CARS IN SERVICE (AS OF JAN. 1, 2013)
BASED ON 5+ UNITS PURCHASED ANNUALLY OR 15+ UNITS IN OPERATION

| TYPE OF FLEET | LEASED OR MANAGED | COMPANY OWNED | TOTAL |
| :--- | :---: | :---: | :---: |
| Commercial (including utility) | 429,360 | 298,370 | 727,730 |
| Government | 5,000 | $1,285,000$ | $1,290,000$ |
| Police | 11,000 | 405,000 | 416,000 |
| Taxi | 6,600 | 148,000 | 154,600 |
| Rental | $\mathbf{-}$ | $1,850,000$ | $1,850,000$ |
| Fleet Total (15 or more) | $\mathbf{4 5 1 , 9 6 0}$ | $\mathbf{3 , 9 8 6 , 3 7 0}$ | $\mathbf{4 , 4 3 8 , 3 3 0}$ |
| All Fleets with 5-14 cars | $\mathbf{4 0 8 , 7 5 0}$ | $\mathbf{5 6 5 , 8 9 0}$ | $\mathbf{9 7 4 , 6 4 0}$ |
| CAR INDUSTRY TOTAL | $\mathbf{8 6 0 , 7 1 0}$ | $\mathbf{4 , 5 5 2 , 2 6 0}$ | $\mathbf{5 , 4 1 2 , 9 7 0}$ |

CLASS 1-5 TRUCKS IN SERVICE (AS OF JAN. 1, 2013)
BASED ON 5+ UNITS PURCHASED ANNUALLY OR 15+ UNITS IN OPERATION

| TYPE OF FLEET | LEASED OR MANAGED | COMPANY OWNED | TOTAL | TOTAL CARS/ <br> TRUCKS |
| :--- | :---: | :---: | :---: | :---: |
| Commercial (including utility) | 874,760 | $1,312,130$ | $2,186,890$ | $2,914,620$ |
| Government | 10,000 | $1,550,000$ | $1,560,000$ | $2,850,000$ |
| Police | 5,100 | 61,400 | 66,500 | 482,500 |
| Rental (including vans \& SUVs) | - | 465,000 | 465,000 | $2,315,000$ |
| Fleet Total (15 or more) | $\mathbf{8 8 9 , 8 6 0}$ | $\mathbf{3 , 3 8 8 , 5 3 0}$ | $\mathbf{4 , 2 7 8 , 3 9 0}$ | $\mathbf{8 , 7 1 6 , 7 2 0}$ |
| AII Fleets with 5-14 vehicles | $\mathbf{5 9 6 , 0 0 0}$ | $\mathbf{1 , 4 5 7 , 0 0 0}$ | $\mathbf{2 , 0 5 3 , 0 0 0}$ | $\mathbf{3 , 0 2 7 , 6 4 0}$ |
| TRUCK INDUSTRY TOTAL | $\mathbf{1 , 4 8 5 , 8 6 0}$ | $\mathbf{4 , 8 4 5 , 5 3 0}$ | $\mathbf{6 , 3 3 1 , 3 9 0}$ |  |
| INDUSTRY CAR/TRUCK TOTAL | $\mathbf{2 , 3 4 6 , 5 7 0}$ | $\mathbf{9 , 3 9 7 , 7 9 0}$ |  | $\mathbf{-}$ |

[^0]
[^0]:    *Merchants does buybacks/leaseback

