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the SUVs and Sidekick. From Europe the three Land Rover models, the Defender and the Discovery were classified as SUVs. By late 1996, Consumers Digest magazine was calling the trend an "SUV craze",[109] and by 1999 the U.S. sales of SUVs and light trucks for the first time exceeded sales of regular passenger cars. [46]:2By 2003, there were 76 million SUVs and light trucks on U.S. roads, representing approximately 35% of the vehicles on the road.[48]GM's Envoy Car manufacturers were keen to promote SUV sales over other types of cars due to higher profits in the segment. An SUV could be sold with a profit margin of US\$10,000 or more (US\$18,000 per SUV in the case of the Ford Excursion), while compact cars were often sold at a loss of a few hundred dollars per car.[110][111][112] As a result, several manufacturing plants were converted from car production to SUV production (such as the General Motors plant in Arlington, Texas in 1996), and many long-running U.S. sedan models were discontinued. [113][114][115]From the mid-2000s until 2010, U.S. sales of SUVs and other light trucks experienced a dip due to increasing fuel prices and then a declining economy. From 2008 until 2010, General Motors closed four assembly plants that were producing SUVs and trucks.[116] Sales of SUVs and light trucks sales began to recover in 2010, as fuel prices decreased and the North American economy improved.[117]Maserati LevanteLamborghini UrusIn 2019, the International Energy Agency (IEA) reported that the global number of SUVs and crossovers on the road multiplied by six since 2010from 35 million to 200 million vehicles, and their market share has grown to 40 percent of worldwide new light-vehicle sales at the end of the decade.[118]By 2013, small and compact SUVs had increased to become the third-largest market segment.[32] Since the early 2000s, new versions have been introduced to appeal to a wider audience, such as crossovers and other small SUVs.[119] Larger SUVs also remained popular, with sales of General Motors' large SUV models increasing significantly in 2013.[120]In 2015, global sales of SUVs overtook the "lower medium car" segment, to become the largest market segment, accounting for 22.9% of "light vehicle" sales in 2015.[119] The following year, worldwide SUV sales experienced further growth of 22%. The world's fastest-growing SUV markets in 20142015 were: China (+47.9%), Italy (+48.6%), Spain (+42%), Portugal (+54.8%), and Thailand (+56.4%).[119] The SUV segment further grew to 26% of the global passenger car market in 2016, then to 36.8% of the market in Q1Q3 of 2017.[121][122][119]In the U.S., share of the SUVs produced grew in the 2010s and keeps growing in the 2020s even faster than in the late 20th centuryin the U.S. at the end of 2016, sales of SUVs and light-duty trucks had surpassed traditional car sales for the year by over 3 million units.[123] Manufacturers continued to phase out the production of sedan models, replacing them with new models of SUVs.[124]Luxury brands have increasingly introduced SUV or crossover models in the 2010s. For example: Rolls-Royce Cullinan, Bentley Bentayga, Aston Martin DBX, Maserati Levante, Lamborghini Urus, and Ferrari Purosangue.[125]In 2019 SUVs made up 47.4% of U.S. sales compared to only 22.1% for sedans.[126]2007 Bowler NemesiSee also: Off-road racingSUVs have competed in various off-road racing competitions, such as the Dakar Rally, Baja 1000, FIA Cross-Country Rally World Cup, King of the Hammers, and Australasian Safari. SUVs have also competed in the Trophee Andros ice-racing series.Several derogatory or pejorative terms for SUVs are based on the combination of an affluent suburb name and "tractor", particularly for expensive vehicles from luxury brands. Examples include "Toorak Tractor" (Melbourne, Australia),[127][128] "Chelsea Tractor" (London, England)[129] and "Remuera Tractor" (Auckland, New Zealand). These terms relate to the theory that four-wheel drive capabilities are not required by affluent SUV owners, and that the SUV is purchased as a status symbol rather than for practical reasons.In Norway, the term Brstraktor ('Stock Exchange Tractor') serves a similar purpose.[130] In the Netherlands, SUVs are sometimes called "P.C. Hooft-tractors" after the exclusive P.C. Hooftstraat Amsterdam shopping street.[131]Toyota Land Cruiser Prado used as an ambulanceA commercial SUV is an SUV or crossover, that is used for commercial purposes. The category is very similar to panel trucks since the Chevrolet Suburban (an SUV) had panel truck versions, which were used for commercial purposes.The first SUV-like vehicle that had commercial versions was the Chevrolet Suburban panel truck. Panel trucks by American manufacturers were built until the late 1970s.While panel trucks manufactured by European manufacturers were rare, commercial versions of off-road vehicles were very common, Land Rover manufactured commercial versions of the Land Rover and the Defender. Commercial SUVs are factory-built and most of them are not independent conversions, which means they can be bought from dealerships and showrooms.[132]Examples of SUVs used as commercial vehicles in Europe include: Citroen C5 Aircross Commercial SUV[133] the Land Rover Discovery, the Dacia Duster Flika[134] and the Mitsubishi Pajero. Wikimedia Commons has media related to SUVs.Criticism of sport utility vehiclesEsuveeFour-wheel driveOff-road vehicleList of sport utility vehiclesRecreational vehicleCrossover city car (A-segment SUV) "SUV Meaning: What is an SUV?". Car and Driver. 13 April 2020. Retrieved 30 August 2022. ^ a b Wardlaw, Christian (15 September 2021). "What is a Crossover SUV?". J.D. Power. Retrieved 30 August 2022. ^ "New registrations of SUVs in key car markets, 2010-2021 Charts Data & Statistics". iea.org. 21 December 2021. Retrieved 1 October 2024. ^ a b c d e Cozzi, Laura; Petropoulos, Apostolos (15 October 2019). "Growing preference for SUVs challenges emissions reductions in passenger car market". International Energy Agency. Archived from the original on 4 February 2020. Retrieved 18 February 2020. On average, SUVs consume about a quarter more energy than medium-size cars. As a result, the global fuel economy worsened caused in part by the rising SUV demand since the beginning of the decade, even though efficiency improvements in smaller cars saved over 2 million barrels a day, and electric cars displaced less than 100,000 barrels a day. In fact, SUVs were responsible for all of the 3.3 million barrels a day growth in oil demand from passenger cars between 2010 and 2018, while oil use from other types of cars (excluding SUVs) declined slightly. ^ a b Kommenda, Niko (25 October 2019). "SUVs second biggest cause of emissions rise, figures reveal". The Guardian. Retrieved 1 October 2024. ^ Rose, Joel (14 November 2023). "Taller cars and trucks are more dangerous for pedestrians, according to crash data". npr.org. Retrieved 1 October 2024. ^ Tyndall, Justin (March 2024). "The effect of front-end vehicle height on pedestrian death risk". Economics of Transportation. 37. doi:10.1016/j.ecotra.2024.100342. Retrieved 1 October 2024. ^ Lawrence, Eric D.; Bomey, Nathan; Tanner, Kristi (1 July 2018). "Death on foot: America's love of SUVs is killing pedestrians". Detroit Free Press. Archived from the original on 14 December 2019. Retrieved 24 December 2019. ^ Gladwell, Malcolm (4 January 2004). "Big and Bad". The New Yorker. 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