3.4
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Truck Description and Daily Major Use: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Truck Description	Daily Major Use						TOTALS		
	Personal Transportation		Contract Carrier		Other Business Use		Daily VMT	Trucks	Daily VMT
	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks			
Straight Truck									
-With 4 Tires	28,389	969	251	12	413	34	4,042	212	84
Without Trailer	(95.4%)	(94.8%)	(38.9%)	(12.6%)	(31.4%)	(18.9%)	(57.8%)	(47.9%)	(2.8%)
-With 4 Tires With Trailer(s)	508	19	^a	^a	14	1	171	10	1
Without Trailer	(1.7%)	(1.9%)	(0.1%)	(0.2%)	(0.2%)	(0.4%)	(2.4%)	(2.3%)	(0.1%)
-With 6 or More Tires Without Trailer	239	11	153	14	440	36	1,987	119	43
With 6 or More Tires With Trailer(s)	15	1	20	6	56	7	230	16	7
Truck-Tractor									
-With Trailer(s)	0	0	204	59	372	100	358	72	12
Without Trailer	(0.0%)	(0.0%)	(31.6%)	(64.1%)	(28.3%)	(55.4%)	(5.1%)	(16.3%)	(0.4%)
Other	428	18	9	1	12	1	162	10	1
Unknown	182	4	4	^a	^a	^a	40	3	2,902
TOTALS	29,760	1,022	645	93	1,314	180	6,996	443	3,051
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

(a) Quantity rounded to zero.

Table 3.5
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Fuel Use and Daily Truck Description: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Fuel Use (Gallons)	Daily Truck Description								
	Straight Truck				Truck-Tractor				
	4 Tires		6 or More Tires		With	Without	With	Other	Unknown
	Without Trailer Trucks	With Trailer(s) Trucks	Without Trailer Trucks	With Trailer(s) Trucks	Trailer(s) Trucks	Trailer Trucks	Trailer(s) Trucks	Trucks	Trucks
Less Than 20	32,598	676	2,360	230	240	10	576	2,951	39,641
	(98.2%)	(97.5%)	(82.5%)	(69.9%)	(25.4%)	(52.4%)	(94.1%)	(94.3%)	(94.9%)
20-39	457	14	346	65	205	6	32	154	1,279
	(1.4%)	(2.0%)	(12.1%)	(19.7%)	(21.6%)	(34.1%)	(5.2%)	(4.9%)	(3.1%)
40-59	92	3	96	11	165	a	4	11	383
	(0.3%)	(0.4%)	(3.4%)	(3.4%)	(17.5%)	(1.2%)	(0.6%)	(0.3%)	(0.9%)
60-79	1	a	18	10	142	1	a	4	176
	(a)	(a)	(0.6%)	(3.0%)	(15.0%)	(6.6%)	(0.1%)	(0.1%)	(0.4%)
80-99	23	0	32	9	106	a	0	4	174
	(0.1%)	(0.0%)	(1.1%)	(2.6%)	(11.2%)	(0.7%)	(0.0%)	(0.1%)	(0.4%)
100-119	0	a	5	3	51	1	0	3	63
	(0.0%)	(a)	(0.2%)	(0.8%)	(5.4%)	(4.3%)	(0.0%)	(0.1%)	(0.2%)
120 and Over	9	0	4	2	37	a	0	a	51
	(a)	(0.0%)	(0.1%)	(0.5%)	(3.9%)	(0.7%)	(0.0%)	(a)	(0.1%)
TOTALS	33,179	694	2,862	329	946	18	612	3,128	41,768
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)
(Gallons)	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT
Less Than 20	1,106	27	106	9	17	a	25	108	1,399
	(89.9%)	(87.3%)	(57.9%)	(31.7%)	(7.5%)	(18.6%)	(82.0%)	(81.8%)	(74.7%)
20-39	105	3	45	10	31	1	5	16	216
	(8.5%)	(10.2%)	(24.8%)	(32.5%)	(13.4%)	(48.1%)	(15.3%)	(12.0%)	(11.5%)
40-59	18	1	20	3	41	a	1	4	88
	(1.5%)	(2.4%)	(11.1%)	(9.7%)	(17.7%)	(1.8%)	(2.2%)	(2.7%)	(4.7%)
60-79	a	a	5	3	49	a	a	1	59
	(a)	(a)	(2.8%)	(10.7%)	(20.9%)	(17.6%)	(0.4%)	(1.0%)	(3.2%)
80-99	1	0	5	2	47	a	0	2	57
	(a)	(0.0%)	(2.9%)	(8.2%)	(20.0%)	(2.2%)	(0.0%)	(1.3%)	(3.0%)
100-119	0	a	1	1	25	a	0	1	28
	(0.0%)	(a)	(0.3%)	(3.1%)	(10.7%)	(11.6%)	(0.0%)	(1.1%)	(1.5%)
120 and Over	a	0	1	1	23	a	0	a	25
	(a)	(0.0%)	(0.3%)	(4.2%)	(9.9%)	(0.1%)	(0.0%)	(a)	(1.4%)
TOTALS	1,230	31	182	30	234	3	30	133	1,872
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)

(a) Quantity rounded to zero.

Table 3.6
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Maximum Empty Weight and Commodity-Carrying Status: 1990 NTACs
(Trucks in Thousands/Daily VMT in Millions)

Daily Maximum Empty Weight (Pounds)	Commodity-Carrying Status										TOTALS	
	Short Haul		Long Haul		Business Use		Personal Use		Non-Commodity-Carrying			
	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT
Less than 10,000	5,229 (71.0%)	244 (53.4%)	254 (33.2%)	21 (11.9%)	5,791 (90.6%)	238 (86.8%)	27,002 (99.5%)	958 (99.5%)	97 (81.7%)	1 (50.2%)	38,373 (91.9%)	1,462 (78.1%)
10,000-19,999	1,240 (16.8%)	88 (19.3%)	87 (11.3%)	16 (9.3%)	468 (7.3%)	18 (6.6%)	109 (0.4%)	4 (0.4%)	16 (13.3%)	1 (34.6%)	1,919 (4.6%)	128 (6.8%)
20,000-29,999	621 (8.4%)	78 (17.0%)	194 (25.3%)	61 (34.8%)	85 (1.3%)	6 (2.3%)	14 (0.1%)	4 (0.1%)	1 (1.1%)	1 (5.1%)	914 (2.2%)	146 (7.8%)
30,000-39,999	212 (2.9%)	36 (7.9%)	202 (26.3%)	68 (38.4%)	39 (0.6%)	10 (3.8%)	2 (a)	2 (a)	3 (2.6%)	3 (6.8%)	456 (1.1%)	114 (6.1%)
40,000-49,999	34 (0.5%)	6 (1.3%)	13 (1.7%)	5 (2.6%)	6 (0.1%)	1 (0.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	54 (0.1%)	11 (0.6%)
50,000-59,999	10 (0.1%)	1 (0.3%)	5 (0.7%)	1 (0.8%)	3 (a)	1 (0.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	18 (a)	3 (0.2%)
60,000-69,999	1 (0.0%)	a (a)	2 (0.2%)	1 (0.3%)	1 (a)	0 (a)	0 (0.0%)	0 (0.0%)	1 (1.2%)	1 (3.3%)	5 (a)	1 (a)
70,000-79,999	6 (0.1%)	1 (0.2%)	7 (0.9%)	3 (1.4%)	2 (a)	1 (0.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	15 (a)	4 (0.2%)
80,000-89,999	9 (0.1%)	2 (0.5%)	3 (0.3%)	1 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	12 (a)	3 (0.2%)
90,000-99,999	2 (a)	a (a)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (a)	a (a)
TOTALS	7,365 (100.0%)	457 (100.0%)	766 (100.0%)	176 (100.0%)	6,393 (100.0%)	274 (100.0%)	27,125 (100.0%)	963 (100.0%)	119 (100.0%)	3 (100.0%)	41,768 (100.0%)	1,872 (100.0%)

(a) Quantity rounded to zero.

Table 3.7
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Maximum Loaded Weight and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Maximum Loaded Weight (Pounds)	Commodity-Carrying Status										TOTALS	
	Commodity-Carrying		Non-Commodity-Carrying				TOTALS					
	Short Haul	Long Haul	Business Use	Personal Use	Not In Use	Trucks	Daily VMT [†]	Trucks	Daily VMT [†]	Trucks		
Trucks	Daily VMT [†]	Trucks	Daily VMT [†]	Trucks	Daily VMT [†]	Trucks	Daily VMT [†]	Trucks	Daily VMT [†]	Trucks	Daily VMT [†]	
Less than 10,000	4,095 (55.6%)	180 (39.5%)	224 (29.2%)	18 (10.3%)	5,578 (87.2%)	230 (84.1%)	25,142 (92.7%)	878 (91.2%)	79 (66.9%)	1 (41.7%)	35,118 (84.1%)	1,308 (62.9%)
10,000-19,999	1,413 (19.2%)	81 (17.7%)	51 (6.7%)	5 (2.6%)	511 (8.0%)	19 (6.9%)	1,882 (6.9%)	82 (8.5%)	20 (16.7%)	1 (17.4%)	3,878 (2.3%)	187 (10.0%)
20,000-29,999	699 (9.5%)	46 (10.1%)	43 (5.6%)	6 (3.6%)	64 (1.0%)	2 (0.8%)	51 (0.2%)	2 (0.2%)	5 (4.1%)	5 (4.1%)	861 (2.1%)	57 (3.1%)
30,000-39,999	283 (3.8%)	23 (5.0%)	41 (5.3%)	9 (5.2%)	134 (2.1%)	7 (2.6%)	38 (0.1%)	1 (0.1%)	10 (8.4%)	1 (24.7%)	506 (1.2%)	41 (2.2%)
40,000-49,999	272 (3.7%)	27 (6.0%)	45 (5.8%)	13 (7.3%)	32 (0.5%)	7 (2.5%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	349 (0.8%)	47 (2.5%)
50,000-59,999	164 (2.2%)	17 (3.7%)	49 (6.4%)	16 (9.1%)	27 (0.4%)	2 (0.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	240 (0.6%)	35 (1.9%)
60,000-69,999	118 (1.6%)	17 (3.7%)	65 (8.5%)	22 (12.2%)	22 (0.3%)	2 (0.6%)	12 (0.6%)	2 (0.6%)	1 (1.2%)	1 (1.2%)	218 (0.5%)	41 (2.2%)
70,000-79,999	178 (2.4%)	33 (7.3%)	170 (22.2%)	59 (33.4%)	12 (0.2%)	4 (1.4%)	0 (0.0%)	0 (0.0%)	3 (2.6%)	3 (2.6%)	362 (0.9%)	96 (5.1%)
80,000-89,999	112 (1.5%)	25 (5.6%)	69 (9.0%)	25 (14.4%)	2 (0.2%)	1 (0.2%)	1 (0.2%)	1 (0.2%)	0 (0.0%)	0 (0.0%)	184 (0.4%)	51 (2.7%)
90,000-99,999	8 (0.1%)	2 (0.4%)	4 (0.5%)	1 (0.7%)	8 (0.1%)	8 (0.1%)	4 (0.1%)	4 (0.1%)	0 (0.0%)	0 (0.0%)	19 (0.2%)	3 (0.2%)
100,000 and over	24 (0.3%)	4 (1.0%)	6 (0.7%)	2 (1.1%)	4 (0.1%)	2 (0.1%)	4 (0.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	33 (0.1%)	7 (0.4%)
TOTALS	7,365 (100.0%)	457 (100.0%)	766 (100.0%)	176 (100.0%)	6,393 (100.0%)	274 (100.0%)	27,125 (100.0%)	963 (100.0%)	119 (100.0%)	3 (100.0%)	41,768 (100.0%)	1,872 (100.0%)

(a) Quantity rounded to zero.

Table 3.8
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Maximum Percent Payload Space and Commodity-Carrying Status: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Maximum Percent Payload Space	Commodity-Carrying Status										TOTALS		
	Commodity-Carrying			Non-Commodity-Carrying			Not In Use						
	Short Haul	Long Haul	Business Use	Daily VMT	Trucks	Personal Use	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT
Less than 10%	650 (8.8%)	31 (6.7%)	40 (5.2%)	4 (2.3%)	1,493 (23.4%)	53 (19.4%)	6,911 (25.5%)	243 (25.2%)	4 (3.3%)	4 (10.9%)	9,098 (21.8%)	331 (17.7%)	
10 - 24%	535 (7.3%)	27 (5.8%)	45 (5.9%)	2 (1.1%)	1,462 (22.9%)	65 (23.6%)	9,983 (36.8%)	334 (34.7%)	3 (2.4%)	3 (3.0%)	12,028 (28.8%)	427 (22.8%)	
25 - 49%	1,840 (25.0%)	75 (16.4%)	40 (5.3%)	6 (3.7%)	1,190 (18.6%)	56 (20.5%)	4,374 (16.1%)	164 (17.0%)	11 (9.1%)	8 (4.6%)	7,455 (17.8%)	302 (16.1%)	
50 - 74%	1,700 (23.1%)	103 (22.5%)	113 (14.8%)	25 (14.3%)	1,021 (16.0%)	40 (14.6%)	2,473 (9.1%)	99 (10.3%)	35 (29.8%)	8 (8.2%)	5,342 (12.8%)	267 (14.3%)	
75 - 100%	2,640 (35.8%)	222 (48.5%)	528 (68.9%)	138 (78.6%)	1,227 (19.2%)	60 (21.9%)	3,384 (12.5%)	122 (12.7%)	66 (55.4%)	2 (73.4%)	7,845 (18.8%)	545 (20.1%)	
TOTALS	7,365 (100.0%)	457 (100.0%)	766 (100.0%)	176 (100.0%)	6,393 (100.0%)	274 (100.0%)	27,125 (100.0%)	963 (100.0%)	119 (100.0%)	3 (100.0%)	41,768 (100.0%)	1,872 (100.0%)	

(a) Quantity rounded to zero.

Table 3.9a
Number of Four Year and Older Trucks
by Daily Maximum Empty Weight and Daily Truck Description: 1990 NTACS
(Trucks in Thousands)

Daily Maximum Empty Weight (Pounds)	Daily Truck Description							TOTALS Trucks	
	Straight Truck			Truck-Tractor					
	4 Tires	With Trailer(s) Trucks	Without Trailer Trucks	With Trailer(s) Trucks	With Trailer(s) Trucks	Without Trailer Trucks	Other Trucks		
Less than 10,000	32,688 (98.5%)	663 (95.7%)	1,371 (47.9%)	144 (43.9%)	23 (2.5%)	3 (13.7%)	556 (90.8%)	2,925 (93.5%)	
10,000-19,999	445 (1.3%)	24 (3.5%)	1,069 (37.3%)	105 (31.9%)	113 (11.9%)	5 (29.9%)	29 (4.7%)	130 (4.1%)	
20,000-29,999	41 (0.1%)	5 (0.7%)	328 (11.4%)	60 (18.2%)	401 (42.4%)	8 (46.1%)	8 (3.6%)	50 (1.6%)	
30,000-39,999	3 (a)	1 (0.1%)	74 (2.6%)	17 (5.1%)	339 (35.9%)	2 (10.3%)	4 (0.6%)	16 (0.5%)	
40,000-49,999	a (a)	0 (0.0%)	14 (0.5%)	1 (0.3%)	35 (3.7%)	0 (0.0%)	0 (0.0%)	3 (0.1%)	
50,000-59,999	a (a)	0 (0.0%)	4 (0.1%)	2 (0.5%)	10 (1.1%)	0 (0.0%)	1 (0.1%)	2 (0.1%)	
60,000-69,999	a (a)	0 (0.0%)	a (a)	0 (0.0%)	3 (0.3%)	0 (0.0%)	1 (0.2%)	18 (0.1%)	
70,000-79,999	0 (0.0%)	0 (0.0%)	a (a)	1 (0.2%)	12 (1.2%)	0 (0.0%)	0 (0.0%)	2 (0.1%)	
80,000-89,999	0 (0.0%)	0 (0.0%)	1 (a)	0 (0.0%)	10 (1.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	
90,000-99,999	2 (a)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (a)	
TOTALS	33,179 (100.0%)	694 (100.0%)	2,862 (100.0%)	329 (100.0%)	946 (100.0%)	18 (100.0%)	612 (100.0%)	41,768 (100.0%)	

(a) Quantity rounded to zero.

Table 3.9b
Associated Daily Vehicle Miles Traveled (DVMT) for Four Year and Older Trucks
by Daily Maximum Empty Weight and Daily Truck Description: 1990 NTACS
(Daily VMT in Millions)

Daily Maximum Empty Weight (Pounds)	Daily Truck Description											
	Straight Truck					Truck-Tractor						
	4 Tires		6 or More Tires			With Trailer(s) Daily VMT		Without Trailer(s) Daily VMT			Other Daily VMT	Unknown Daily VMT
Less than 10,000	1,210 (98.4%)	27 (88.0%)	74 (40.7%)	10 (32.7%)	2 (0.7%)	26 (5.0%)	26 (86.0%)	113 (85.6%)	1,462 (78.1%)			
10,000-19,999	18 (1.5%)	3 (11.0%)	69 (38.1%)	9 (28.6%)	19 (8.1%)	1 (44.6%)	2 (6.0%)	6 (4.9%)	128 (6.8%)			
20,000-29,999	2 (0.1%)	a (0.8%)	30 (16.4%)	7 (24.2%)	96 (41.2%)	1 (34.7%)	2 (6.6%)	7 (5.5%)	146 (7.8%)			
30,000-39,999	a (a)	a (0.1%)	6 (3.5%)	4 (12.2%)	99 (42.3%)	a (15.7%)	a (0.9%)	4 (3.3%)	114 (6.1%)			
40,000-49,999	a (a)	0 (0.0%)	2 (1.0%)	a (1.3%)	8 (3.6%)	0 (0.0%)	0 (0.0%)	a (0.3%)	11 (0.6%)			
50,000-59,999	a (a)	0 (0.0%)	a (0.2%)	a (0.8%)	2 (0.9%)	0 (0.0%)	0 (0.1%)	a (0.3%)	3 (0.2%)			
60,000-69,999	a (a)	0 (0.0%)	a (a)	0 (0.0%)	1 (0.3%)	0 (0.0%)	a (0.3%)	0 (0.0%)	1 (a)			
70,000-79,999	0 (0.0%)	0 (0.0%)	a (a)	a (0.3%)	4 (1.6%)	0 (0.0%)	0 (0.0%)	a (0.2%)	4 (0.2%)			
80,000-89,999	0 (0.0%)	0 (0.0%)	a (0.1%)	0 (0.0%)	3 (1.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	3 (0.2%)			
90,000-99,999	a (a)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	a (a)			
TOTALS	1,230 (100.0%)	31 (100.0%)	182 (100.0%)	30 (100.0%)	234 (100.0%)	3 (100.0%)	30 (100.0%)	133 (100.0%)	1,872 (100.0%)			

(a) Quantity rounded to zero.

Table 3.10a
Number of Four Year and Older Trucks
by Daily Maximum Truck Length and Daily Truck Description: 1990 NTACS
(Trucks in Thousands)

Daily Maximum Truck Length (Feet)	Daily Truck Description										TOTALS Trucks
	Straight Truck					Truck-Tractor					
	4 Tires	With Trailer Trucks	Without Trailer Trucks	With Trailer(s) Trucks	With Trailer(s) Trucks	With Trailer(s) Trucks	Without Trailer Trucks	Other Trucks	Unknown Trucks		
Less Than 13	3,876 (11.7%)	1 (0.2%)	38 (1.3%)	3 (a)	1 (0.1%)	0 (0.0%)	0 (0.0%)	88 (14.3%)	318 (10.2%)	4,322 (10.3%)	
13 - 15	6,528 (19.7%)	241 (34.8%)	190 (6.7%)	3 (0.8%)	a (a)	1 (4.4%)	1 (39.0%)	238 (14.7%)	460 (14.7%)	7,662 (18.3%)	
16 - 19	18,794 (56.6%)	323 (46.6%)	553 (19.3%)	27 (8.2%)	10 (1.1%)	2 (2.0%)	153 (25.1%)	1,797 (57.5%)	21,659 (51.9%)		
20 - 27	3,767 (11.4%)	76 (11.0%)	1,520 (53.1%)	58 (17.6%)	9 (0.9%)	6 (32.2%)	98 (16.1%)	412 (13.2%)	5,946 (14.2%)		
28 - 35	69 (0.2%)	36 (5.2%)	465 (16.2%)	43 (13.0%)	27 (2.9%)	2 (10.9%)	20 (3.3%)	59 (1.9%)	722 (1.7%)		
36 - 40	69 (0.2%)	6 (0.9%)	59 (2.1%)	73 (22.2%)	62 (6.0%)	2 (10.7%)	3 (0.4%)	3 (1.4%)	45 (1.4%)	319 (0.8%)	
41 - 44	62 (0.2%)	5 (0.7%)	13 (0.5%)	51 (15.4%)	37 (3.9%)	1 (3.6%)	2 (0.3%)	2 (0.4%)	11 (0.4%)	182 (0.4%)	
45 - 49	1 (a)	1 (0.2%)	6 (0.2%)	20 (6.2%)	52 (5.5%)	1 (6.7%)	7 (1.1%)	7 (1.1%)	7 (0.4%)	95 (0.2%)	
50 - 55	3 (a)	1 (0.2%)	10 (0.3%)	24 (7.2%)	251 (26.6%)	1 (4.5%)	a (0.1%)	a (0.2%)	7 (0.7%)	297 (0.7%)	
56 - 66	8 (a)	1 (0.2%)	8 (0.3%)	28 (8.4%)	440 (46.5%)	2 (10.5%)	2 (0.4%)	2 (0.4%)	12 (0.4%)	502 (1.2%)	
67 - 74	a (a)	0 (0.0%)	a (a)	1 (0.4%)	35 (3.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	a (a)	37 (0.1%)	
75 and Over	0 (0.0%)	a (0.1%)	0 (0.0%)	2 (0.5%)	21 (2.2%)	1 (7.5%)	1 (0.0%)	0 (0.0%)	0 (0.0%)	24 (0.1%)	
TOTALS	33,179 (100.0%)	694 (100.0%)	2,862 (100.0%)	329 (100.0%)	246 (100.0%)	18 (100.0%)	612 (100.0%)	3,128 (100.0%)	41,768 (100.0%)		

(a) Quantity rounded to zero.

**Table 3.10b
Associated Daily Vehicle Miles Traveled (DVMT) for Four Year and Older Trucks
by Daily Maximum Truck Length and Daily Truck Description: 1990 NTACS
(Daily VMT in Millions)**

Daily Maximum Truck Length (Feet)	Daily Truck Description							TOTALS Daily VMT	
	Straight Truck			Truck-Tractor					
	4 Tires	With Trailer(s) Daily VMT	Without Trailer Daily VMT	With Trailer(s) Daily VMT	With Trailer(s) Daily VMT	Without Trailer Daily VMT	Other Daily VMT		
Less Than 13	154 (12.6%)	a (0.6%)	2 (1.1%)	a (a)	a (a)	0 (0.0%)	1 (3.5%)	7 (5.4%)	
13 - 15	252 (20.5%)	7 (23.0%)	7 (3.9%)	a (a.7%)	a (a)	a (0.1%)	12 (40.2%)	19 (14.4%)	
16 - 19	672 (54.6%)	16 (52.2%)	28 (15.1%)	1 (3.2%)	1 (0.4%)	1 (2.2%)	9 (31.5%)	798 (53.8%)	
20 - 27	137 (11.2%)	2 (7.6%)	98 (53.5%)	3 (10.7%)	1 (0.6%)	1 (26.1%)	6 (18.3%)	268 (14.3%)	
28 - 35	3 (0.2%)	4 (13.4%)	40 (21.8%)	4 (13.1%)	3 (1.4%)	3 (4.8%)	1 (3.6%)	5 (3.8%)	
36 - 40	2 (0.2%)	a (1.3%)	5 (2.5%)	3 (11.5%)	8 (3.3%)	8 (2.5%)	a (0.6%)	21 (1.8%)	
41 - 44	9 (0.7%)	a (0.6%)	1 (0.5%)	6 (19.1%)	5 (2.2%)	5 (2.6%)	a (0.2%)	22 (1.0%)	
45 - 49	a (0.4%)	a (0.4%)	3 (0.2%)	3 (9.6%)	9 (3.7%)	9 (2.6%)	a (1.4%)	14 (0.8%)	
50 - 55	a (0.3%)	a (0.6%)	1 (0.6%)	3 (10.1%)	57 (24.2%)	57 (5.4%)	a (0.2%)	63 (1.1%)	
56 - 66	a (0.3%)	a (0.6%)	1 (0.7%)	6 (18.7%)	131 (56.2%)	131 (24.5%)	a (0.5%)	11 (2.6%)	
67 - 74	a (0.0%)	0 (0.0%)	a (a)	a (1.2%)	11 (4.7%)	0 (0.0%)	0 (0.0%)	a (a)	
75 and Over	0 (0.0%)	a (0.5%)	0 (0.0%)	1 (2.2%)	7 (3.2%)	1 (29.2%)	0 (0.0%)	0 (0.0%)	
TOTALS	1,230 (100%)	31 (100%)	182 (100%)	30 (100%)	234 (100%)	30 (100%)	0 (100%)	1,872 (100%)	

(a) Quantity rounded to zero.

Table 3.11
Number of Four Year and Older Trucks and Associated Daily Miles Traveled (DVMT)
by Daily Maximum Truck Height and Daily Truck Description: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Maximum Truck Height (Feet)	Daily Truck Description							
	Straight Truck				Truck-Tractor			
	4 Tires	With Trailers	Without Trailers	With Trailers	With Trailers	Without Trailers	Other Trucks	Unknown Trucks
5 and under	1,010 (3.0%)	5 (0.7%)	29 (1.0%)	1 (0.2%)	4 (0.4%)	0 (0.0%)	10 (1.6%)	68 (2.2%)
6 - 10	30,885 (93.1%)	684 (98.5%)	2,121 (74.1%)	255 (77.5%)	156 (16.5%)	9 (49.0%)	557 (91.0%)	2,943 (94.1%)
11 - 15	1,283 (3.9%)	4 (0.6%)	697 (24.4%)	69 (20.8%)	782 (82.6%)	9 (51.0%)	45 (7.4%)	117 (3.7%)
Over 15	1 (a)	0 (0.0%)	15 (0.5%)	5 (1.4%)	5 (0.5%)	0 (0.0%)	0 (0.0%)	26 (0.1%)
TOTALS	33,179 (100.0%)	694 (100.0%)	2,982 (100.0%)	329 (100.0%)	946 (100.0%)	18 (100.0%)	612 (100.0%)	3,128 (100.0%)
Daily VMT (Feet)	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT
5 and under	42 (3.4%)	^a (0.3%)	2 (0.5%)	2 (0.2%)	1 (0.3%)	0 (0.0%)	4 (0.6%)	49 (3.3%)
6 - 10	1,130 (91.9%)	30 (98.2%)	118 (64.6%)	20 (68.0%)	30 (12.9%)	1 (32.2%)	28 (93.1%)	117 (88.1%)
11 - 15	58 (4.7%)	^a (1.5%)	61 (33.6%)	9 (29.0%)	202 (86.5%)	2 (67.8%)	2 (6.3%)	11 (8.5%)
Over 15	^a (a)	0 (0.0%)	2 (0.9%)	1 (2.8%)	1 (0.3%)	0 (0.0%)	0 (0.0%)	3 (0.2%)
TOTALS	1,230 (100.0%)	31 (100.0%)	182 (100.0%)	30 (100.0%)	234 (100.0%)	3 (100.0%)	30 (100.0%)	133 (100.0%)

(a) Quantity rounded to zero.

Table 3.12
Number of Four Year and Older Trucks and Associated Daily Miles Traveled (DVMT)
by Daily Maximum Percent Payload Space and Daily Truck Description: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Maximum Percent Payload Space	Daily Truck Description							TOTALS Trucks	
	Straight Truck			Truck-Tractor					
	4 Tires	With Trailer(s) Trucks	Without Trailer Trucks	With Trailers Trucks	With Trailers(s) Trucks	Without Trailer Trucks	Other Trucks		
Less Than 10%	8,047 (24.3%)	52 (7.5%)	177 (6.2%)	25 (7.5%)	19 (2.0%)	1 (6.2%)	132 (21.5%)	645 (20.6%)	
10 - 24%	10,874 (32.8%)	133 (19.1%)	207 (7.2%)	18 (5.4%)	11 (1.2%)	0 (0.0%)	72 (11.7%)	714 (22.8%)	
25 - 49%	6,223 (18.8%)	340 (49.0%)	238 (9.0%)	16 (4.8%)	39 (4.1%)	0 (0.0%)	211 (34.5%)	7,455 (11.8%)	
50 - 74%	3,729 (11.2%)	41 (5.9%)	752 (26.3%)	65 (19.9%)	139 (14.7%)	3 (17.9%)	118 (19.4%)	494 (15.8%)	
75 - 100%	4,307 (13.0%)	128 (18.5%)	1,468 (51.3%)	205 (62.4%)	738 (78.0%)	14 (75.9%)	79 (12.8%)	907 (29.0%)	
TOTALS	33,179 (100.0%)	694 (100.0%)	2,862 (100.0%)	329 (100.0%)	946 (100.0%)	18 (100.0%)	612 (100.0%)	41,768 (100.0%)	
Daily VMT									
Less Than 10%	291 (23.6%)	1 (3.4%)	9 (5.0%)	1 (4.8%)	4 (1.8%)	4 (2.5%)	4 (14.4%)	20 (15.4%)	
10 - 24%	375 (30.5%)	3 (10.1%)	9 (4.9%)	1 (1.8%)	2 (0.9%)	0 (0.0%)	5 (17.6%)	32 (24.5%)	
25 - 49%	246 (20.0%)	11 (37.0%)	14 (7.6%)	1 (2.8%)	8 (3.2%)	0 (0.0%)	10 (32.4%)	12 (9.0%)	
50 - 74%	160 (13.0%)	5 (14.7%)	43 (23.8%)	5 (16.0%)	27 (11.0%)	4 (18.7%)	7 (23.4%)	20 (15.3%)	
75 - 100%	159 (12.9%)	11 (34.8%)	107 (58.7%)	22 (74.0%)	193 (82.5%)	2 (78.8%)	4 (12.1%)	48 (35.9%)	
TOTALS	1,230 (100.0%)	31 (100.0%)	182 (100.0%)	30 (100.0%)	234 (100.0%)	3 (100.0%)	30 (100.0%)	1,572 (100.0%)	

(a) Quarterly rounded to zero.

Table 3.13a
Number of Four Year and Older Trucks
by Daily Maximum Empty Weight and Daily Maximum Loaded Weight: 1990 NTACS
(Trucks in Thousands)

Daily Maximum Empty Weight (Pounds)	Daily Maximum Loaded Weight (Pounds)										100,000 and over Trucks	TOTALS Trucks
	Less Than 10,000	10,000 Trucks	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000		
Less Than 10,000 (99.9%)	3,062 (79.0%)	19,999 Trucks	29,999 Trucks	39,999 Trucks	49,999 Trucks	59,999 Trucks	69,999 Trucks	79,999 Trucks	89,999 Trucks	99,999 Trucks	5 (15.8%)	38,373 (91.9%)
10,000 - 19,999 (a)	7 (21.0%)	814 (65.8%)	566 (62.5%)	317 (32.0%)	112 (21.0%)	50 (14.4%)	31 (14.4%)	8 (2.2%)	12 (6.6%)	1 (6.3%)	1 (3.0%)	1,919 (4.6%)
20,000 - 29,999 (a)	14 (a)	111 (12.8%)	124 (24.5%)	172 (49.4%)	138 (57.6%)	118 (54.1%)	150 (41.4%)	79 (43.0%)	79 (11.9%)	2 (11.9%)	6 (17.6%)	914 (2.2%)
30,000 - 39,999 (a)	0 (a)	1 (a)	2 (a)	49 (9.7%)	50 (14.4%)	39 (16.2%)	56 (25.9%)	173 (47.8%)	73 (39.5%)	6 (33.3%)	8 (23.4%)	456 (1.1%)
40,000 - 49,999 (a)	0 (a)	1 (a)	0 (a)	2 (a.5%)	13 (3.6%)	3 (1.4%)	7 (3.4%)	11 (4.7%)	8 (4.7%)	2 (8.6%)	7 (20.4%)	54 (a.1%)
50,000 - 59,999 (a)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	9 (3.6%)	1 (0.3%)	3 (0.8%)	1 (0.7%)	1 (3.1%)	4 (11.9%)	18 (a)
60,000 - 69,999 (a)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	4 (1.7%)	4 (a)	0 (a.0%)	0 (a.0%)	5 (3.0%)
70,000 - 79,999 (a)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.1%)	0 (a.1%)	13 (3.7%)	13 (0.1%)	0 (a.0%)	0 (a.0%)	15 (1.5%)
80,000 - 89,999 (a)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.0%)	0 (a.1%)	0 (a.0%)	11 (a.1%)	11 (a.0%)	0 (a.0%)	0 (a.0%)	12 (1.3%)
90,000 - 99,999 (a)	1 (a.0%)	0 (a.0%)	1 (2.1%)	2 (a)								
TOTALS	35,118	3,878	861	506	349	240	218	362	184	19	33	41,768 (100.0%)

(a) Quantity rounded to zero.

Table 3.13b
Associated Daily Vehicle Miles Traveled (DVMT) for Four Year and Older Trucks
by Daily Maximum Empty Weight and Daily Maximum Loaded Weight: 1990 NTACS
(Daily VMT in Millions)

Daily Maximum Empty Weight (Pounds)	Daily Maximum Loaded Weight (Pounds)										100,000 and Over Daily VMT	TOTALS Daily VMT		
	Less Than 10,000		10,000 - 19,999		20,000 - 29,999		30,000 - 49,999		50,000 - 69,999		70,000 - 79,999			
	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT	Daily VMT		
Less Than 10,000 (99.99%)	1,307	143	9	4	2	2	2	2	2	2	2	2	2	1,462 (78.7%)
10,000 - 19,999 (a) (23.6%)	44	40	19	9	5	4	2	3	3	3	3	3	3	128 (6.8%)
20,000 - 29,999 (a) (13.9%)	1	8	12	23	19	21	39	22	1	1	1	1	1	146 (7.5%)
30,000 - 39,999 (a) (14.3%)	0	2	6	13	9	13	48	21	2	2	2	2	2	114 (6.1%)
40,000 - 49,999 (a) (2.1%)	0	2	1	2	1	1	3	2	2	2	2	2	2	11 (0.6%)
50,000 - 59,999 (a) (0.2%)	0	0	0	0	1	1	3	2	1	1	1	1	1	3 (0.2%)
60,000 - 69,999 (a) (0.0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	1 (0.0%)
70,000 - 79,999 (a) (0.0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	4 (0.2%)
80,000 - 89,999 (a) (0.0%)	0	0	0	0	0	0	0	0	0	0	0	0	0	3 (0.2%)
90,000 - 99,999 (a) (0.0%)	2	0	0	0	0	0	0	0	0	0	0	0	0	2 (0.3%)
TOTALS	1,308	187	57	41	47	35	41	36	51	3	7	1,572	(100.0%)	(100.0%)

(a) Quantity rounded to zero.

Table 3.14a
Number of Four Year and Older Trucks
by Daily Maximum Truck Length and Daily Maximum Loaded Weight: 1990 NTACS
(Trucks in Thousands)

Daily Maximum Truck Length (Feet)	Daily Maximum Loaded Weight (Pounds)										100,000 and Over Trucks	TOTALS Trucks
	Less Than 10,000	10,000 - 19,999	20,000 - 29,999	30,000 - 39,999	40,000 - 49,999	50,000 - 59,999	60,000 - 69,999	70,000 - 79,999	80,000 - 89,999	90,000 - 99,999		
Less Than 13	2,543 (7.2%)	1,775 (45.8%)	1 (0.2%)	1 (0.3%)	0 (0.0%)	1 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	2 (0.2%)	0 (0.0%)	4,322 (10.3%)
13 - 15	7,490 (21.3%)	129 (3.5%)	22 (2.5%)	4 (0.7%)	4 (1.1%)	3 (1.3%)	3 (0.1%)	2 (0.1%)	0 (0.0%)	7 (36.9%)	7 (10.1%)	7,662 (18.3%)
16 - 19	21,017 (59.8%)	481 (12.4%)	113 (13.1%)	23 (4.6%)	13 (3.8%)	4 (1.6%)	1 (0.4%)	7 (2.0%)	1 (0.4%)	7 (2.0%)	0 (0.0%)	21,659 (51.9%)
20 - 27	3,936 (11.2%)	1,079 (27.8%)	482 (56.0%)	256 (50.5%)	70 (20.0%)	61 (25.5%)	61 (18.8%)	41 (4.7%)	17 (1.0%)	2 (1.2%)	2 (6.5%)	5,946 (14.2%)
28 - 35	95 (0.3%)	170 (4.4%)	138 (16.0%)	92 (18.3%)	123 (35.1%)	47 (19.7%)	33 (15.2%)	19 (5.3%)	2 (1.1%)	1 (2.9%)	1 (4.2%)	722 (1.7%)
36 - 40	9 (0.2%)	164 (4.2%)	38 (4.4%)	31 (6.2%)	29 (8.2%)	16 (6.7%)	14 (6.4%)	13 (3.7%)	5 (2.5%)	0 (0.0%)	2 (1.0%)	319 (0.8%)
41 - 44	26 (0.1%)	58 (1.5%)	20 (2.3%)	24 (2.3%)	14 (4.7%)	18 (4.1%)	7 (7.5%)	7 (3.2%)	2 (1.1%)	0 (0.0%)	1 (0.5%)	182 (0.4%)
45 - 49	9 (0.2%)	9 (0.2%)	12 (1.3%)	14 (2.8%)	8 (2.3%)	11 (4.6%)	11 (5.1%)	11 (3.4%)	12 (3.2%)	1 (2.5%)	1 (0.0%)	95 (0.2%)
50 - 55	1 (0.1%)	4 (0.1%)	25 (2.9%)	30 (6.0%)	37 (10.7%)	24 (10.2%)	36 (16.4%)	90 (24.6%)	46 (25.2%)	1 (4.6%)	1 (5.7%)	297 (0.7%)
56 - 66	2 (0.2%)	7 (0.2%)	9 (1.1%)	28 (5.6%)	46 (13.0%)	48 (20.0%)	68 (31.2%)	178 (49.2%)	103 (55.9%)	1 (2.5%)	1 (5.7%)	502 (1.2%)
67 - 74	0 (0.0%)	0 (0.0%)	2 (0.2%)	1 (0.2%)	5 (1.6%)	4 (1.3%)	4 (1.8%)	10 (2.7%)	8 (4.5%)	1 (5.7%)	3 (9.0%)	37 (0.1%)
75 and Over	2 (0.0%)	0 (0.0%)	1 (0.2%)	1 (0.2%)	1 (0.1%)	3 (1.2%)	3 (1.4%)	3 (0.8%)	3 (1.5%)	3 (16.4%)	7 (22.5%)	24 (0.1%)
TOTALS	35,118 (100.0%)	3,878 (100.0%)	861 (100.0%)	506 (100.0%)	349 (100.0%)	246 (100.0%)	213 (100.0%)	362 (100.0%)	184 (100.0%)	19 (100.0%)	33 (100.0%)	41,768 (100.0%)

(a) Quantity rounded to zero.

Table 3.14b
Associated Daily Vehicle Miles Traveled (DVMT) for Four Year and Older Trucks
by Daily Maximum Truck Length and Daily Maximum Loaded Weight: 1990 NTACS

(Daily VMT in Millions)

Daily Maximum Truck Length (Feet)	Daily Maximum Loaded Weight (Pounds)										100,000 and Over Daily VMT	TOTALS Daily VMT														
	Less Than 13		13 - 15		16 - 19		20 - 27		28 - 35		36 - 40		41 - 44		45 - 49		50 - 55		56 - 66		67 - 74		75 and Over			
	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%	Daily VMT	%
Less Than 13	91	74	20,000	30,000	40,000	50,000	60,000	70,000	80,000	90,000	100,000	-	-	-	-	-	-	-	-	-	-	-	-	-	165	(8.8%)
13 - 15	290	6	19,999	39,999	49,999	59,999	69,999	79,999	89,999	99,999	-	-	-	-	-	-	-	-	-	-	-	-	-	-	298	(15.9%)
16 - 19	764	24	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	798	(42.6%)
20 - 27	155	53	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	268	(14.3%)
28 - 35	3	13	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	60	(3.2%)
36 - 40	6	26	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	21	(1.1%)
41 - 44	4	7	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	22	(1.2%)
45 - 49	8	2	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	14	(0.7%)
50 - 55	2	1	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	63	(3.3%)
56 - 66	1	2	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	2	(0.6%)
67 - 74	0	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	11	(0.6%)
75 and Over	0	0	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	9	(0.5%)
TOTALS	1,308	187	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	1,872	(100.0%)									

(a) Quantity rounded to zero.

Table 3.15
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Maximum Truck Length and Daily Maximum Percent Payload Space: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Maximum Truck Length (Feet)	Daily Maximum Percent Payload Space										TOTALS	
	Less Than 10%		10 - 24%		25 - 49%		50 - 74%		75 - 100%			
	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT
Less Than 13	1,017 (11.2%)	41 (12.4%)	637 (5.3%)	14 (3.3%)	381 (5.1%)	13 (4.4%)	2,035 (38.1%)	88 (33.1%)	252 (3.2%)	8 (1.4%)	4,322 (10.3%)	165 (3.6%)
13 - 15	899 (9.9%)	37 (11.3%)	2,960 (24.6%)	96 (22.4%)	2,568 (34.4%)	111 (37.0%)	900 (16.8%)	39 (14.5%)	336 (4.3%)	14 (2.7%)	7,662 (18.3%)	238 (15.9%)
16 - 19	6,924 (76.1%)	236 (71.3%)	5,644 (46.9%)	209 (49.0%)	4,019 (53.9%)	148 (49.1%)	935 (17.5%)	45 (16.7%)	4,137 (52.7%)	160 (29.4%)	21,659 (51.9%)	738 (42.6%)
20 - 27	207 (2.3%)	10 (3.1%)	2,676 (22.2%)	98 (22.9%)	373 (5.0%)	17 (5.7%)	1,147 (21.5%)	54 (20.0%)	1,147 (19.7%)	54 (16.5%)	5,946 (14.3%)	268 (14.3%)
28 - 35	16 (0.2%)	1 (0.4%)	36 (0.3%)	1 (0.3%)	54 (0.2%)	3 (0.7%)	127 (0.9%)	8 (2.4%)	489 (3.2%)	46 (8.5%)	722 (1.7%)	60 (3.2%)
36 - 40	4 (0.1%)	2 (0.1%)	12 (0.1%)	1 (0.1%)	13 (0.2%)	1 (0.2%)	48 (0.9%)	4 (1.5%)	241 (3.1%)	16 (2.9%)	319 (0.8%)	21 (1.1%)
41 - 44	2 (0.1%)	2 (0.1%)	53 (0.4%)	7 (0.4%)	2 (1.6%)	2 (1.6%)	24 (0.5%)	3 (1.1%)	101 (1.3%)	12 (2.2%)	182 (0.7%)	22 (0.7%)
45 - 49	6 (0.1%)	1 (0.2%)	0 (0.0%)	0 (0.0%)	2 (0.0%)	2 (0.0%)	25 (0.5%)	4 (1.1%)	62 (1.1%)	9 (2.2%)	95 (0.4%)	14 (1.1%)
50 - 55	8 (0.1%)	2 (0.5%)	5 (0.5%)	2 (0.1%)	15 (0.2%)	2 (0.2%)	36 (0.7%)	7 (2.4%)	233 (3.0%)	52 (9.6%)	297 (3.7%)	63 (3.7%)
56 - 66	11 (0.1%)	2 (0.7%)	5 (0.7%)	1 (0.3%)	25 (0.3%)	4 (1.4%)	60 (1.1%)	14 (5.3%)	400 (5.1%)	121 (1.6%)	502 (2.2%)	143 (1.7%)
67 - 74	2 (0.1%)	1 (0.1%)	1 (0.1%)	1 (0.1%)	3 (0.1%)	1 (0.1%)	2 (0.1%)	1 (0.1%)	31 (0.1%)	10 (0.6%)	37 (0.7%)	11 (0.7%)
75 and Over	2 (0.1%)	1 (0.1%)	4 (0.1%)	1 (0.1%)	1 (0.1%)	1 (0.1%)	3 (0.1%)	1 (0.1%)	21 (0.1%)	8 (0.1%)	24 (0.1%)	9 (0.1%)
TOTALS	9,988 (100.0%)	331 (100.0%)	12,928 (100.0%)	427 (100.0%)	7,455 (100.0%)	302 (100.0%)	5,342 (100.0%)	267 (100.0%)	7,845 (100.0%)	545 (100.0%)	41,768 (100.0%)	1,872 (100.0%)

(a) Quantity rounded to zero.

Table 3.16
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Commodity Carried: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Commodity Carried	Trucks	Daily VMT
Agricultural and Food Products		
- Live Animals	158	(0.4%) 6 (0.3%)
- Fresh Farm Products	261	(0.6%) 14 (0.7%)
- Processed Foods	779	(1.9%) 63 (3.4%)
Mining Products, Unrefined - Crude Oil, Coal, and Metal Ores	109	(0.3%) 8 (0.4%)
Building Materials - Gravel, Sand, Concrete, Glass, and Stone, etc.	180	(0.4%) 17 (0.9%)
Forestry, Wood, and Paper Products		
- Logs and Forest Products	61	(0.1%) 6 (0.3%)
- Lumber and Fabricated Wood Products - Except Furniture	125	(0.3%) 11 (0.6%)
- Paper, Printed Matter, and Paper Products	99	(0.2%) 13 (0.7%)
Chemicals, Petroleum, and Allied Products		
- Chemicals and/or Drugs	330	(0.8%) 25 (1.4%)
- Petroleum, Petroleum Products, Paving, and Asphalt or Tar Cements	518	(1.2%) 32 (1.7%)
- Plastics and/or Rubber Products	215	(0.5%) 32 (1.7%)
Metals and Metal Products		
- Primary Metal Products	642	(1.5%) 38 (2.0%)
- Fabricated Metal Products and Bolts and Nuts	425	(1.0%) 37 (2.0%)
- Machinery	330	(0.8%) 39 (2.1%)
- Transportation Equipment and Parts	598	(1.4%) 36 (1.9%)
Other Manufactured Products		
- Furniture (Wood and Non-wood) and/or Fixtures	286	(0.7%) 24 (1.3%)
- Textiles and Apparels	410	(1.0%) 37 (2.0%)
- Miscellaneous Products of Manufacturing	298	(0.7%) 24 (1.3%)
Miscellaneous		
- Moving of Household and Office Furniture, Including Exhibits	198	(0.5%) 16 (0.9%)
- Mixed Cargo, General Freight, Mail and Express Traffic, etc.	990	(2.4%) 63 (3.4%)
- Tools/Parts for Specialized Use as in Craftsman's Vehicle	2,165	(5.2%) 82 (4.4%)
- Scrap, Garbage, Trash	1,383	(3.3%) 49 (2.6%)
- Industrial Water	314	(0.8%) 12 (0.7%)
Other	21,204	(50.8%) 745 (39.7%)
No Load Carried/Vehicle Empty	9,690	(23.2%) 440 (23.5%)
TOTALS	41,768	(100.0%) 1,872 (100.0%)

Table 3.17
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Major Use and Daily Hazardous Material Carrying Status: 1990 NTACS
 (Trucks in Thousands/Daily VMT in Millions)

Daily Major Use	Daily Hazardous Material Carrying Status						TOTALS	
	Yes		No		Unknown			
	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT
Personal Transportation	1 (0.6%)	a (a)	1,898 (18.3%)	72 (9.8%)	27,862 (89.2%)	950 (85.7%)	29,760 (71.3%)	1,022 (54.6%)
Contract Carrier	25 (13.2%)	5 (19.6%)	518 (5.0%)	83 (11.3%)	103 (0.3%)	5 (0.4%)	645 (1.5%)	93 (5.0%)
Common Carrier	51 (27.0%)	9 (34.8%)	1,220 (11.8%)	167 (22.7%)	44 (0.1%)	3 (0.3%)	1,314 (3.1%)	180 (9.6%)
Other Business Use	103 (55.0%)	11 (43.3%)	6,073 (58.7%)	379 (51.4%)	820 (2.6%)	53 (4.8%)	6,996 (16.8%)	443 (23.6%)
Unknown	8 (4.2%)	1 (2.3%)	633 (6.1%)	36 (4.9%)	2,410 (7.7%)	98 (8.8%)	3,051 (7.3%)	135 (7.2%)
TOTALS	187 (100.0%)	26 (100.0%)	10,342 (100.0%)	737 (100.0%)	31,239 (100.0%)	1,109 (100.0%)	41,768 (100.0%)	1,872 (100.0%)

(a) Quantity rounded to zero.

Table 3.18
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Truck Description and Daily Hazardous Material Carrying Status: 1990 NTACS
(Trucks in Thousands/Daily VMT in Millions)

Daily Truck Description	Daily Hazardous Material Carrying Status						TOTALS	
	Yes		No		Unknown			
	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT
Straight Truck								
- With 4 Tires Without Trailer	8 (4.3%)	1 (2.8%)	5,922 (57.3%)	290 (39.3%)	27,250 (87.2%)	940 (84.7%)	33,179 (79.4%)	1,230 (65.7%)
- With 4 Tires With Trailer(s)	a (a)	a (a)	150 (1.5%)	8 (1.1%)	543 (1.7%)	23 (2.0%)	694 (1.7%)	31 (1.6%)
- With 6 or More Tires Without Trailer	102 (54.4%)	8 (29.3%)	2,332 (22.6%)	155 (21.0%)	428 (1.4%)	20 (1.8%)	2,862 (6.9%)	182 (9.7%)
- With 6 or More Tires With Trailer(s)	4 (2.1%)	1 (3.5%)	295 (2.9%)	27 (3.7%)	30 (0.1%)	2 (0.2%)	329 (0.8%)	30 (1.6%)
Truck-Tractor								
- With Trailer(s)	62 (33.2%)	15 (59.7%)	838 (8.1%)	210 (28.5%)	45 (0.1%)	8 (0.7%)	946 (2.3%)	234 (12.5%)
- Without Trailer	a (0.2%)	a (0.1%)	16 (0.2%)	2 (0.3%)	3 (a)	a (a)	18 (a)	3 (0.1%)
Other	4 (2.3%)	1 (2.4%)	198 (1.9%)	13 (1.8%)	410 (1.3%)	16 (1.5%)	612 (1.5%)	30 (1.6%)
Unknown	7 (3.5%)	1 (2.3%)	591 (5.7%)	32 (4.4%)	2,530 (8.1%)	100 (9.0%)	3,128 (7.5%)	133 (7.1%)
TOTALS	187 (100.0%)	26 (100.0%)	10,342 (100.0%)	737 (100.0%)	31,239 (100.0%)	1,109 (100.0%)	41,768 (100.0%)	1,872 (100.0%)

(a) Quantity rounded to zero.

Table 3.19
Number of Four Year and Older Trucks and Associated Daily Vehicle Miles Traveled (DVMT)
by Daily Percent Interstate, Daily Percent Four Lane, Daily Percent Off Road and
Daily Hazardous Material Carrying Status: 1990 NTACS

(Trucks in Thousands/Daily VMT in Millions)

	Daily Hazardous Material Carrying Status						TOTALS	
	Yes		No		Unknown			
	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT	Trucks	Daily VMT
Daily Percent Interstate								
Under 10%	102 (54.3%)	7 (28.8%)	6,007 (58.1%)	268 (36.3%)	15,927 (51.0%)	403 (36.4%)	22,035 (52.8%)	679 (36.3%)
10 - 24%	15 (7.8%)	4 (14.7%)	875 (8.5%)	67 (9.1%)	1,566 (5.0%)	74 (6.7%)	2,455 (5.9%)	145 (7.7%)
25 - 49%	19 (10.1%)	3 (11.1%)	441 (4.3%)	49 (6.7%)	1,593 (5.1%)	100 (9.1%)	2,053 (4.9%)	153 (8.1%)
50 - 74%	12 (6.2%)	2 (9.2%)	964 (9.3%)	109 (14.7%)	1,909 (6.1%)	117 (10.5%)	2,885 (6.9%)	228 (12.2%)
75 - 100%	37 (19.9%)	9 (34.6%)	1,252 (12.1%)	207 (28.0%)	3,307 (10.6%)	163 (14.7%)	4,596 (11.0%)	379 (20.2%)
Unknown	3 (1.6%)	a (1.7%)	804 (7.8%)	38 (5.2%)	6,937 (22.2%)	251 (22.6%)	7,743 (18.5%)	289 (15.5%)
TOTALS	187 (100.0%)	26 (100.0%)	10,342 (100.0%)	737 (100.0%)	31,239 (100.0%)	1,109 (100.0%)	41,768 (100.0%)	1,872 (100.0%)
Daily Percent Four Lane								
Under 10%	114 (60.7%)	14 (53.0%)	4,999 (48.3%)	341 (46.3%)	15,367 (49.2%)	470 (42.4%)	20,480 (49.0%)	825 (44.1%)
10 - 24%	24 (12.7%)	5 (18.1%)	1,741 (16.8%)	151 (20.4%)	2,316 (7.4%)	109 (9.8%)	4,081 (9.8%)	265 (14.1%)
25 - 49%	15 (8.3%)	3 (11.6%)	970 (9.4%)	79 (10.7%)	1,221 (3.9%)	55 (4.9%)	2,207 (5.3%)	137 (7.3%)
50 - 74%	15 (8.2%)	2 (8.7%)	1,054 (10.2%)	68 (9.2%)	2,393 (7.7%)	110 (9.9%)	3,462 (8.3%)	179 (9.6%)
75 - 100%	13 (6.8%)	1 (4.1%)	713 (6.9%)	48 (6.5%)	2,909 (9.3%)	100 (9.0%)	3,635 (8.7%)	149 (8.0%)
Unknown	6 (3.3%)	1 (4.4%)	865 (8.4%)	51 (6.9%)	7,032 (22.5%)	266 (24.0%)	7,904 (18.9%)	318 (17.0%)
TOTALS	187 (100.0%)	26 (100.0%)	10,342 (100.0%)	737 (100.0%)	31,239 (100.0%)	1,109 (100.0%)	41,768 (100.0%)	1,872 (100.0%)
Daily Percent Off Road								
Under 10%	98 (52.4%)	15 (58.0%)	5,198 (50.3%)	392 (53.2%)	13,389 (42.9%)	467 (42.1%)	18,684 (44.7%)	874 (46.7%)
10 - 24%	21 (11.3%)	3 (11.2%)	1,372 (13.3%)	126 (17.1%)	2,791 (8.9%)	141 (12.7%)	4,185 (10.0%)	270 (14.4%)
25 - 49%	9 (4.6%)	1 (4.9%)	410 (4.0%)	40 (5.4%)	1,157 (3.7%)	65 (5.9%)	1,576 (3.8%)	106 (5.7%)
50 - 74%	10 (5.5%)	1 (4.0%)	503 (4.9%)	39 (5.2%)	1,298 (4.2%)	56 (5.0%)	1,811 (4.3%)	96 (5.1%)
75 - 100%	37 (19.5%)	4 (14.7%)	1,867 (18.0%)	75 (10.2%)	5,672 (18.2%)	135 (12.2%)	7,575 (18.1%)	214 (11.4%)
Unknown	12 (6.6%)	2 (7.1%)	992 (9.6%)	65 (8.9%)	6,932 (22.2%)	245 (22.1%)	7,936 (19.0%)	312 (16.7%)
TOTALS	187 (100.0%)	26 (100.0%)	10,342 (100.0%)	737 (100.0%)	31,239 (100.0%)	1,109 (100.0%)	41,768 (100.0%)	1,872 (100.0%)

(a) Quantity rounded to zero.

Table 3.20a
Distribution of Four Year and Older Trucks Over Daily Truck Description
by Day of Week Operated: 1990 NTACS

Daily Truck Description	Day of Week						
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Straight Truck							
- With 4 Tires Without Trailer	90.1%	82.0%	81.9%	82.5%	82.3%	82.5%	87.0%
- With 4 Tires With Trailer(s)	1.5%	1.5%	1.9%	1.7%	1.7%	1.7%	1.7%
- With 6 or More Tires Without Trailer	1.3%	6.1%	6.3%	6.2%	6.2%	6.0%	2.9%
- With 6 or More Tires With Trailer(s)	0.2%	0.7%	0.7%	0.8%	0.6%	0.6%	0.3%
Truck-Tractor							
- With Trailer(s)	0.8%	2.2%	2.3%	2.3%	2.3%	2.2%	0.9%
- Without Trailer	(a)	(a)	(a)	(a)	(a)	(a)	(a)
Other	1.8%	1.4%	1.4%	1.2%	1.2%	1.5%	1.5%
Unknown	4.3%	6.0%	5.5%	5.3%	5.6%	5.5%	5.7%
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(a) Quantity rounded to zero.

Table 3.206
Distribution of Total Activity of Four Year and Older Trucks That Operated Over
Day of Week by Daily Truck Description: 1990 NTACS

Daily Truck Description	Day of Week						TOTALS
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	
Straight Truck							
- With 4 Tires	10.5%	15.1%	15.3%	15.4%	15.2%	15.4%	13.0%
- Without Trailer							100.0%
- With 4 Tires	9.0%	13.9%	17.7%	15.5%	15.8%	15.5%	12.7%
- With Trailer(s)							100.0%
- With 6 or More Tires	2.5%	17.7%	18.6%	18.3%	18.1%	17.8%	6.9%
- Without Trailer							100.0%
- With 6 or More Tires	2.5%	19.5%	18.4%	20.4%	16.7%	15.9%	6.6%
- With Trailer(s)							100.0%
Truck-Tractor							
- With Trailer(s)	4.1%	17.7%	18.5%	18.5%	18.1%	17.7%	5.5%
- Without Trailer							100.0%
Other							
Unknown	7.7%	16.8%	15.8%	15.2%	15.8%	15.6%	13.1%
TOTALS	9.8%	15.4%	15.7%	15.6%	15.4%	15.6%	12.5%
							100.0%

Table 3.21
Distribution of Total Activity of Four Year and Older Trucks That Operated During a Daily Time Period
by Truck Type: 1990 NTACS
(Trucks in Thousands)

Truck Type	12:01 to 4:00 AM	Daily Time Period						TOTAL
		4:01 to 6:00 AM	6:01 to 8:00 AM	8:01 to 10:00 AM	10:01 AM to 4:00 PM	4:01 to 6:00 PM	6:01 to 8:00 PM	
Pickup	978 (2.0%)	1,434 (2.9%)	8,600 (17.5%)	9,172 (18.7%)	10,855 (22.1%)	12,182 (24.8%)	4,404 (24.0%)	1,452 (100%)
Utility	456 (1.7%)	392 (1.5%)	3,805 (14.3%)	4,961 (18.6%)	5,629 (21.1%)	7,463 (28.0%)	2,950 (11.1%)	1,037 (3.9%)
Small	75 (1.3%)	145 (2.6%)	760 (13.6%)	1,581 (28.3%)	866 (15.5%)	1,853 (33.2%)	227 (4.1%)	70 (1.3%)
Large	40 (1.6%)	81 (3.3%)	415 (16.8%)	722 (29.2%)	338 (13.7%)	777 (31.5%)	71 (2.9%)	26 (1.1%)
Truck-Tractor	152 (4.8%)	245 (7.7%)	535 (16.7%)	720 (22.5%)	441 (13.8%)	777 (24.3%)	193 (6.0%)	133 (4.2%)
TOTALS	1,700 (2.0%)	2,298 (2.6%)	14,115 (16.2%)	17,155 (19.7%)	18,129 (20.8%)	23,053 (26.5%)	7,844 (9.0%)	2,719 (3.1%)

Note: Each table entry gives an estimate of the number of trucks operating during the indicated time period on a sample day.

Table 3.22
Distribution of Total Activity of Four Year and Older Trucks That Operated During a Daily Time Period
by Commodity-Carrying Status: 1990 NTACS

(Trucks in Thousands)

Commodity-Carrying Status	Daily Time Period						TOTAL
	12:01 to 4:00 AM	4:01 to 6:00 AM	6:01 to 8:00 AM	8:01 to 10:00 AM	10:01 to 4:00 PM	4:01 to 6:00 PM	
Commodity-Carrying							
- Short Haul	232	401	2,279	4,374	2,727	4,650	921
	(1.5%)	(2.5%)	(14.3%)	(27.4%)	(17.1%)	(29.2%)	(5.8%)
- Long Haul	115	177	345	446	355	503	158
	(5.2%)	(8.0%)	(15.6%)	(20.2%)	(16.0%)	(22.7%)	(7.1%)
Non-Commodity-Carrying							
- Business Use	133	182	2,104	3,589	3,127	4,064	1,090
	(0.9%)	(1.2%)	(14.4%)	(24.6%)	(21.4%)	(27.8%)	(7.5%)
- Personal Use	1,220	1,538	9,341	8,683	11,871	13,746	5,674
	(2.3%)	(2.8%)	(17.3%)	(16.1%)	(22.0%)	(25.5%)	(10.5%)
- Not in Use	0	0	46	63	49	91	a
	(0.0%)	(0.0%)	(18.3%)	(25.1%)	(19.5%)	(36.3%)	(a)
TOTALS	1,700	2,298	14,115	17,155	18,129	23,053	7,844
	(2.0%)	(2.6%)	(16.2%)	(19.7%)	(20.8%)	(26.5%)	(9.0%)
							(3.1%)
							(100%)

(a) Quantity rounded to zero.

Note: Each table entry gives an estimate of the number of trucks operating during the indicated time period on a sample day.

Table 3.23
Distribution of Total Activity of Four Year and Older Trucks That Operated During a Daily Time Period
by Daily Truck Description: 1990 NTIACS

(Trucks in Thousands)

Daily Truck Description	Daily Time Period								TOTAL
	12:01 to 4:00 AM	4:01 to 6:00 AM	6:01 to 8:00 AM	8:01 to 10:00 AM	10:01 AM to 4:00 PM	4:01 to 6:00 PM	6:01 to 8:00 PM	8:01 PM to 12:00 AM	
Straight Truck									
- With 4 Tires Without Trailer	1,403 (2.0%)	1,523 (2.1%)	11,847 (16.7%)	13,097 (18.5%)	15,260 (21.5%)	18,755 (26.4%)	6,731 (9.5%)	2,334 (3.3%)	- (100%)
- With 4 Tires With Trailer(s)	3 (0.2%)	54 (3.2%)	221 (13.2%)	302 (18.0%)	454 (27.1%)	342 (20.4%)	272 (16.2%)	28 (1.7%)	- (100%)
- With 6 or More Tires Without Trailer	73 (1.2%)	178 (2.9%)	821 (13.2%)	1,861 (30.0%)	840 (13.5%)	2,127 (34.3%)	236 (3.8%)	64 (1.0%)	- (100%)
- With 6 or More Tires With Trailer(s)	10 (1.4%)	10 (1.4%)	118 (16.1%)	203 (27.8%)	141 (19.3%)	215 (29.4%)	30 (4.1%)	4 (0.5%)	- (100%)
Truck-Tractor									
- With Trailer(s)	153 (5.0%)	250 (8.2%)	520 (17.0%)	670 (21.9%)	427 (13.9%)	721 (23.5%)	188 (6.1%)	133 (4.3%)	- (100%)
- Without Trailer	4 (8.0%)	5 (10.0%)	8 (16.0%)	13 (26.0%)	8 (16.0%)	9 (18.0%)	1 (2.0%)	2 (4.0%)	- (100%)
Other	25 (1.8%)	41 (3.0%)	102 (7.3%)	329 (23.7%)	251 (18.1%)	412 (29.7%)	221 (15.9%)	8 (0.6%)	- (100%)
Unknown	30 (1.0%)	237 (8.0%)	478 (16.2%)	680 (23.0%)	748 (25.3%)	471 (15.9%)	164 (5.6%)	146 (4.9%)	- (100%)
TOTALS	1,700 (2.0%)	2,298 (2.6%)	14,115 (16.2%)	17,155 (19.7%)	18,129 (20.8%)	23,053 (26.5%)	7,844 (2.0%)	2,719 (3.1%)	- (100%)

(a) Quantity rounded to Zero.

Note: Each table entry gives an estimate of the number of trucks operating during the indicated time period on a sample day.

Table 3.24
Distribution of Four Year and Older Trucks
by Daily Percent Interstate, Daily Percent Four Lane, Daily Percent Off Road,
and Commodity-Carrying Status: 1990 NTACS

	Commodity-Carrying Status					TOTALS	
	Commodity-Carrying		Non-Commodity-Carrying				
	Short Haul	Long Haul	Business Use	Personal Use	Not in Use		
Daily Percent Interstate							
Under 10%	58.0%	30.2%	59.2%	50.4%	72.1%	52.8%	
10 - 24%	6.5%	3.3%	6.2%	5.7%	0.0%	5.9%	
25 - 49%	4.7%	5.8%	3.6%	5.3%	0.0%	4.9%	
50 - 74%	7.2%	11.6%	7.4%	6.6%	1.2%	6.9%	
75 - 100%	9.0%	37.9%	8.5%	11.4%	4.9%	11.0%	
Unknown	14.5%	11.1%	15.1%	20.6%	21.8%	18.5%	
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Daily Percent Four Lane							
Under 10%	52.9%	48.6%	49.9%	47.9%	35.8%	49.0%	
10 - 24%	9.6%	16.8%	10.1%	9.5%	21.8%	9.8%	
25 - 49%	6.3%	8.1%	7.8%	4.3%	14.1%	5.3%	
50 - 74%	8.0%	6.7%	9.4%	8.2%	9.6%	8.3%	
75 - 100%	8.0%	6.5%	7.0%	9.4%	5.3%	8.7%	
Unknown	15.3%	13.2%	15.8%	20.8%	13.4%	18.9%	
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Daily Percent Off Road							
Under 10%	41.1%	58.8%	43.2%	45.8%	32.3%	44.7%	
10 - 24%	10.1%	9.7%	11.5%	9.6%	14.9%	10.0%	
25 - 49%	4.6%	4.1%	5.9%	3.0%	9.6%	3.8%	
50 - 74%	5.6%	4.1%	4.0%	4.1%	0.0%	4.3%	
75 - 100%	22.1%	7.9%	19.5%	17.0%	30.6%	18.1%	
Unknown	16.5%	15.4%	15.9%	20.5%	12.5%	19.0%	
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 3.25
Distribution of Four Year and Older Trucks
by Daily Percent Interstate, Daily Percent Four Lane, Daily Percent Off Road,
and Daily Major Use: 1990 NTACS

	Daily Major Use					TOTALS
	Personal Transportation	Contract Carrier	Common Carrier	Other Business Use	Unknown	
Daily Percent Interstate						
Under 10%	55.3%	31.8%	42.2%	58.8%	22.9%	52.8%
10 - 24%	5.7%	11.9%	6.2%	8.1%	0.8%	5.9%
25 - 49%	5.2%	5.8%	6.4%	5.1%	0.5%	4.9%
50 - 74%	6.6%	9.1%	12.3%	9.2%	1.7%	6.9%
75 - 100%	11.5%	21.5%	27.6%	9.1%	1.2%	11.0%
Unknown	15.6%	20.0%	5.3%	9.6%	72.9%	18.5%
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Daily Percent Four Lane						
Under 10%	52.6%	41.4%	48.4%	49.4%	15.7%	49.0%
10 - 24%	9.2%	10.5%	21.4%	13.5%	1.7%	9.8%
25 - 49%	4.3%	11.6%	8.0%	10.2%	1.3%	5.3%
50 - 74%	8.6%	10.9%	7.7%	9.6%	2.1%	8.3%
75 - 100%	9.7%	4.4%	7.1%	6.8%	5.0%	8.7%
Unknown	15.7%	21.2%	7.2%	10.5%	74.2%	18.9%
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Daily Percent Off Road						
Under 10%	47.4%	45.4%	43.8%	47.2%	13.6%	44.7%
10 - 24%	10.0%	14.1%	20.4%	11.9%	0.7%	10.0%
25 - 49%	3.7%	5.4%	5.3%	4.3%	1.7%	3.8%
50 - 74%	4.2%	3.9%	8.3%	5.1%	2.6%	4.3%
75 - 100%	19.3%	8.6%	12.6%	20.6%	5.7%	18.1%
Unknown	15.5%	22.5%	9.6%	10.8%	75.7%	19.0%
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 3.26
Distribution of Four Year and Older Trucks
by Daily Percent Interstate, Daily Percent Four Lane, Daily Percent Off Road,
and Daily Truck Description: 1990 NTACS

	Daily Truck Description									TOTALS	
	Straight Truck										
	4 Tires		6 or More Tires		Truck-Tractor			Other	Unknown		
	Without Trailer	With Trailer(s)	Without Trailer	With Trailer(s)	With Trailer(s)	Without Trailer	With Trailer(s)				
Daily Percent Interstate											
Under 10%	55.5%	44.9%	63.2%	48.3%	29.8%	53.9%	58.0%	22.2%	52.8%		
10 - 24%	6.0%	13.0%	6.7%	5.3%	6.7%	12.4%	11.1%	0.5%	5.9%		
25 - 49%	4.9%	12.5%	5.0%	5.1%	8.1%	1.5%	14.3%	0.3%	4.9%		
50 - 74%	7.1%	10.8%	7.6%	7.4%	15.5%	12.9%	3.1%	1.6%	6.9%		
75 - 100%	11.8%	1.2%	7.4%	26.5%	34.6%	10.9%	1.9%	1.0%	11.0%		
Unknown	14.6%	17.6%	10.2%	7.5%	5.4%	8.5%	11.6%	74.3%	18.5%		
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Daily Percent Four Lane											
Under 10%	51.7%	46.7%	54.7%	60.6%	49.0%	44.6%	44.4%	15.3%	49.0%		
10 - 24%	9.9%	13.0%	12.4%	12.1%	17.5%	21.4%	13.1%	1.6%	9.8%		
25 - 49%	5.5%	8.1%	5.4%	6.8%	10.8%	7.0%	3.9%	0.9%	5.3%		
50 - 74%	8.3%	13.0%	10.0%	8.1%	7.8%	11.5%	25.8%	1.9%	8.3%		
75 - 100%	9.6%	0.8%	6.7%	4.5%	7.4%	1.9%	0.9%	5.3%	8.7%		
Unknown	14.9%	18.4%	10.8%	7.9%	7.5%	13.6%	11.8%	75.1%	18.9%		
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	
Daily Percent Off Road											
Under 10%	47.8%	36.3%	40.0%	36.5%	60.0%	36.8%	50.5%	13.1%	44.7%		
10 - 24%	10.3%	15.9%	12.8%	19.9%	10.8%	9.7%	16.8%	0.8%	10.0%		
25 - 49%	3.8%	8.4%	4.7%	5.3%	6.1%	13.2%	1.5%	1.4%	3.8%		
50 - 74%	4.5%	1.8%	5.2%	5.0%	4.3%	12.1%	3.0%	2.5%	4.3%		
75 - 100%	19.1%	19.4%	24.9%	14.0%	9.2%	20.0%	14.3%	5.4%	18.1%		
Unknown	14.5%	18.3%	12.4%	19.3%	9.6%	8.2%	13.9%	76.9%	19.0%		
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	

Table 3.27a
Distribution of Four Year and Older Trucks Over Truck Type
by Number of Days Operated During a Week: 1990 NTACS

Truck Type	Number of Days Operated During a Week							TOTALS
	Zero	One	Two	Three	Four	Five	Six	
Pickup	61.4%	43.5%	68.3%	56.9%	53.2%	51.0%	68.2%	59.9%
Utility	22.4%	25.8%	15.1%	23.3%	28.9%	25.3%	23.2%	37.4%
Small	11.8%	22.4%	11.0%	11.5%	9.2%	12.4%	4.5%	1.7%
Large	2.6%	4.6%	2.8%	4.0%	4.4%	5.8%	1.8%	0.5%
Truck-Tractor	1.8%	3.7%	2.7%	4.3%	4.3%	5.6%	2.2%	0.5%
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 3.27b
Distribution of Four Year and Older Trucks Over Number of Days
Operated During a Week by Truck Type: 1990 NTACS

Truck Type	Number of Days Operated During a Week							TOTALS
	Zero	One	Two	Three	Four	Five	Six	
Pickup	2.4%	2.9%	6.6%	5.3%	5.5%	17.2%	18.1%	42.0%
Utility	1.8%	3.4%	2.9%	4.3%	6.0%	17.0%	12.3%	52.2%
Small	4.0%	12.7%	9.2%	9.2%	8.2%	36.1%	10.3%	10.4%
Large	2.4%	7.1%	6.3%	8.6%	10.7%	45.7%	11.5%	7.7%
Truck-Tractor	1.6%	5.6%	6.2%	9.3%	10.5%	44.4%	13.8%	8.6%
TOTALS	2.3%	3.9%	5.7%	5.4%	6.1%	19.8%	15.6%	41.1%

Table 3.28a
Distribution of Four Year and Older Trucks Over Truck Model Year
by Number of Days Operated During a Week: 1990 NTACS

Truck Model Year	Number of Days Operated During a Week									TOTALS
	Zero	One	Two	Three	Four	Five	Six	Seven		
1987(a)	0.1%	3.9%	1.7%	2.5%	3.7%	10.2%	9.7%	12.1%	9.1%	
1986	3.6%	8.7%	6.8%	9.9%	8.1%	16.5%	10.5%	16.2%	13.4%	
1985	5.4%	6.7%	10.3%	18.5%	8.0%	9.7%	7.6%	10.6%	10.0%	
1984	0.7%	5.9%	2.0%	4.7%	8.8%	9.0%	10.1%	10.4%	8.8%	
1983	2.7%	0.4%	5.4%	5.4%	5.6%	6.4%	8.6%	9.8%	7.7%	
1982	1.6%	5.3%	2.4%	6.6%	12.8%	8.5%	3.5%	4.9%	5.8%	
1981	13.5%	5.7%	3.4%	2.3%	2.5%	2.7%	7.1%	4.1%	4.3%	
1980	0.3%	2.6%	0.7%	5.2%	4.7%	3.9%	2.4%	2.5%	2.9%	
1979	5.4%	14.1%	22.0%	4.6%	5.9%	5.2%	10.1%	6.2%	7.7%	
1978	3.4%	9.1%	17.5%	11.0%	8.1%	5.0%	3.0%	4.7%	5.9%	
Pre-1978	63.3%	37.6%	27.8%	29.2%	31.9%	22.9%	27.4%	18.4%	24.4%	
Unknown	0.0%	(b)	(b)	(b)	0.0%	(b)	0.0%	0.0%	(b)	
TOTALS	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

(a) Includes some 1988 models.

(b) Quantity rounded to zero.

Table 3.28b
Distribution of Four Year and Older Trucks Over Number of Days
Operated During a Week by Truck Model Year: 1990 NTACS

Truck Model Year	Number of Days Operated During a Week								TOTALS
	Zero	One	Two	Three	Four	Five	Six	Seven	
1987(a)	(b)	1.6%	1.1%	1.5%	2.5%	22.1%	16.1%	54.5%	100.0%
1986	0.6%	2.5%	2.9%	4.0%	3.7%	24.4%	12.2%	49.7%	100.0%
1985	1.2%	2.6%	5.9%	10.1%	4.9%	19.4%	12.0%	43.9%	100.0%
1984	0.2%	2.6%	1.3%	2.9%	6.1%	20.4%	17.9%	48.7%	100.0%
1983	0.8%	0.2%	4.0%	3.9%	4.4%	16.6%	17.4%	52.7%	100.0%
1982	0.6%	3.5%	2.4%	6.2%	13.5%	29.1%	9.6%	35.1%	100.0%
1981	7.2%	5.1%	4.4%	2.9%	3.5%	12.4%	25.5%	39.0%	100.0%
1980	0.2%	3.4%	1.4%	9.8%	9.9%	26.4%	13.0%	36.0%	100.0%
1979	1.6%	7.1%	16.3%	3.3%	4.7%	13.3%	20.6%	33.1%	100.0%
1978	1.3%	5.9%	16.8%	10.1%	8.4%	16.8%	8.0%	32.6%	100.0%
Pre-1978	6.0%	5.9%	6.5%	6.5%	8.0%	18.6%	17.5%	31.0%	100.0%
Unknown	0.0%	(b)	(b)	(b)	0.0%	100.0%	0.0%	0.0%	100.0%
TOTALS	2.3%	3.9%	5.7%	5.4%	6.1%	19.8%	15.6%	41.1%	100.0%

(a) Includes some 1988 models.
 (b) Quantity rounded to zero.

Table 3.29
Number of Four Year and Older Trucks
by Annual Major Use and Daily Major Use: 1990 NTACS
(Trucks in Thousands)

Annual Major Use	Daily Major Use					TOTALS Trucks
	Personal Transportation Trucks	Contract Carrier Trucks	Common Carrier Trucks	Other Business Use Trucks	Unknown Trucks	
Personal Transportation	29,389 (98.8%)	0 (0.0%)	0 (0.0%)	70 (1.0%)	2,146 (70.3%)	31,605 (75.7%)
Contract Carrier	0 (0.0%)	634 (98.2%)	2 (0.1%)	2 (a)	19 (0.6%)	656 (1.6%)
Common Carrier	16 (0.1%)	6 (0.9%)	1,305 (99.3%)	14 (0.2%)	77 (2.5%)	1,419 (3.4%)
Other Business Use	112 (0.4%)	3 (0.5%)	2 (0.2%)	6,859 (98.0%)	371 (12.2%)	7,347 (17.6%)
Unknown	244 (0.8%)	3 (0.4%)	6 (0.4%)	51 (0.7%)	438 (14.3%)	741 (1.8%)
TOTALS	29,760 (100.0%)	645 (100.0%)	1,314 (100.0%)	6,996 (100.0%)	3,051 (100.0%)	41,768 (100.0%)

(a) Quantity rounded to zero.

Table 3.30
Number of Four Year and Older Trucks
by Annual Truck Description and Daily Truck Description: 1990 NTACS
(Trucks in Thousands)

Annual Truck Description	Daily Truck Description									TOTALS Trucks
	Straight Truck				Truck-Tractor					
	4 Tires		6 or More Tires		With Trailer(s)	Without Trailer Trucks	With Trailer(s)	Without Trailer Trucks	Other Trucks	Unknown Trucks
Straight Truck										
- With 4 Tires	32,341	80	1	0	0	0	0	4	2,671	35,097
Without Trailer	(97.5%)	(11.5%)	(a)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.7%)	(85.4%)	(84.0%)
- With 4 Tires	575	519	0	0	0	0	0	0	69	1,163
With Trailer(s)	(1.7%)	(74.8%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(2.2%)	(2.8%)
- With 6 or More Tires	2	0	2,810	9	0	0	0	18	210	3,050
Without Trailer	(a)	(0.0%)	(98.2%)	(2.8%)	(0.0%)	(0.0%)	(0.0%)	(3.0%)	(6.7%)	(7.3%)
- With 6 or More Tires	0	0	18	319	0	0	0	0	19	355
With Trailer(s)	(0.0%)	(0.0%)	(0.6%)	(96.8%)	(0.0%)	(0.0%)	(0.0%)	(0.0%)	(0.6%)	(0.9%)
Truck-Tractor										
- With Trailer(s)	0	0	a	0	942	1	0	0	23	966
	(0.0%)	(0.0%)	(a)	(0.0%)	(99.5%)	(7.6%)	(0.0%)	(0.7%)	(2.3%)	
- Without Trailer	0	0	0	a	0	17	0	1	18	
	(0.0%)	(0.0%)	(0.0%)	(0.1%)	(0.0%)	(90.1%)	(0.0%)	(a)	(a)	
Other	4	0	0	0	a	0	583	23	610	
	(a)	(0.0%)	(0.0%)	(0.0%)	(a)	(0.0%)	(95.2%)	(0.7%)	(1.5%)	
Unknown	257	95	33	1	4	a	7	111	508	
	(0.8%)	(13.6%)	(1.1%)	(0.3%)	(0.4%)	(2.3%)	(1.2%)	(3.5%)	(1.2%)	
TOTALS	33,179	694	2,862	329	946	18	612	3,128	41,768	
	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	(100.0%)	

(a) Quantity rounded to zero.

CHAPTER 4

UNWEIGHTED NUMBERS ON TRIP-SEGMENTS

- Only 9,974 sample truck operators reported sample day data; the unweighted numbers are counts obtained from that data.
- A daily trip-segment is the section of road traveled between one reported stop and the next reported stop on a truck's sample day.
- Because some of the 9,794 trucks failed to report stop data, there is additional nonresponse and it was decided to present unweighted data in this chapter.

Table 4.1
Unweighted Number of Daily Trip Segments for Four Year and Older Trucks
by Trip-Segment Length and Commodity-Carrying Status: 1990 NTACS

Trip-Segment Length (Miles)	Commodity-Carrying Status						TOTALS	
	Commodity-Carrying		Non-Commodity-Carrying					
	Short Haul Trip-Segments	Long Haul Trip-Segments	Business Use Trip-Segments	Personal Use Trip-Segments	Not In Use Trip-Segments			
Less Than 10	10,454 (59.5%)	1,549 (21.8%)	417 (53.0%)	43 (41.0%)	28 (75.7%)		12,491 (48.8%)	
10 - 19	2,537 (14.4%)	614 (8.6%)	176 (22.4%)	22 (21.0%)	1 (2.7%)		3,350 (13.1%)	
20 - 29	1,614 (9.2%)	565 (7.9%)	81 (10.3%)	24 (22.9%)	4 (10.8%)		2,288 (8.9%)	
30 - 39	874 (5.0%)	513 (7.2%)	33 (4.2%)	4 (3.8%)	1 (2.7%)		1,425 (5.6%)	
40 - 49	554 (3.2%)	327 (4.6%)	18 (2.3%)	4 (3.8%)	0 (0.0%)		903 (3.5%)	
50 - 99	1,066 (6.1%)	1,120 (15.8%)	41 (5.2%)	6 (5.7%)	1 (2.7%)		2,234 (8.7%)	
100 - 149	268 (1.5%)	701 (9.9%)	5 (0.6%)	1 (1.0%)	0 (0.0%)		975 (3.8%)	
150 - 199	100 (0.6%)	510 (7.2%)	11 (1.4%)	0 (0.0%)	2 (5.4%)		623 (2.4%)	
200 - 399	82 (0.5%)	832 (11.7%)	5 (0.6%)	1 (1.0%)	0 (0.0%)		920 (3.6%)	
400 - 599	11 (0.1%)	300 (4.2%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		311 (1.2%)	
600 - 799	3 (a)	48 (0.7%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		51 (0.2%)	
800 - 999	0 (0.0%)	18 (0.3%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		18 (0.1%)	
1000 and Over	0 (0.0%)	10 (0.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		10 (a)	
TOTALS	17,563 (100.0%)	7,107 (100.0%)	787 (100.0%)	105 (100.0%)	37 (100.0%)		25,599 (100.0%)	

(a) Quantity rounded to zero.

Table 4.2
Unweighted Number of Daily Trip Segments for Four Year and Older Trucks
by Trip-Segment Length and Truck Type: 1990 NTACS

Trip-Segment Length (Miles)	Truck Type					TOTALS Trip-Segments
	Pickup Trip-Segments	Utility Trip-Segments	Small Trip-Segments	Large Trip-Segments	Truck-Tractor Trip-Segments	
Less Than 10	540 (62.6%)	403 (61.6%)	3,602 (71.2%)	3,833 (56.6%)	4,113 (33.6%)	12,491 (48.8%)
10 - 19	131 (15.2%)	113 (17.3%)	572 (11.3 %)	1,123 (16.6%)	1,411 (11.5%)	3,350 (13.1%)
20 - 29	79 (9.2%)	60 (9.2%)	375 (7.4%)	612 (9.0%)	1,162 (9.5%)	2,288 (8.9%)
30 - 39	43 (5.0%)	33 (5.0%)	171 (3.4%)	364 (5.4%)	814 (6.6%)	1,425 (5.6%)
40 - 49	24 (2.8%)	18 (2.8%)	91 (1.8%)	219 (3.2%)	551 (4.5%)	903 (3.5%)
50 - 99	36 (4.2%)	22 (3.4%)	183 (3.6%)	377 (5.6%)	1,616 (13.2%)	2,234 (8.7%)
100 - 149	4 (0.5%)	2 (0.3%)	37 (0.7%)	111 (1.6%)	821 (6.7%)	975 (3.8%)
150 - 199	3 (0.3%)	1 (0.2%)	19 (0.4%)	42 (0.6%)	558 (4.6%)	623 (2.4%)
200 - 399	2 (0.2%)	2 (0.3%)	9 (0.2%)	79 (1.2%)	828 (6.8%)	920 (3.6%)
400 - 599	0 (0.0%)	0 (0.0%)	1 (a)	17 (0.3%)	293 (2.4%)	311 (1.2%)
600 - 799	0 (0.0%)	0 (0.0%)	1 (a)	1 (a)	49 (0.4%)	51 (0.2%)
800 - 999	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	18 (0.1%)	18 (0.1%)
1000 and Over	0 (0.0%)	0 (0.0%)	0 (0.0%)	0 (0.0%)	10 (0.1%)	10 (a)
TOTALS	862 (100.0%)	654 (100.0%)	5,061 (100.0%)	6,778 (100.0%)	12,244 (100.0%)	25,599 (100.0%)

(a) Quantity rounded to zero.

Table 4.3
Unweighted Summary Statistics for Length of Trip Segments for Four Year and Older Trucks
by Truck Description from 1990 NTACS and Major Use from 1987 TIUS

	Truck Description								Total	
	Straight Truck with 4 Tires		Straight Truck with 6 Tires		Truck-Tractor		Other	Unknown		
	without trailer	with trailer(s)	without trailer	with trailer(s)	with trailer(s)	without trailer				
Agricultural Services										
No. of Trip Segments	319.00	41.00	1,519.00	116.00	700.00	7.00	7.00	18.00	2,727.00	
Average (miles)	11.46	20.44	15.91	36.35	78.35	50.00	15.00	10.17	32.40	
Minimum (miles)	1.00	1.00	1.00	1.00	1.00	5.00	7.00	1.00	1.00	
Maximum (miles)	120.00	168.00	300.00	275.00	850.00	200.00	30.00	41.00	850.00	
Forestry or Lumbering Activities										
No. of Trip Segments	12.00	2.00	219.00	54.00	566.00	5.00	5.00	0	863.00	
Average (miles)	13.92	14.50	21.31	49.13	53.42	52.80	94.40	-	44.60	
Minimum (miles)	1.00	14.00	1.00	1.00	1.00	5.00	6.00	-	1.00	
Maximum (miles)	33.00	15.00	183.00	170.00	500.00	105.00	200.00	-	500.00	
Construction Work										
No. of Trip Segments	175.00	16.00	1,676.00	252.00	992.00	19.00	72.00	19.00	3,221.00	
Average (miles)	14.78	19.94	13.58	22.29	38.54	10.05	12.11	21.00	22.04	
Minimum (miles)	1.00	2.00	1.00	1.00	1.00	1.00	1.00	5.00	1.00	
Maximum (miles)	60.00	60.00	325.00	243.00	943.00	22.00	48.00	115.00	943.00	
Contractor Activities or Special Trades										
No. of Trip Segments	388.00	1.00	489.00	41.00	116.00	4.00	6.00	4.00	1,049.00	
Average (miles)	12.99	10.00	15.82	24.39	56.71	112.50	39.67	14.00	20.12	
Minimum (miles)	1.00	10.00	1.00	1.00	2.00	35.00	10.00	3.00	1.00	
Maximum (miles)	95.00	10.00	650.00	350.00	1,400.00	300.00	66.00	25.00	1,400.00	
Manufacturing, Refining, or Processing Activities										
No. of Trip Segments	145.00	9.00	721.00	59.00	990.00	0	13.00	2.00	1939.00	
Average (miles)	18.46	38.89	13.82	39.71	89.81	-	10.23	3.00	53.83	
Minimum (miles)	1.00	1.00	1.00	1.00	1.00	-	1.00	3.00	1.00	
Maximum (miles)	215.00	175.00	420.00	450.00	1,488.00	-	50.00	3.00	1,488.00	
Wholesale Trade										
No. of Trip Segments	443.00	12.00	2,360.00	87.00	1,616.00	2.00	27.00	14.00	4,561.00	
Average (miles)	9.13	10.83	12.49	56.86	49.55	18.00	13.81	17.21	26.16	
Minimum (miles)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Maximum (miles)	115.00	31.00	400.00	435.00	700.00	35.00	35.00	100.00	700.00	

Table 4.3
Unweighted Summary Statistics for Length of Trip Segments for Four Year and Older Trucks
by Truck Description from 1990 NTACS and Major Use from 1987 TIUS (Continued)

	Truck Description								
	Straight Truck with 4 Tires		Straight Truck with 6 Tires		Truck-Tractor		Other	Unknown	Total
	without trailer	with trailer(s)	without trailer	with trailer(s)	with trailer(s)	without trailer			
Retail Trade									
No. of Trip Segments	480.00	7.00	1,310.00	46.00	457.00	2.00	44.00	15.00	2,361.00
Average (miles)	10.30	19.14	13.27	66.09	60.06	80.00	3.73	11.13	22.63
Minimum (miles)	1.00	1.00	1.00	4.00	1.00	80.00	1.00	1.00	1.00
Maximum (miles)	125.00	90.00	383.00	500.00	662.00	80.00	40.00	40.00	662.00
Business and Personal Services									
No. of Trip Segments	264.00	10.00	672.00	19.00	157.00	3.00	15.00	1.00	1,141.00
Average (miles)	10.46	24.20	14.13	14.89	43.76	8.33	11.07	5.00	17.40
Minimum (miles)	1.00	3.00	1.00	2.00	1.00	5.00	1.00	5.00	1.00
Maximum (miles)	150.00	60.00	475.00	50.00	423.00	10.00	38.00	5.00	475.00
Utilities									
No. of Trip Segments	31.00	0	182.00	53.00	45.00	25.00	0	1.00	337.00
Average (miles)	14.39	-	12.25	20.60	51.24	3.12	-	2.00	18.26
Minimum (miles)	1.00	-	1.00	1.00	1.00	1.00	-	2.00	1.00
Maximum (miles)	60.00	-	75.00	90.00	229.00	28.00	-	2.00	229.00
Mining or Quarry Activities									
No. of Trip Segments	22.00	0	192.00	25.00	180.00	2.00	10.00	0	431.00
Average (miles)	8.00	-	25.94	72.72	49.42	10.00	6.60	-	37.02
Minimum (miles)	1.00	-	1.00	11.00	3.00	10.00	1.00	-	1.00
Maximum (miles)	19.00	-	246.00	863.00	373.00	10.00	25.00	-	863.00
Daily Rental									
No. of Trip Segments	12.00	0	149.00	10.00	121.00	0	0	2.00	294.00
Average (miles)	8.50	-	18.19	19.70	81.02	-	-	178.50	44.80
Minimum (miles)	1.00	-	1.00	8.00	1.00	-	-	119.00	1.00
Maximum (miles)	17.00	-	131.00	33.00	834.00	-	-	238.00	834.00
Not in Use									
No. of Trip Segments	7.00	0	18.00	2.00	16.00	0	1.00	0	44.00
Average (miles)	9.43	-	8.50	20.00	34.00	-	65.00	-	19.73
Minimum (miles)	2.00	-	2.00	20.00	2.00	-	65.00	-	2.00
Maximum (miles)	20.00	-	35.00	20.00	160.00	-	65.00	-	160.00

Table 4.3
Unweighted Summary Statistics for Length of Trip Segments for Four Year and Older Trucks
by Truck Description from 1990 NTACS and Major Use from 1987 TIUS (Continued)

	Truck Description									
	Straight Truck with 4 Tires		Straight Truck with 6 Tires		Truck-Tractor			Other	Unknown	Total
	without trailer	with trailer(s)	without trailer	with trailer(s)	with trailer(s)	without trailer				
For Hire Transportation										
No. of Trip Segments	88.00	5.00	796.00	232.00	5,200.00	19.00	42.00	15.00	6,397.00	
Average (miles)	13.45	57.80	17.38	40.24	91.19	113.84	23.64	59.93	78.61	
Minimum (miles)	1.00	7.00	1.00	1.00	1.00	10.00	1.00	1.00	1.00	
Maximum (miles)	241.00	100.00	420.00	725.00	1,300.00	600.00	556.00	350.00	1,300.00	
One Way Rental										
No. of Trip Segments	0	0	10.00	0	0	0	0	0	10.00	
Average (miles)	-	-	20.80	-	-	-	-	-	20.80	
Minimum (miles)	-	-	5.00	-	-	-	-	-	5.00	
Maximum (miles)	-	-	50.00	-	-	-	-	-	50.00	
Personal Transportation										
No. of Trip Segments	78.00	2.00	10.00	5.00	0	0	2.00	0	97.00	
Average (miles)	18.58	45.00	32.50	27.60	-	-	10.00	-	20.85	
Minimum (miles)	1.00	45.00	18.00	26.00	-	-	10.00	-	1.00	
Maximum (miles)	241.00	45.00	129.00	30.00	-	-	10.00	-	241.00	
Unknown										
No. of Trip Segments	12.00	0	45.00	13.00	57.00	0	0	0	127.00	
Average (miles)	13.83	-	19.87	150.31	86.05	-	-	-	63.25	
Minimum (miles)	5.00	-	2.00	9.00	1.00	-	-	-	1.00	
Maximum (miles)	17.00	-	150.00	795.00	500.00	-	-	-	795.00	
Total										
No. of Trip Segments	2,476.00	105.00	10,368.00	1,014.00	11,213.00	88.00	244.00	91.00	25,599.00	
Average (miles)	11.90	23.15	14.56	38.14	74.38	42.47	15.03	25.44	41.61	
Minimum (miles)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Maximum (miles)	241.00	175.00	650.00	863.00	1,488.00	600.00	556.00	350.00	1,488.00	

Table 4.4
Unweighted Number of Daily Four Year and Older Trucks
by Number of Daily Pickup/Delivery Stops and Commodity-Carrying Status: 1990 NTACS

Number of Daily Pickup/Delivery Stops	Commodity-Carrying Status						TOTALS Trucks	
	Commodity-Carrying		Non-Commodity-Carrying					
	Short Haul Trucks	Long Haul Trucks	Business Use Trucks	Personal Use Trucks	Not In Use Trucks			
0	539 (9.9%)	541 (19.2%)	289 (45.6%)	166 (19.6%)	6 (20.7%)		1,541 (15.7%)	
1	1,257 (23.0%)	846 (30.1%)	172 (27.1%)	394 (46.5%)	8 (27.6%)		2,677 (27.3%)	
2	1,256 (23.0%)	663 (23.6%)	108 (17.0%)	204 (24.1%)	7 (24.1%)		2,238 (22.9%)	
3	652 (11.9%)	253 (9.0%)	16 (2.5%)	37 (4.4%)	6 (20.7%)		964 (9.8%)	
4	468 (8.6%)	207 (7.4%)	28 (4.4%)	46 (5.4%)	1 (3.4%)		750 (7.7%)	
5	299 (5.5%)	131 (4.7%)	8 (1.3%)	0 (0.0%)	0 (0.0%)		438 (4.5%)	
6	250 (4.6%)	69 (2.5%)	6 (0.9%)	0 (0.0%)	0 (0.0%)		325 (3.3%)	
7	120 (2.2%)	21 (0.7%)	0 (0.0%)	0 (0.0%)	1 (3.4%)		142 (1.4%)	
8	105 (1.9%)	27 (1.0%)	6 (0.9%)	0 (0.0%)	0 (0.0%)		138 (1.4%)	
9	57 (1.0%)	11 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		68 (0.7%)	
10	98 (1.8%)	10 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		108 (1.1%)	
11 - 15	190 (3.5%)	19 (0.7%)	1 (0.2%)	0 (0.0%)	0 (0.0%)		210 (2.1%)	
16 - 20	105 (1.9%)	11 (0.4%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		116 (1.2%)	
21 - 25	48 (0.9%)	3 (0.1%)	0 (0.0%)	0 (0.0%)	0 (0.0%)		51 (0.5%)	
25 and Over	27 (0.5%)	1 (a)	0 (0.0%)	0 (0.0%)	0 (0.0%)		28 (0.3%)	
TOTALS	5,471 (100.0%)	2,813 (100.0%)	634 (100.0%)	847 (100.0%)	29 (100.0%)		9,794 (100.0%)	

(a) Quantity rounded to zero.

Table 4.5
Unweighted Number of Daily Four Year and Older Trucks
by Number of Daily Pickup/Delivery Stops and Daily Major Use: 1990 NTACS

Number of Daily Pickup/Delivery Stops	Daily Major Use						TOTALS Trucks
	Personal Transportation Trucks	Contract Carrier Trucks	Common Carrier Trucks	Other Business Use Trucks	Unknown Trucks		
0	301 (17.8%)	171 (14.3%)	347 (15.7%)	664 (16.4%)	58 (9.1%)		1,541 (15.7%)
1	629 (37.2%)	300 (25.0%)	556 (25.2%)	1,065 (26.2%)	127 (20.0%)		2,677 (27.3%)
2	450 (26.6%)	276 (23.0%)	478 (21.6%)	863 (21.3%)	171 (27.0%)		2,238 (22.9%)
3	151 (8.9%)	99 (8.3%)	172 (7.8%)	389 (9.6%)	153 (24.1%)		964 (9.8%)
4	78 (4.6%)	128 (10.7%)	185 (8.4%)	295 (7.3%)	64 (10.1%)		750 (7.7%)
5	41 (2.4%)	52 (4.3%)	113 (5.1%)	205 (5.0%)	27 (4.3%)		438 (4.5%)
6	15 (0.9%)	55 (4.6%)	91 (4.1%)	150 (3.7%)	14 (2.2%)		325 (3.3%)
7	12 (0.7%)	21 (1.7%)	34 (1.5%)	71 (1.7%)	4 (0.6%)		142 (1.4%)
8	7 (0.4%)	32 (2.7%)	33 (1.5%)	62 (1.5%)	4 (0.6%)		138 (1.4%)
9	0 (0.0%)	6 (0.5%)	24 (1.1%)	37 (0.9%)	1 (0.2%)		68 (0.7%)
10	0 (0.0%)	12 (1.0%)	35 (1.6%)	61 (1.5%)	0 (0.0%)		108 (1.1%)
11 - 15	4 (0.2%)	27 (2.3%)	66 (3.0%)	108 (2.7%)	5 (0.8%)		210 (2.1%)
16 - 20	1 (0.1%)	11 (0.9%)	49 (2.2%)	51 (1.3%)	4 (0.6%)		116 (1.2%)
21 - 25	1 (0.1%)	3 (0.3%)	20 (0.9%)	25 (0.6%)	2 (0.3%)		51 (0.5%)
25 and Over	0 (0.0%)	7 (0.6%)	7 (0.3%)	14 (0.3%)	0 (0.0%)		28 (0.3%)
TOTALS	1,690 (100.0%)	1,200 (100.0%)	2,210 (100.0%)	4,060 (100.0%)	634 (102.1%)		9,794 (100.0%)

CHAPTER 5

ADJUSTED ESTIMATES OF THE 1990 NTACS TRUCK POPULATION

- ORNL adjusted the 1990 NTACS population to include estimates of the post-NTACS trucks (less than four years old).

To provide estimates for the U.S. 1990 population of trucks (regions A and C of Figure 1.1), ORNL investigated several variations of an adjustment technique. The best of those variations, as judged by statistical methods used by ORNL research staff members, produced the estimates presented in Table 5.1, which is to be viewed relative to Table 1.1.

What follows is a brief outline of steps taken to produce the adjusted estimates by producing two adjusted data items:

XPFD1(adj) and ARMIL (adj).

The variation used makes it easy to produce adjusted tables and provides consistent adjusted totals among adjusted tables. The adjustment methodology makes use of

- (1) the data items XPFD1 and ARMIL included on the 1990 NTACS Public Use File,
- (2) selected data items included on the 1987 TIUS User's Tape, and
- (3) R. L. Polk truck population data for 1987 and 1990.

Production of XPFD1(adj)

Step 1. For either the 1987 TIUS sample (or the 1990 NTACS sample), trucks were stratified into nine strata according to commodity-carrying status and truck type as follows:

Truck Type	Commodity-Carrying Status		
	Commodity-Carrying		Non-Commodity Carrying
	Short-Haul	Long-Haul	
Pickup Utility Small Truck	Stratum 1	Stratum 2	Stratum 3
Large Truck	Stratum 4	Stratum 5	Stratum 6
Truck-Tractor	Stratum 7	Stratum 8	Stratum 9

The age of a truck was represented by $t=1, 2, 3, 4, 5, 6, 7, 8, 9, 10$. Trucks with $t>10$ were not considered in this step but were considered in steps 7-9.

Step 2. Using the 1987 TIUS Tape and for each value of $t(=1, 2, 3, 4, 5, 6, 7, 8, 9, 10)$, the weighted distribution of the trucks over the nine strata was determined. There were ten different distributions.

Step 3. Using the 1990 NTACS Public Use File and for each value of $t(=4, 5, 6, 7, 8, 9, 10)$, the weighted distribution of the trucks over the nine strata was determined. There were seven different distributions.

Step 4. For each $t(=4, 5, 6, 7, 8, 9, 10)$, the distribution from the 1987 TIUS was compared with the corresponding distribution from the 1990 NTACS. There were seven different comparisons.

Step 5. Using 1987 TIUS data and 1987 and 1990 Polk data to adjust for trucks excluded from TIUS, estimates of the number of 1 year old, 2 year old, and 3 year old trucks operating in 1990 were produced as follows:

$$1990 \text{ Estimate } (t \text{ yr old}) = \frac{\text{TIUS 1987 Estimate } (t)}{\text{Polk 1987 Estimate } (t)} \text{ Polk 1990 Estimate } (t)$$

yielding

t	1990 Estimate (t yr old)
1 year olds	2,853,162 trucks
2 year olds	4,861,769 trucks
3 year olds	4,629,739 trucks

Step 6. Using the 1987 TIUS distribution of t year old trucks, the 1990 estimate was allocated among the nine strata. This was done three separate times.

Step 7. For each stratum, the estimated number of trucks was obtained as

$$\text{NTACS (all yrs)} = \text{NTACS (4+ yrs)} + (1 \text{ yr alloc}) + (2 \text{ yr alloc}) + (3 \text{ yr alloc}).$$

Step 8. For each NTACS sample truck in a given stratum, its adjusted expansion factor was obtained as

$$XPFD1(\text{adj}) = \frac{\text{NTACS (all yrs)}}{\text{NTACS (4+ yrs)}} \text{ XPFD1}.$$

Step 9. The variable XPFD1(adj) was used to produce all adjusted estimates of the number of trucks in Table 5.1.

Production of ARMIL(adj)

Step 10. Using the 1987 TIUS Tape for each stratum and for each value of t ($= 1, 2, 3, 4, 5, 6, 7, 8, 9, 10$) the (weighted) average VMT per truck was determined. Within each stratum, 10 (weighted) average VMTs were obtained.

Step 11. Using the 1990 NTACS File for each stratum and for each value of t ($= 4, 5, 6, 7, 8, 9, 10$), the (weighted) average VMT per truck was determined. Within each stratum, 7 (weighted) average VMTs were obtained. Note that for NTACS, we did not have the (weighted) averages for $t=1,2$, nor 3.

Step 12. Within each stratum and using the averages from steps 10 and 11 for $t= 5, 6, 7, 8, 9, 10$, a regression model to predict the 3 unknown averages for NTACS for $t=1,2$, and 3 was used.

Step 13. Within each stratum, an average VMT per truck was predicted separately for 1 year olds, for 2 year olds, and for 3 year olds.

Step 14. Within each stratum, a total adjusted estimate of VMT was produced as:

$$VMT(NTACS,all) = VMT(NTACS,4+ yrs) + VMT(NTACS,1 yr) \\ + VMT(NTACS,2 yr) + VMT(NTACS,3 yr).$$

Step 15. For each NTACS sample truck in a given stratum, its adjusted ARMIL was obtained as:

$$ARMIL(adj) = \frac{VMT(NTACS,all)}{VMT(NTACS,4+)} ARMIL.$$

Thus each NTACS sample truck's annual reported mileage was adjusted to include its own mileage plus a share of the estimated mileage of similar trucks' ages $t=1, 2$, and 3 years old.

Step 16. The variable ARMIL(adj) along with the variable XPFD1 was used to produce all adjusted estimates of the annual truck miles in Table 5.1.

In summary, we have

Estimate	Trucks	VMT (miles)
Four Year and Older Trucks in 1990	41,768,000	440,174,000,000
All Trucks in 1990 (adjusted)	54,112,000	652,147,000,000

Table 5.1
Number (Adjusted to Include Less than Four Year Old) of Trucks and (Adjusted) Associated
Annual Vehicle Miles Traveled (VMT)
by Census-Region, Commodity-Carrying Status, and Truck Type: 1990 NTACS
(Trucks in Thousands/Annual VMT in Millions)

Commodity Carrying Status	Truck Type										TOTALS
	Pickup		Utility		Small		Large		Truck-Tractor		
Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT	Trucks	Annual VMT
Commodity-Carrying											
-Short Haul	411	5,558	372	4,975	360	4,566	200	3,780	104	3,344	1,446
-Long Haul	5	28	24	1,042	11	145	15	725	66	4,660	120
Non-Commodity-Carrying											
-Business Use	575	7,990	551	9,343	139	876	28	346	7	129	1,299
-Personal Use	2,522	19,656	1,670	17,354	45	189	0	0	a	a	4,237
-Not in Use	0	0	0	0	0	0	1	a	0	0	1
Northeast Totals	3,512	33,232	2,616	32,714	554	5,776	243	4,851	177	8,133	7,102
Commodity-Carrying											
-Short Haul	1,083	12,748	403	7,063	777	6,360	330	6,646	174	7,164	2,767
-Long Haul	62	3,208	54	921	27	268	54	3,516	214	20,302	412
Non-Commodity-Carrying											
-Business Use	1,283	14,868	580	8,308	202	1,290	42	620	9	415	2,116
-Personal Use	5,208	58,683	2,902	28,466	143	667	18	39	1	3	8,274
-Not in Use	0	0	0	0	13	53	0	0	2	17	15
Midwest Totals	7,636	89,507	3,940	44,758	1,162	8,639	444	10,821	401	27,901	13,583
Commodity-Carrying											
-Short Haul	1,446	14,537	480	6,628	740	11,243	264	6,395	257	9,354	3,187
-Long Haul	66	357	76	606	30	629	44	2,260	180	17,400	395
Non-Commodity-Carrying											
-Business Use	1,655	23,009	917	8,087	325	2,223	38	586	32	745	2,967
-Personal Use	9,046	89,526	3,943	49,370	166	753	41	178	10	69	13,206
-Not in Use	31	25	3	23	23	106	5	21	3	24	66
South Totals	12,244	127,455	5,420	64,715	1,283	14,955	393	9,441	481	27,592	19,821
Commodity-Carrying											
-Short Haul	826	10,848	338	6,880	429	6,867	125	2,344	146	5,332	1,865
-Long Haul	42	929	3	9	20	110	19	613	86	8,030	170
Non-Commodity-Carrying											
-Business Use	1,258	13,443	512	4,735	114	1,677	15	122	17	275	1,915
-Personal Use	6,349	48,225	3,152	30,316	79	568	4	5	1	7	9,584
-Not in Use	27	226	10	38	34	51	0	0	1	8	71
West Totals	8,503	73,671	4,014	41,977	675	9,274	163	3,085	251	13,651	13,606
Commodity-Carrying											
-Short Haul	3,766	43,692	1,593	25,545	2,306	29,037	919	19,165	682	25,194	9,265
-Long Haul	175	4,521	157	2,579	88	1,153	132	7,115	545	50,391	1,097
Non-Commodity-Carrying											
-Business Use	4,770	59,309	2,560	30,473	779	6,066	123	1,674	66	1,563	8,297
-Personal Use	23,125	216,091	11,668	125,506	433	2,177	63	223	12	79	35,301
-Not in Use	59	252	12	61	69	210	6	22	6	50	152
UNITED STATES TOTALS	31,895	323,865	15,990	184,164	3,674	38,644	1,242	28,198	1,311	77,277	54,112

(a) Quantity rounded to zero.

APPENDIX A

DESIGN OF THE 1990 NATIONWIDE TRUCK ACTIVITY AND COMMODITY SURVEY

I. Purpose of Survey

The NTACS was designed by the Census Bureau with DOT consultation and involvement to provide detailed information on daily activity patterns of trucks and on the relationships of trucking to commodity movements and economic activity. The NTACS measures the 1990 activity of trucks registered on July 1, 1987, and in the scope of the Census Bureau's 1987 Truck Inventory and Use Survey (TIUS).

II. Universe

The universe for the 1990 NTACS includes the following: All trucks during the NTACS period (October 29, 1989--October 27, 1990) registered in one of the 50 states or the District of Columbia on July 1, 1987, and operating in 1987 as estimated by the 1987 TIUS.

A. A "truck" is a vehicle registered in a state as a truck, or a vehicle with a "truck" chassis registered as a car. Vehicles excluded from the 1987 TIUS and subsequently excluded from the 1990 NTACS universe were:

1. Vehicles owned by Federal, state, or local governments
2. Ambulances
3. Buses
4. Mobile homes
5. Trucks
 - Sold prior to 1987 (NTACS only)
 - Disposed of prior to July 1, 1986 (TIUS and NTACS)
6. Farm tractors
7. Unpowered trailers
8. Trucks reported scrapped or wrecked prior to registration year.

III. Survey Frame

The 1990 NTACS sample was selected from commodity-carrying trucks and non-commodity carrying business, personal transportation and idle trucks which responded to the 1987 TIUS. Thus the NTACS sample is a subsample of the 1987 TIUS sample respondents.

The 1987 TIUS frame is described below.

A. Description

The 1987 TIUS was based on a sample survey of approximately 135,321 trucks (Table B) selected from the TIUS universe of approximately 45,393,671 trucks (Table A). R.L. Polk and Company, as directed by the Census Bureau, selected a stratified random sample from vehicle registration files for each of the 50 states and the District of Columbia. Five vehicle type strata were selected:

STRATUM	VEHICLE TYPE
1	Pickup trucks
2	Vans, panels and utilities
3	Single-unit, small (GVW ¹ \leq 26,000 lbs.)
4	Single-unit, large (GVW $>$ 26,000 lbs.)
5	Truck-tractors

The truck (unit) response rate for the 1987 TIUS at the U.S. level was approximately 77.9 percent, i.e. approximately 104,601 trucks responded (Table C).

The 1987 TIUS forms were mailed to registered owners of each sample truck to determine the 1987 operational and physical characteristics. Based on the 1987 TIUS, the NTACS frame contained the following information:

1. State of registration
2. Vehicle type (stratum)
3. 1987 TIUS expansion factor

¹ Gross Vehicle Weight rating (GVW) is the weight of a vehicle when loaded to its capacity.

4. Response characteristics

5. 1987 TIUS characteristics.

Trucks identified as idled (i.e., wrecked, awaiting repair, etc.) from the 1987 TIUS were given a chance for selection in the NTACS because these trucks could have been operational at the time the NTACS survey was conducted. Trucks scrapped or not in use in 1987 were excluded from the survey. *No attempt was made to follow up "deaths" or to include newly registered trucks that were registered since July 1, 1987.* If a vehicle changed ownership, however, an attempt was made to find the new owner of the truck.

B. Preparation of the Frame

The 103,737 trucks (Table D) in the sampling frame were stratified into one of 225 strata defined by geographic division, types of haul, and truck classification. Type of haul was either long or short for commodity-carrying trucks, or business use only, personal use only, or idled non-commodity-carrying trucks. A long-haul commodity-carrying truck is a truck with 30 percent of its annual mileage on trips of 200 miles or more; or at least 50 percent of its annual mileage on trips of 50 to 200 miles and at least 10 percent of annual mileage on trips of 200 miles or more.

Prior to sample selection, trucks within each stratum were sorted by body type and ZIP.

IV. Sample Size

Using the 1982 TIUS as a basis of study and later adjusted by results from the 1987 TIUS, the NTACS sample was determined to be approximately 44,002 trucks (Table E). Of those, approximately 14,000 were long-haul commodity-carrying, approximately 24,000 were short-haul commodity-carrying, and the balance were non-commodity-carrying. Sample sizes were determined to provide reliable estimates of annual miles at the division level for commodity-carrying large trucks plus tractor-trailer trucks, commodity-carrying pick-ups plus vans, all commodity-carrying trucks, all large plus tractor-trailer trucks, all pick-ups plus vans, and all trucks.

Approximately 42 percent of all trucks responding in the 1987 TIUS were included in the 1990 NTACS sample.

The estimated 1990 NTACS universe size (using XPFD1) is approximately 41,768,000 (see Table 1.1).

V. Sample Selection

The survey collected information on the activities of trucks on one or two sample days. The sample was selected in two steps: (1) a sample of trucks was identified from the in-scope list of trucks in the 1987 TIUS, and (2) one or two sample days for each specific truck was selected.

A respondent was asked to provide data on a specific day within a specific week(s). In addition, within the specific week(s), the truck reported which day(s) it operated. For the selected day(s), the owner of a truck reported detailed information on its characteristics and activities for a day and/or for the trips started and continuing on the sample day.

A. Selection of Trucks

A stratified systematic random sample of trucks from the 1987 TIUS was included in the 1990 NTACS.

Selected into the 1990 NTACS were the following groups of trucks responding to the 1987 TIUS:

- All commodity-carrying long-haul trucks
- All commodity-carrying short-haul pickups and vans
- A subsample of commodity-carrying short-haul tractor-trailers; single-unit, large; and single-unit small trucks
- A subsample of non-commodity-carrying trucks.

ORNL's current understanding of the number of NTACS respondents (22,044) and NTACS nonrespondents (21,808) is given in Table G. It should be noted that 150 trucks ($= 44,002 - 22,044 - 21,808$) in the original NTACS sample were eventually determined to be out of scope for NTACS.

B. Selection of Weeks

Each long-haul commodity-carrying truck was enumerated for two selected one-week periods. The year was divided into 13 blocks (periods) of four-weeks each beginning October 29, 1989, and ending October 27, 1990. Each truck was randomly assigned to a four-week block (period).

The first week was randomly selected from the first two-weeks in the block; the second week was two-weeks later. The sample of trucks for a block was evenly divided between the first and second week. For each day in the two-weeks

selected, the owner of the truck was asked to report whether the truck operated some time during the day.

Each selected local haul commodity-carrying and non-commodity-carrying truck was enumerated for one selected one-week period during the four-week block.

C. Selection of Days

For each selected week, each truck was randomly assigned a day to report daily characteristics. One substitute day was provided on the questionnaire. If commodities were carried during the week, but not on either the selected or a substitute day, the respondent was provided a telephone number to call to obtain a new sample day within the sampled week. For long-haul trucks, each day of the week had an equal probability of selection.

D. Definition of Trip

A trip is defined as travel starting when a truck left the base or location of a pickup or delivery and ended when it arrived at the base or location of the next pickup or delivery (this includes traveling empty).

E. Selection of Trip

For long-haul trucks, a trip in which any part of the travel occurred on the sample day was selected into the survey. This allowed information on any trip beginning before the sample day, continuing into the sample day, and ending after the sample day to be collected.

VI. NTACS Questionnaire Content

See Appendix C.

VII. How Conducted

A. General

The 1990 NTACS was conducted by mail. The registration information was computer imprinted on the questionnaires identifying the specific vehicle selected as well as the week(s) and day(s) selected.

B. Mailout

Selected sampled cases were assigned to one of 13 periods. Each respondent received one of two questionnaires requesting the activities of the selected vehicle for a selected day in a four-week period of the year or activities for two selected days in different weeks of the same four-week period.

The mailing package consisted of the original questionnaire, instruction sheet, cover letter, and return envelope.

C. Receipt and Check-in

Questionnaires were mailed from the Census Bureau's Jeffersonville, Indiana facility. Respondents were requested to return these report forms to that facility immediately after the sample day where an automated check-in occurred. Respondents with delinquent reports were followed up.

D. Follow-up

In an attempt to improve the response rate for the survey, two mail follow-ups were conducted. In addition, a telephone follow-up was initially conducted for the first five (5) periods. Due to the high cost in conducting telephone follow-up to obtain a completed response, the use of certified mail was implemented for the remaining eight (8) periods. Certified mail proved to be cost effective and improved not only overall response, but item non-response as well.

E. Data Editing

Responses were edited for reasonableness and consistency through clerical screening and a computer edit. The physical characteristics of the selected vehicles were compared with those attributes reported in the 1987 TIUS. The operational characteristics of the sampled vehicles were edited against parameters developed from industry standards and from knowledge of the operations of various carrier types.

It was recognized during the design and development stages and from the results of the pretest that this data collection would be an exploratory process which would attempt to study new and changing conditions in truck operation and activity characteristics that had not been measured in any previous program.

During the edit process, a number of important observations were made that will help improve response and data quality for the 1994 program. In preparation for the 1994 program, additional contacts with trade groups, TIUS participants, and DOT specialists will improve questionnaire design and respondent reportability. The evaluation of the 1990 data collection will

improve data item definitions and instructions and therefore improve response rates. These steps will be part of a process to balance data user needs and respondent ability to report quality data on a timely basis.

TABLE A. 1987 TIUS NUMBER OF TRUCKS IN UNIVERSE BY STATE BY TRUCK TYPE (9/2/88)

STATE	TRUCK TYPE				
	1 PU	2 VAN	3 LT TRK	4 HVY TRK	5 TRACTOR
AL	638,613	173,339	51,492	26,700	24,942
AK	107,061	52,685	7,485	3,419	2,172
AZ	492,522	206,317	49,082	13,493	10,286
AR	427,842	96,058	3,097	930	6,022
CA	3,114,535	1,295,855	262,097	52,980	112,338
CO	591,910	309,619	57,336	21,496	4,692
CT	237,758	161,962	35,245	12,614	7,141
DE	63,762	38,851	10,400	5,511	3,694
DC	6,868	12,387	1,980	589	93
FL	1,079,807	697,569	97,195	27,192	45,273
GA	808,816	280,598	86,289	27,734	32,866
HI	109,845	40,725	10,726	3,538	1,612
ID	225,104	68,335	20,055	6,038	5,830
IL	775,257	547,659	137,478	73,488	98,863
IN	623,625	288,552	97,405	39,010	43,743
IA	414,034	147,030	65,749	42,663	18,675
KS	468,723	148,444	82,097	30,477	15,926
KY	552,570	167,668	70,020	19,028	15,610
LA	662,206	203,953	52,191	19,955	18,887
ME	170,586	61,024	17,425	10,595	6,144
MD	341,399	227,197	59,194	31,332	14,553
MA	315,869	267,985	58,170	38,502	11,569
MI	862,631	568,562	78,971	21,405	44,079
MN	514,359	235,517	61,950	37,574	18,886
MS	399,959	83,261	18,734	7,364	8,762
MO	718,109	184,820	78,035	24,299	24,792
MT	221,409	63,818	22,815	8,283	8,098
NE	272,796	79,949	62,859	19,971	19,833
NV	171,537	65,815	9,500	1,955	3,545
NH	137,873	71,245	17,462	7,337	5,586
NJ	330,317	349,862	77,012	41,693	26,235
NM	333,941	107,392	23,401	4,053	5,301
NY	693,191	651,353	137,931	49,282	33,201
NC	858,052	311,547	126,308	36,738	43,961
ND	147,705	42,202	67,000	10,383	6,153
OH	927,108	581,907	134,423	87,185	35,001
OK	644,308	167,477	67,030	18,395	24,770
OR	571,409	208,582	34,726	9,987	22,746
PA	869,677	611,082	121,812	55,690	52,873
RI	61,736	43,657	10,594	3,451	2,748
SC	407,583	132,578	44,075	12,206	9,629
SD	158,308	46,806	25,249	12,141	6,459
TN	708,475	217,247	57,914	20,551	29,773
TX	2,703,736	997,144	196,460	44,588	98,909
UT	240,582	112,077	20,544	5,691	7,075
VT	79,227	38,120	9,187	4,508	1,957
VA	696,407	319,065	84,383	30,308	23,335
WA	739,707	289,801	56,688	11,731	19,223
WV	270,632	110,659	33,218	9,512	4,135
WI	480,254	202,196	68,387	40,078	23,769
WY	145,669	57,020	14,834	3,438	7,245
US	27,595,406	12,444,370	3,093,709	1,145,062	1,115,124
				GRAND TOTAL	45,983,671

Source: September 12, 1988 Census Bureau Memo, Truck Inventory and Use Survey, #87EAG-T-1, Chapter 15, Subchapter D, Document #2.

TABLE B. 1987 TIUS PRELIMINARY SAMPLE SIZES BY STATE BY TRUCK TYPE

STATE	TRUCK TYPE				
	1	2	3	4	5
AL	626	122	553	765	598
AK	575	231	456	255	874
AZ	615	202	687	77	1,179
AR	689	108	502	267	1,069
CA	596	205	577	229	1,164
CO	531	269	662	111	1,202
CT	408	327	596	27	1,258
DE	471	245	475	568	616
DC	247	479	526	258	200
FL	501	291	612	98	1,259
GA	608	163	563	114	1,252
HI	493	293	599	872	191
ID	623	150	569	774	511
IL	473	269	615	464	918
IN	510	192	630	24	1,350
IA	539	158	640	60	1,298
KS	574	135	687	129	1,215
KY	602	155	622	612	734
LA	653	155	579	268	1,086
ME	565	208	522	648	587
MD	433	299	642	94	1,234
MA	385	331	624	870	467
MI	509	302	545	98	1,267
MN	541	192	575	428	939
MS	667	99	531	542	788
MO	582	187	604	618	742
MT	613	157	636	576	657
NE	518	147	678	358	973
NV	589	231	595	643	444
NH	507	245	521	167	1,058
NJ	337	354	504	247	1,128
NM	631	167	519	83	1,212
NY	393	354	593	174	1,204
NC	539	167	695	812	556
ND	476	92	747	632	648
OH	473	279	618	752	626
OK	646	136	631	123	1,221
OR	616	177	509	182	1,166
PA	437	293	615	239	1,143
RI	408	322	577	263	798
SC	642	161	619	316	970
SD	580	134	646	117	1,131
TN	628	153	632	107	1,236
TX	644	161	525	368	1,025
UT	576	196	613	341	918
VT	520	247	558	466	574
VA	535	221	645	301	1,051
WA	590	218	630	167	1,168
WV	553	225	659	537	713
WI	479	257	634	116	1,240
WY	579	197	509	127	1,127
US	27,527	11,056	30,298	17,480	47,960
				GRAND TOTAL	134,321

Source: Appendix D of July 29, 1986 Census Bureau Memo, 1987 Truck Inventory and Use Survey-Sample Design, #87EAG-T-1, Chapter 19, Subchapter A, Document #1.

TABLE C. 1987 TIUS NUMBER OF SAMPLE RESPONDENTS BY STATE BY TRUCK TYPE

STATE	TRUCK TYPE				
	1	2	3	4	5
AL	448	119	325	368	683
AK	349	191	333	292	487
AZ	418	179	427	244	649
AR	514	121	215	41	1,187
CA	417	167	408	244	977
CO	397	210	453	612	418
CT	330	245	459	522	634
DE	313	197	324	348	521
DC	140	299	319	233	73
FL	353	237	381	177	909
GA	423	153	418	211	857
HI	396	139	412	764	166
ID	508	157	459	402	658
IL	349	246	329	373	691
IN	404	195	419	218	949
IA	447	152	421	433	734
KS	434	130	494	367	834
KY	482	149	488	386	707
LA	452	154	377	401	664
ME	456	167	380	542	582
MD	363	234	401	571	621
MA	335	259	361	724	401
MI	402	264	407	201	981
MN	431	202	393	448	669
MS	494	107	328	401	607
MO	492	132	458	374	814
MT	484	140	412	244	729
NE	426	120	419	284	774
NV	449	178	430	255	749
NH	376	192	358	360	655
NJ	270	293	355	498	632
NM	456	154	458	121	298
NY	326	282	425	426	699
NC	458	160	421	553	605
ND	410	116	591	463	633
OH	375	233	373	598	474
OK	479	125	392	367	664
OR	479	164	377	174	949
PA	398	265	393	331	903
RI	349	246	414	460	449
SC	472	147	457	390	660
SD	442	132	413	294	746
TN	472	140	389	159	827
TX	375	159	353	237	739
UT	462	215	410	234	820
VT	441	211	382	496	452
VA	426	200	437	344	781
WA	466	190	427	347	742
WV	466	192	496	688	414
WI	448	189	400	423	889
WY	428	164	383	205	788
US	21,178	9,412	20,548	18,844	34,619
				GRAND TOTAL	104,601

Source: Appendix C of the 1987 TIUS-Technical Documentation, U. S. Bureau of the Census

TABLE D. RESTRATIFICATION OF 1987 TIUS NUMBER OF SAMPLE RESPONDENTS BY DIVISION BY COMMODITY-CARRYING STATUS BY TRUCK TYPE FOR NTACS SAMPLING (FRMW^T TRUCK COUNT)

CENSUS DIVISION	COMMODITY-CARRYING STATUS	TRUCK TYPE						TOTAL
		1	2	3	4	5		
1 New England (ME VT RI NH MA CT)	1	302	173	1,452	2,389	2,036	12,025	
	2	11	11	54	232	855		
	3	361	231	488	308	164		
	4	1,560	872	274	98	40		
	5	7	5	39	36	27		
2 Middle Atlantic (NY NJ PA)	1	114	107	741	970	1,322	6,370	
	2	2	7	18	61	738		
	3	149	156	282	133	98		
	4	705	550	91	61	9		
	5	0	1	20	12	23		
3 East North Central (OH IN IL MI WI)	1	228	129	1,173	1,107	1,989	10,643	
	2	16	12	43	173	1,726		
	3	287	141	413	175	150		
	4	1,407	825	252	293	23		
	5	4	2	22	26	27		
4 West North Central (MN IA MO ND SD NE KS)	1	513	90	2,303	1,930	2,592	14,954	
	2	19	12	46	266	2,266		
	3	584	167	435	188	199		
	4	1,913	704	317	195	55		
	5	14	4	55	50	37		
5 South Atlantic (DE MD DC VA WV NC SC GA FL)	1	355	181	2,12	2,432	3,165	17,515	
	2	17	17	38	250	1,758		
	3	449	315	822	385	272		
	4	2,528	1,273	520	348	87		
	5	14	5	48	47	47		
6 East South Central (KY TN AL MS)	1	205	54	870	823	1,384	8,004	
	2	7	14	27	239	1,152		
	3	224	66	359	106	174		
	4	1,430	376	221	92	88		
	5	3	2	28	20	42		
7 West South Central (AR LA OK TX)	1	182	39	811	733	1,723	7,872	
	2	11	7	36	96	1,145		
	3	312	97	308	143	231		
	4	1,276	406	128	25	23		
	5	14	2	39	32	55		
8 Mountain (MT ID WY CO NM AZ UT NV)	1	383	107	1,953	1,636	2,973	16,452	
	2	34	5	107	434	2,168		
	3	558	174	732	252	335		
	4	2,569	1,091	515	88	64		
	5	18	5	106	48	97		
9 Pacific (WA OR CA AK HI)	1	201	90	1,168	1,540	2,284	9,902	
	2	8	8	25	54	755		
	3	281	131	381	159	189		
	4	1,586	608	305	16	23		
	5	6	6	31	18	29		
GRAND TOTAL 103,737								

Source: 1989 Sample Selection Tabulations, U. S. Bureau of the Census.
Date: 10/13/90

TABLE E. NUMBER OF TRUCKS SELECTED FOR 1989 NTACS SAMPLE BY DIVISION BY COMMODITY-CARRYING BY TRUCK TYPE (TRUCK COUNT)

CENSUS DIVISION	COMMODITY-CARRYING STATUS	TRUCK TYPE						TOTAL
		1	2	3	4	5		
1	1	283	168	640	922	717	4,291	
	2	11	11	54	219	814		
	3	36	60	40	20	11		
	4	120	60	40	5	5		
	5	4	5	18	15	13		
2	1	114	102	712	951	609	3,894	
	2	2	7	18	60	710		
	3	8	80	121	38	23		
	4	94	84	61	2	1		
	5	0	1	10	5	9		
3	1	217	126	762	355	452	4,226	
	2	16	12	41	164	1,598		
	3	50	50	50	40	25		
	4	75	75	75	1	2		
	5	2	2	11	13	12		
4	1	503	90	1,200	1,556	397	6,971	
	2	19	12	46	241	2,097		
	3	80	80	75	35	12		
	4	150	150	100	35	15		
	5	7	4	27	23	17		
5	1	341	175	741	564	750	5,552	
	2	17	17	66	240	1,674		
	3	80	80	121	50	50		
	4	150	150	83	75	50		
	5	7	3	24	22	22		
6	1	199	53	813	286	448	3,752	
	2	7	14	25	220	1,067		
	3	80	62	50	9	16		
	4	150	150	50	4	3		
	5	3	1	13	10	19		
7	1	177	39	772	384	912	4,184	
	2	11	7	34	92	1,102		
	3	50	26	52	50	79		
	4	160	70	50	25	23		
	5	7	1	19	15	27		
8	1	375	105	1,311	538	872	6,556	
	2	34	5	103	392	1,936		
	3	80	80	65	84	79		
	4	150	150	80	10	10		
	5	8	5	30	24	30		
9	1	200	84	1,124	500	1,109	4,576	
	2	8	8	24	54	726		
	3	80	80	50	50	50		
	4	150	150	50	16	23		
	5	2	5	13	8	12		
GRAND TOTAL 44,002								

Source: 1989 Sample Selection Tabulations, U. S. Bureau of the Census
Date: 10/13/89

TABLE F. ESTIMATED 1987 TIUS UNIVERSE SIZE* BASED ON
1987 TIUS SAMPLE (Compare with Table A.)

STATE	TRUCK TYPE					TOTAL
	1	2	3	4	5	
AL	627,411	166,350	49,806	25,856	24,319	893,742
AK	105,848	51,870	7,226	3,361	2,128	170,433
AZ	487,852	206,317	45,860	8,484	10,157	758,650
AR	420,478	90,804	2,541	930	5,971	520,724
CA	3,084,945	1,243,722	253,401	52,126	110,088	4,744,282
CO	587,473	306,699	52,897	21,187	4,594	972,850
CT	231,446	153,208	34,058	12,444	6,923	438,079
DE	63,157	38,269	9,824	5,401	3,652	120,303
DC	6,304	12,178	1,940	596	129	21,147
FL	1,050,059	694,638	94,953	26,591	42,914	1,909,155
GA	788,315	278,775	83,299	27,474	32,215	1,210,078
HI	108,092	39,586	10,110	3,438	1,584	160,810
ID	219,908	67,475	19,260	5,950	5,751	318,344
IL	773,042	536,750	133,817	70,284	89,650	1,603,543
IN	614,500	287,079	94,036	38,135	42,885	1,076,635
IA	409,452	146,069	64,224	41,512	18,181	679,438
KS	459,202	144,013	80,152	29,668	15,479	728,514
KY	541,339	165,445	67,384	18,783	15,179	808,130
LA	639,566	202,638	48,825	19,328	16,487	926,844
ME	166,568	59,250	16,937	10,309	6,099	259,163
MD	339,528	218,783	57,896	30,686	14,507	681,400
MA	312,143	259,956	54,121	36,012	11,400	673,632
MI	847,866	560,076	76,166	21,300	43,282	1,548,690
MN	503,839	233,209	59,673	36,436	16,564	849,721
MS	388,170	79,544	17,358	6,965	8,522	500,559
MO	706,620	183,430	75,874	23,854	24,314	1,014,092
MT	217,369	63,365	20,345	6,083	7,778	314,940
NE	270,889	77,370	57,382	18,900	19,528	444,069
NV	170,023	64,886	8,617	1,854	3,468	248,848
NH	133,954	69,790	16,715	7,218	5,548	233,225
NJ	326,687	340,563	72,138	40,870	25,906	808,162
NM	331,038	106,699	22,946	3,660	4,857	469,200
NY	688,965	642,244	128,554	48,709	32,643	1,541,115
NC	858,054	309,811	123,951	36,277	43,306	1,371,199
ND	145,927	41,841	63,863	10,205	6,083	287,919
OH	914,910	589,683	131,255	86,009	34,635	1,736,492
OK	635,029	164,840	62,861	17,007	23,904	903,641
OR	560,871	203,616	33,915	9,393	22,558	830,353
PA	863,137	601,995	115,353	54,536	52,236	1,687,257
RI	60,866	43,306	10,321	3,376	2,658	120,527
SC	401,625	131,683	42,675	12,082	9,497	597,562
SD	155,496	46,453	24,194	11,513	6,348	244,004
TN	698,121	215,706	54,157	20,298	28,718	1,018,998
TX	2,847,260	978,678	185,925	43,847	98,388	3,952,098
UT	237,496	110,534	18,676	5,525	7,019	379,250
VT	78,339	37,940	8,087	4,290	1,921	130,577
VA	692,322	310,720	82,597	29,350	22,891	1,137,880
WA	730,306	288,283	52,735	11,434	19,017	1,101,775
WV	268,327	108,401	31,932	9,419	4,107	422,186
WI	477,057	202,198	66,076	37,842	23,425	808,598
WY	143,324	56,675	14,029	3,247	7,084	224,359

GRAND TOTAL 44,557,190

*Estimates in a given stratum were obtained by multiplying the 1987 TIUS Expansion Factor for that stratum by the 1987 TIUS Sample Respondents for that stratum.

Sources: Appendices B and C of the 1987 TIUS - Technical Documentation
U. S. Bureau of the Census

TABLE G. NUMBER OF SAMPLE RESPONDENTS' (NONRESPONDENTS) TO THE 1990 NTACS

CENSUS DIVISION	COMMODITY-CARRYING STATUS	TRUCK TYPE					TOTAL
		1	2	3	4	5	
1	1	143(138)	74(94)	312(323)	413(505)	340(377)	1,983(2,290)
	2	8(3)	7(4)	20(33)	95(124)	321(491)	
	3	23(13)	32(28)	19(20)	13(7)	4(7)	
	4	68(50)	38(22)	20(20)	1(4)	3(1)	
	5	2(2)	2(3)	9(9)	10(5)	6(7)	
2	1	61(52)	43(57)	357(352)	443(508)	322(284)	1,934(1,950)
	2	1(1)	5(2)	9(9)	30(30)	351(359)	
	3	50(30)	33(47)	58(65)	17(21)	10(13)	
	4	59(35)	46(38)	29(31)	0(2)	1(0)	
	5	0(0)	1(0)	5(5)	1(4)	4(5)	
3	1	108(109)	57(68)	418(340)	180(174)	223(229)	2,068(2,142)
	2	7(9)	5(7)	21(20)	72(91)	694(897)	
	3	22(28)	31(19)	27(23)	21(18)	9(16)	
	4	43(32)	49(25)	50(25)	0(1)	1(1)	
	5	1(1)	2(0)	10(1)	8(5)	9(3)	
4	1	287(215)	46(43)	662(536)	861(690)	229(167)	3,834(3,119)
	2	9(10)	7(5)	20(26)	139(101)	1,108(986)	
	3	42(38)	41(39)	42(32)	26(8)	6(6)	
	4	93(57)	84(65)	50(50)	24(11)	8(7)	
	5	6(1)	2(2)	18(8)	17(6)	7(10)	
5	1	174(167)	79(95)	404(334)	262(300)	357(388)	2,789(2,743)
	2	6(11)	9(8)	41(25)	123(117)	850(820)	
	3	42(37)	34(46)	59(62)	29(20)	22(28)	
	4	80(70)	71(78)	50(33)	40(35)	23(27)	
	5	3(4)	1(2)	9(13)	12(10)	9(13)	
6	1	104(94)	28(27)	438(373)	138(147)	214(233)	1,815(1,926)
	2	3(4)	7(7)	16(9)	99(119)	454(610)	
	3	45(35)	29(33)	20(30)	2(7)	9(7)	
	4	72(78)	86(64)	27(23)	1(3)	1(2)	
	5	2(0)	1(0)	5(8)	7(3)	9(10)	
7	1	93(84)	18(21)	408(364)	177(205)	422(490)	2,007(2,167)
	2	6(5)	4(3)	12(22)	37(55)	524(573)	
	3	18(31)	12(14)	28(24)	29(21)	33(46)	
	4	75(85)	33(37)	25(25)	13(11)	9(14)	
	5	3(4)	1(0)	10(8)	7(8)	10(17)	
8	1	208(166)	58(46)	738(568)	272(265)	452(417)	3,392(3,135)
	2	18(16)	4(1)	58(47)	187(201)	941(984)	
	3	35(45)	37(43)	31(33)	41(42)	47(32)	
	4	74(76)	80(70)	37(43)	7(3)	4(6)	
	5	6(2)	5(0)	19(11)	17(7)	18(11)	
9	1	107(92)	43(41)	584(536)	231(268)	552(550)	2,222(2,336)
	2	6(2)	1(7)	13(11)	28(26)	306(419)	
	3	44(35)	37(43)	20(30)	21(29)	27(23)	
	4	69(81)	68(81)	23(27)	9(7)	8(13)	
	5	2(0)	3(2)	9(4)	5(3)	6(6)	

TOTALS = 22,044(21,808)

GRAND TOTAL = 22,044 + 21,808 = 43,852

NONRESPONDENT is any truck which returned the NTACS Questionnaire with responses to at least one new data item other than what was already known for the truck from the TUES.

Source: 1990 NTACS tape from U. S. Bureau of the Census to Oak Ridge National Laboratory (July 1991).

TABLE H. NUMBER OF SAMPLE DAY ONE RESPONDENTS (NONRESPONDENTS) TO THE 1990 NTACS

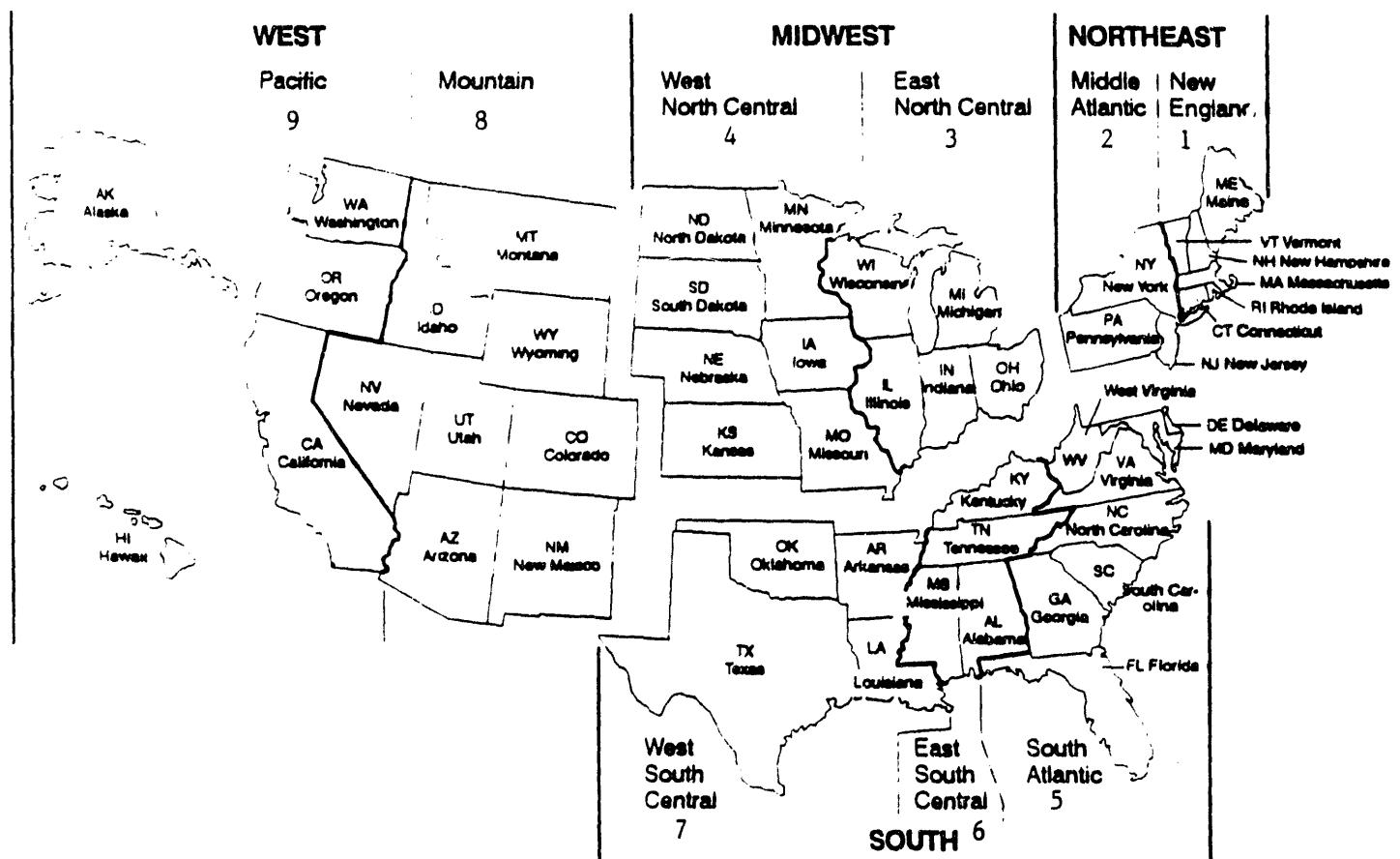
CENSUS DIVISION	COMMODITY-CARRYING STATUS	TRUCK TYPE						TOTAL
		1	2	3	4	5		
1	1	75(206)	35(133)	124(511)	203(715)	169(548)	925(3,348)	
	2	4(7)	3(8)	5(48)	46(173)	151(661)		
	3	10(26)	19(41)	6(33)	5(15)	3(8)		
	4	37(81)	22(38)	6(34)	0(5)	1(3)		
	5	0(4)	0(5)	0(18)	1(14)	0(13)		
2	1	32(81)	18(82)	162(547)	225(726)	155(451)	932(2,952)	
	2	0(2)	4(3)	1(17)	18(42)	157(553)		
	3	28(52)	21(59)	28(93)	10(28)	3(20)		
	4	33(61)	28(56)	9(51)	0(2)	0(1)		
	5	0(0)	0(1)	0(10)	0(5)	0(9)		
3	1	62(155)	28(97)	164(594)	95(259)	115(337)	919(3,291)	
	2	4(12)	4(8)	9(32)	30(133)	282(1309)		
	3	16(34)	17(33)	13(37)	8(31)	2(23)		
	4	25(50)	26(48)	14(61)	0(1)	0(2)		
	5	0(2)	0(2)	3(8)	0(13)	2(10)		
4	1	152(350)	21(68)	198(1000)	311(1240)	102(294)	1,476(5,477)	
	2	2(17)	4(8)	9(37)	54(186)	426(1668)		
	3	23(57)	27(53)	15(59)	11(23)	2(10)		
	4	52(98)	42(107)	17(83)	6(29)	1(14)		
	5	0(7)	0(4)	1(25)	0(23)	0(17)		
5	1	84(257)	45(129)	184(554)	148(414)	164(581)	1,343(4,189)	
	2	3(14)	3(14)	13(53)	50(190)	416(1254)		
	3	20(59)	17(63)	27(94)	15(34)	12(38)		
	4	44(106)	44(105)	21(62)	17(58)	11(39)		
	5	1(6)	0(3)	1(21)	2(20)	1(21)		
6	1	58(140)	14(39)	173(638)	70(215)	98(349)	816(2,925)	
	2	3(4)	3(11)	5(20)	37(181)	199(865)		
	3	23(57)	14(48)	7(43)	0(9)	4(12)		
	4	40(110)	55(95)	7(43)	1(3)	1(2)		
	5	1(1)	1(0)	1(12)	0(10)	1(18)		
7	1	39(138)	9(30)	133(639)	87(295)	198(714)	886(3,288)	
	2	2(9)	2(5)	5(29)	18(74)	247(850)		
	3	11(38)	7(19)	14(38)	16(34)	15(64)		
	4	46(114)	17(53)	8(42)	5(19)	3(20)		
	5	1(6)	0(1)	2(16)	1(14)	0(27)		
8	1	109(265)	36(68)	276(1030)	121(416)	197(672)	1,371(5,156)	
	2	9(25)	1(4)	19(84)	53(335)	346(1579)		
	3	18(62)	18(62)	13(51)	21(62)	16(63)		
	4	45(105)	48(102)	12(68)	2(8)	3(7)		
	5	1(7)	1(4)	4(26)	0(24)	2(27)		
9	1	61(138)	34(50)	287(833)	125(374)	275(827)	1,126(3,432)	
	2	3(5)	0(8)	3(21)	12(42)	148(577)		
	3	31(48)	19(61)	9(41)	12(38)	8(42)		
	4	43(107)	40(109)	12(38)	1(15)	2(19)		
	5	0(2)	0(5)	1(12)	0(8)	0(12)		

TOTALS - 9,794(34,058)
GRAND TOTAL = 9,794 + 34,058 = 43,852

Source: 1990 NTACS tape from U. S. Bureau of the Census to Oak Ridge National Laboratory (July 1991).

APPENDIX B

MAP OF FOUR CENSUS REGIONS AND NINE CENSUS DIVISIONS



APPENDIX C

THE 1990 NTACS-1 QUESTIONNAIRE

This section contains a copy of the 1990 NTACS-1 questionnaire. Not all NTACS reported data are included in the NTACS Public Use File mainly due to high item nonresponse rates.

Some other data items such as "current home base state" have been suppressed or aggregated for confidentiality reasons.

Form NTACS-1 10-14-88		U.S. DEPARTMENT OF COMMERCE BUREAU OF THE CENSUS			NOTICE - Your report to the Census Bureau is confidential by law (Title 13, U.S. Code). It may be seen only by Census Bureau employees and may be used only for statistical purposes. The law also provides that copies retained in your files are likewise deemed legally private.		OMB No. 2125-0840; Approval Expires 12/31/91	
NATIONWIDE TRUCK ACTIVITY AND COMMODITY SURVEY					In correspondence pertaining to this report, please refer to this Census File Number (CFN).			
100 Vehicle Identification Number (VIN)		101 Make of vehicle		102 Year	103 State			
104 Sample week		105 Sample day		106 Substitute day				
BUREAU OF THE CENSUS 1201 East Tomah Street Jeffersonville, IN 47124								
BE A PART OF AMERICA'S TRANSPORTATION PLANS FOR THE 1990's AND BEYOND!								
<p>• We need your help in this Nationwide Truck Activity and Commodity Survey. The information you report on this questionnaire will be used by the government and others planning for future transportation needs such as:</p> <ul style="list-style-type: none"> - New highways - Terminal facilities - Highway maintenance and repair 								
<p>• Your vehicle identified in the Registration Information Section above was selected in a scientific sample of vehicles to represent the country's truck population.</p>								
<p>• Please take some of your valuable time to complete this form for the sample day indicated in the box above.</p>								
<p>• We suggest that you take this questionnaire with you in the sampled vehicle on the Sample Day, and complete Section C as you perform your day's activities.</p>								
<p>• Please return this questionnaire immediately after your Sample Day.</p>								
<p>Please read before completing this form</p>								
<p>This questionnaire covers the activities of the vehicle specified in the Registration Information Section above, for the specific sample day indicated. The questionnaire is divided into 3 sections, A, B, and C. Sections A and B request general information on the vehicle's characteristics and use. Section C, beginning on page 6, refers to the vehicle's use on the sample day. Section C contains a diary type listing to report the activities of the vehicle during the sample day.</p>								
<p>If the vehicle did not operate on the sample day specified, use the substitute day. If the vehicle did not operate on either the sample day or the substitute day specified, but was active during the sample week, call us collect on (301) 703-1744. Do not substitute another day unless told to do so. The sample day was selected scientifically, and we want to know what the vehicle did on that particular day, even though it may not seem typical to you.</p>								
<p>(Please correct any error in name and address including ZIP Code)</p>								
<p>a. Is the vehicle still in your possession? <input type="checkbox"/> YES - Are you the <input checked="" type="checkbox"/> Owner? <input type="checkbox"/> NO - Continue with items b-d ¹¹⁰ ¹¹¹ <input type="checkbox"/> Owner? ¹¹² SKIP to Section A on page 2 and continue with questionnaire ¹¹² <input type="checkbox"/> Lessee? </p>								
<p>b. When did you dispose of this vehicle? Enter figures only ¹¹³ Month Year</p>								
<p>c. How did you dispose of this vehicle?</p>								
<p>¹¹³ <input type="checkbox"/> Sold it (or gave it away) <input type="checkbox"/> Junked, scrapped, or otherwise destroyed <input type="checkbox"/> Returned to leasing company <input type="checkbox"/> Other - Specify _____</p>								
<p>d. Who is the current owner of this vehicle? ¹¹⁴ <input type="checkbox"/> Unknown</p>								
115 Name		116 Address (Number and Street)						
117 City		118 State		119 ZIP Code				
<p>If this vehicle is no longer in your possession, please sign on page 11 and return the questionnaire immediately.</p>								

Section A - Vehicle Information		Section B - Vehicle Description											
<p>1a. Do you currently operate this vehicle? If "No" indicate present status</p> <p>1 <input type="checkbox"/> YES 2 <input type="checkbox"/> NO</p> <p>(1) <input type="checkbox"/> Idle 2 <input type="checkbox"/> Wrecked 3 <input type="checkbox"/> Damaged 4 <input type="checkbox"/> Other - Specify _____</p>		<p>The following questions relate to this vehicle's use during the sample day and the past 12 months. If the vehicle did not operate on the sample day, and/or did not operate on the sample day or subsequent day, if the vehicle did not operate on the sample day or subsequent day, fill (201) 703-3744 on line.</p> <p>1. This week was MOST FREQUENTLY operated as -</p> <p>Mark (X) only one box in each column</p> <p>a. Personal transportation b. Contract carrier c. Common carrier d. Other business use</p> <p>2. How would you best describe this vehicle as it was MOST FREQUENTLY operated during each period? Mark (X) only one box in each column</p> <p>a. Straight truck with 4 tires without trailer b. Straight truck with 4 tires pulling trailer(s) c. Straight truck with 6 or more tires without trailer d. Straight truck with 6 or more tires pulling trailer(s) e. Truck-tractor (power unit) pulling trailer(s) f. Truck-tractor without trailer g. Other - Specify in the columns _____</p> <p>3. Indicate the trailer(s) pulled during each period. Mark (X) all that apply</p> <p>a. No trailer pulled b. Utility and one trailer has less than 20 tires used with straight truck (1) One axle on trailer (2) two axles on trailer (3) Three or more axles on trailer</p> <p>c. One full trailer used with straight truck (1) Two axles on trailer (2) Three axles on trailer (3) Four or more axles on trailer</p> <p>d. One semi-trailer (1) One axle on trailer (2) Two axles on trailer (3) Three or more axles on trailer</p> <p>e. Two trailers, one semi- and one full (1) Three axles on two trailers (2) Four axles on two trailers (3) Five axles on two trailers (4) Six or more axles on two trailers</p> <p>f. Three trailers, one semi- and two full (1) Five axles on three trailers (2) Six axles on three trailers (3) Seven axles on three trailers (4) Eight or more axles on three trailers</p> <p>g. Other - Please describe in detail the number of trailers and axles on those trailers. Specify in the columns _____</p>											
<p>2a. Where is the current home base of this vehicle? (1) "Home Base" refers to where the vehicle is usually parked or stationed)</p> <p>1113 County</p>		<p>1113 State/1113 ZIP Code</p>		<p>1113 Miles (Estimates are acceptable)</p>									
<p>b. How many miles was this vehicle driven during the past 12 months?</p>		<p>1137</p>		<p>States</p>									
<p>c. In how many states did this vehicle operate during the past 12 months?</p>		<p>1138</p>		<p>1139</p>									
<p>d. List the three States with the highest mileage during the past 12 months -</p>		<p>1140 (1) 1141 (2) 1142 (3)</p>		<p>1143 1144 1145 1146 1147 1148 1149 1150 1151 1152 1153 1154 1155 1156 1157 1158 1159 1160 1161 1162 1163 1164 1165 1166 1167 1168 1169 1170 1171 1172 1173 1174 1175 1176 1177 1178 1179 1180 1181 1182 1183 1184 1185 1186 1187 1188 1189 1190 1191 1192 1193 1194 1195 1196 1197 1198 1199 11100 11101 11102 11103 11104 11105 11106 11107 11108 11109 11110 11111 11112 11113 11114 11115 11116 11117 11118 11119 11120 11121 11122 11123 11124 11125 11126 11127 11128 11129 11130 11131 11132 11133 11134 11135 11136 11137 11138 11139 11140 11141 11142 11143 11144 11145 11146 11147 11148 11149 11150 11151 11152 11153 11154 11155 11156 11157 11158 11159 11160 11161 11162 11163 11164 11165 11166 11167 11168 11169 11170 11171 11172 11173 11174 11175 11176 11177 11178 11179 11180 11181 11182 11183 11184 11185 11186 11187 11188 11189 11190 11191 11192 11193 11194 11195 11196 11197 11198 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Section B - Vehicle Description - Continued

4. Indicate the body type that most closely resembles this vehicle during the sample period. If the power unit is a truck, enter both the body type of the truck(s) attached.

Sample day	Part 12 answers
<p>A. PLATFORM TYPES, includes flatbeds, stakes, and low boys (goosenecks) (Flatbeds with added devices, and low boys (goosenecks))</p> <p>B. PICKUP.....</p> <p>C. PANEL OR COMPACT VAN.....</p> <p>D. MINI-VAN, UTILITY, STATION WAGON (Banco, Buzer, Jet, etc.).....</p> <p>E. VAN TYPES, includes enclosed van, open top van, drop frame van, refrigerated, nonrefrigerated, and mobile shop and high cube.....</p> <p>F. SPECIALIZED USE TRUCKS</p> <ul style="list-style-type: none"> 1. Automobile or boat transport..... 2. Beverage truck..... 3. Removable dry container on trailer chassis..... 4. Removable liquid container on trailer chassis..... 5. Other cargo container chassis..... 6. Concrete mixer..... 7. Dump truck..... 8. Grain bodies (including hoppers, grain boxes)..... 9. Garbage truck..... 10. Livestock truck, including livestock drop frame..... 11. Pole, logging, or pipe truck..... 12. Tank truck for dry bulk..... 13. Tank truck for liquids or gases (hazardous materials) - Indicate type (from table on tank)..... 14. Tank truck for liquids or gases (hazardous materials) - Indicate type (from table on tank)..... 15. Utility truck..... <p>Notes - If none of the above descriptions match the body type of the vehicle or the trailer usually attached to it, mark the "Other" box and describe the vehicle.</p> <p>G. Other - Specify in the column.....</p>	

Section C - Vehicle Use

The following questions relate to the vehicle's use DURING THE SAMPLE DAY. If the vehicle did not operate on the sample day, use the subcontractor day. If the vehicle did not operate on either day given, call (301) 783-1744 collect.

	1. Enter date used (Enter figures only)	1401 Month / Day / Year
2. What was the estimated reading of the vehicle at 12:01 a.m. on the sample day?	1402	Miles (Estimates are acceptable)
3a. How many miles did the vehicle travel during the sample day?	1403	Miles (Estimates are acceptable)
b. What percent of those miles were on roads on the INTERSTATE HIGHWAY SYSTEM?	1404	%
c. What percent of those miles were on roads which had four or more lanes but were NOT on the INTERSTATE HIGHWAY SYSTEM?	1405	%
d. What percent of those miles were off-road (roads traveled on public roads)?	1406	%
e. How much fuel was used during the sample day?	1407	U.S. gallons (Estimates are acceptable)
f. How much water was held in highway tanks during the sample day?	1408	g.
g. What was the aim of the vehicle -		
As it left the starting point on the sample day	1409	During the sample day vehicle was off to another point
	(1)	(2)
Length (ft.) (Front bumper to end of last trailer)	1410	ft.
Height (ft.)	1411	ft.
Tare weight (empty).....	1412	lbs.
Loaded vehicle weight (weight of truck and cargo).....	1413	lbs.
Percent of payload space utilized.....	1414	%
b. How would you best describe the vehicle's load during the sample day? (If the vehicle was empty the entire day, mark the box that typically applies)	1415	1. <input type="checkbox"/> Single enforcement (truck-load) 2. <input type="checkbox"/> Several segments in a truck or trailer (trailer than truck-load), including shipments consolidated by others
c. Was the vehicle used to haul hazardous materials in quantities large enough to require a special permit under the Code of Federal Regulations, title 49, Transportation, during the sample day?	1416	1. <input type="checkbox"/> YES 2. <input type="checkbox"/> NO
d. How many employees, including subcontractors, were on board the vehicle as it left the starting point on the sample day?	1417	Employees on board
e. How many drivers drove the vehicle outside the company's premises during the sample day?	1418	Employees who drove
f. What was the total estimated value of items during the sample day?	1419	
g. If none of the above descriptions match the body type of the vehicle or the trailer usually attached to it, mark the "Other" box and describe the vehicle.	1420	
Notes - If none of the above descriptions match the body type of the vehicle or the trailer usually attached to it, mark the "Other" box and describe the vehicle.	1421	
G. Other - Specify in the column	1422	
15. Utility truck.....	1423	
Notes - If none of the above descriptions match the body type of the vehicle or the trailer usually attached to it, mark the "Other" box and describe the vehicle.	1424	
G. Other - Specify in the column	1425	

Section C - Vehicle Use - Continued

COMMODITY REFERENCE LIST FOR USE IN ITEMS 9(a), 10(a), 13(a), AND 14(d)

This is a list of products, materials, and equipment the vehicle may have carried.

Part A - HAZARDOUS MATERIALS		Commodity code	Part B - PRODUCTS, EQUIPMENT, MATERIALS, ETC.	Commodity code	Metals and Metal Products	Commodity code
Flammable Liquids	41		Agricultural and Food Products		Primary metal products - pipes, ingots, billets, metal sheets, etc.	26
Combustible Liquids	42		Live animals - cattle, horses, poultry, hogs, fish, and other marine products, etc.	18	Fabricated metal products and bolts and nuts - Except machinery or transportation equipment (see below)	27
Corrosive Liquids	43		Fresh farm products - grain, crops, flowers, nursery stock, raw milk, raw tobacco, etc.	18	Machinery - electrical or nonelectrical	28
Poison B Liquids	44		Processed foods - canned goods, prepared meats, frozen foods, beverages, bottled water, dairy products, tobacco products, etc.	17	Transportation equipment (including complete vehicles) and parts	29
Poison B Liquids	45		Mining Products, unrefined - crude oil, coal, and metal ores	18	Other Manufactured Products	
Flammable solids	46		Building materials - gravel, sand, concrete, glass, and stone, etc.	19	Furniture (wood and nonwood) and/or fixtures - not involved in household moving	30
Oxidizers	47		Forestry, Wood, and Paper Products		Textiles and apparel - fibers, leather goods, carpets, clothing, etc.	31
Flammable gas	48		Logs and forest products - Except cut lumber and fabricated wood products, (see below) bark or gum	20	Miscellaneous products of manufacturing - including photographic goods, watches, clocks, jewelry and toys	32
Nonflammable gas	49		Lumber and fabricated wood products - Except furniture	21	Miscellaneous	
Poison A	50		Paper, printed matter, and paper products	22	Moving of household and office furniture, including exhibits - from home, offices, etc., under contract	33
Corrosive solids	51		Chemicals, Petroleum, and Allied Products		Mixed cargo, general freight, personal goods, mail and express traffic, and small packaged freight	34
Explosives, A or B	52		Chemicals and/or drugs - Including fertilizers, pesticides, cosmetics, paints, etc.	23	Tools/parts for specialized use as in craftsman's vehicle	35
Blasting agents	53		Petroleum, petroleum products, paving, and asphalt or tar cements	24	Scrap, garbage, trash	36
Radioactive materials	54		Plastics and/or rubber products	25	Industrial water	37
ORM - A, B, or C	55				Other - Please describe in detail	38
ORM E	56					39
Hazardous materials not listed above -	57					40
Specify	7				NO LOAD CARRIED - Vehicle empty	

Type of Place Codes

(Refer to these codes for completing Items 9(b), 13(b), and 14(b))

A - Railroad facility (servicing facility)	F - Harbor/port facility (loading or delivery of water shipment)	J - Power plant/distribution station	O - Construction site
B - Railroad facility (pickup or delivery of rail shipment)	G - Truck/boat terminal not part of airport, harbor, or railroad	K - House, apartment building	P - Manufacturing facility or assembly plant
C - Airport (servicing facility)	H - Warehouse	L - Forest, farm, field, farm building, orchards	Q - Store or other retail or service outlet
D - Airport (pickup or delivery of air shipment)	I - Tank farm	M - Grain elevator, silo/stack	R - Office building, school, hospital, other public facilities
E - Harbor or port facility (servicing facility)		N - Mine, quarry, gravel pit, stone crusher	S - Park or other recreational facility
			T - Other

Section C - Vehicle Use - Continued

B. Enter below the following data for EACH STOP during the entire SAMPLE DAY only. Exclude stops for food, fuel or rest.

SAMPLE DAY STOPS

If traveling at the beginning of sample day, enter where vehicle was at 12:01 a.m. for starting place.

(a)		Type of place code Enter the type of place code from above	Miles from previous stop?	What was the purpose of the stop? Mark (X) all that apply		
9.0	Arrival date (Mo/Day)	Departure time a.m. p.m.		(d)	Items delivered	Items picked up (f)
City	County	State		<input type="checkbox"/> Base <input type="checkbox"/> Pick up items <input type="checkbox"/> Pick up trailer	Commodity code Harvest code	Weight (lbs.)
Loaded vehicle wt. at departure	No. of trailers attached			<input type="checkbox"/> Delivery <input type="checkbox"/> Drop off trailer <input type="checkbox"/> Other - Specify	Commodity code Harvest code	Weight (lbs.)
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					
Arrival time a.m. p.m.		Departure time a.m. p.m.				
City	County	State				
Loaded vehicle wt. at departure	No. of trailers attached					

ADDITIONAL SAMPLE DAY STOPS				Type of place code	Time from previous stop	What was the purpose of the stop? Mark (X) all that apply	From the reference list of commodities, on page 6 enter the code and weight for the items picked up and/or delivered at each stop if any. (200 items maximum)								
				Enter the type of place code from page 6	(b)	(c)	(d)	Items delivered		Items picked up					
Stop 12		Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.				Commodity code	Harmer code	Weight (lbs.)	Commodity code	Harmer code	Weight (lbs.)		
City			County	State											
Loaded vehicle wt. at departure				No. of trailers attached											
Stop 13		Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.											
City			County	State											
Loaded vehicle wt. at departure				No. of trailers attached											
Stop 14		Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.											
City			County	State											
Loaded vehicle wt. at departure				No. of trailers attached											
Stop 15		Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.											
City			County	State											
Loaded vehicle wt. at departure				No. of trailers attached											
Stop 16		Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.											
City			County	State											
Loaded vehicle wt. at departure				No. of trailers attached											
Stop 17		Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.											
City			County	State											
Loaded vehicle wt. at departure				No. of trailers attached											

ADDITIONAL SAMPLE DAY STOPS				Type of place code Enter the type of place code from p. 8 (b)	Places from previous stop? (c)	What was the purpose of the stop? Mark (X) all that apply (d)	From the reference list of commodities, on page 6 enter the code and weight for the items picked up and/or delivered at each stop (if any). (See instruction sheet)		
Stop #	Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.				Items delivered (e)	Items picked up (f)	
City	County	State							
Loaded vehicle wt. at departure				No. of trailers attached					
Stop #	Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.						
City	County	State							
Loaded vehicle wt. at departure				No. of trailers attached					
Stop #	Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.						
City	County	State							
Loaded vehicle wt. at departure				No. of trailers attached					
Stop #	Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.						
City	County	State							
Loaded vehicle wt. at departure				No. of trailers attached					
Stop #	Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.						
City	County	State							
Loaded vehicle wt. at departure				No. of trailers attached					
Stop #	Date	Time of arrival a.m. p.m.	Departure time a.m. p.m.						
City	County	State							
Loaded vehicle wt. at departure				No. of trailers attached					

(If you made more stops, please copy this page)

Thank you for your cooperation!

Section C - Vehicle Use - Continued																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
10. How many stops were made by this vehicle on one type of place, per the one type of place during the sample day? (If the place where vehicle was stopped is not more than one type of place, pick the one place closest to it) Enclose stops for food, fuel, and rest.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Code	Type of place	No. of stops	Code	Type of place	No. of stops																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
A	Residential facility (dwelling facility)	428	K	House, apartment building	435																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
B	Business facility (factory or delivery of raw shipment)	428	L	Forest, farm, field, farm building, fisheries	436																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
C	Airport (aircrafting facility)	427	M	Green, elevator, stock yard	437																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
D	Airport (pickup or delivery of air shipment)	428	N	Mine, quarry, gravel pit, stone crusher	438																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
E	Harbor or port facility (harborizing facility)	428	O	Construction site	439																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
F	Manufacturing facility (pickup or delivery of raw material)	428	P	Manufacturing facility or assembly plant	440																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
G	Truck/Bus terminal (not part of airport, harbor, or railroad)	429	Q	Store or other retail or service outlet	441																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
H	Warehouse	431	R	Office building, school, hospital, other public facilities	441																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
I	Tank farm	432	S	Park or other recreational facility	442																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
J	Power plant/distribution station	432	T	Other	443																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
11. How many stops were made for food, fuel, and rest during the sample day? 444																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
12. When was the odometer reading of the vehicle at 11:00 AM, on the sample day? 445																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
13. When was the last pickup or delivery prior to the sample day? 446																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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<p>14a. Where was the first pickup or delivery after the sample day? 469</p> <p>From the reference list of commodities, enter the code and weight for the items picked up or delivered. (See page 6) 470</p> <p>14b. What type of place was this? 471</p> <p>Enter the type of place letter code from Item 10 above. 472</p> <p>14c. How many miles from last stop on the sample day? 473</p> <p>a. From the reference list of commodities, enter the code and weight for the items packed up or delivered. (See page 6) 474</p> <p>b. What type of place were these? 475</p> <p>Enter the type of place letter code from Item 10 above. 476</p> <p>c. How many miles from last stop on the sample day? 477</p>																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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