



U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2019



**Federal Motor Carrier Safety Administration
Analysis Division**

October 2021

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**Analysis Division
Federal Motor Carrier Safety Administration**

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Contents

Introduction and Data Sources	1
Organization of the Report	2
Trends.....	3
Crashes	45
Vehicles	67
People.....	87

Trends

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2019	4
Trends Table 2. Large Truck and Bus Injury Crash Statistics, 1999-2019	5
Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1999-2019	6
Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2019	7
Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2019	8
Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2019.....	9
Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2019	10
Trends Figure 3. Fatalities in Crashes Involving Large Trucks and Passenger Vehicles per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2019.....	11
Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2019	12
Trends Table 7. Large Truck Injury Crash Statistics, 1999-2019	13
Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1999-2019	14
Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019	15
Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019	16
Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1999-2019	17
Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1999-2019	18
Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1999-2019	19
Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019	20
Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1999-2019	21
Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2019.....	22
Trends Table 14. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2019.....	23
Trends Table 15. Drivers in Fatal Crashes by Vehicle Type and Blood Alcohol Concentration, 1999-2019	24
Trends Table 16. Combination Truck Fatal Crash Statistics, 1975-2019	25
Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2019	26
Trends Figure 7. Fatalities in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2019	27
Trends Table 18. Combination Truck Injury Crash Statistics, 1999-2019.....	28

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1999-2019	29
Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019.....	30
Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1999-2019.....	31
Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1999-2019.....	32
Trends Table 22. Bus Fatal Crash Statistics, 1975-2019	33
Trends Table 23. Bus Injury Crash Statistics, 1999-2019	34
Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1999-2019	35
Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2019.....	36
Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2019	37
Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2019	38
Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2019.....	39
Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2009-2019	40
Trends Table 30. Fatal Crashes Involving Large Trucks by State, 2009-2019	41
Trends Table 31. Large Trucks Involved in Fatal Crashes by State, 2009-2019	42
Trends Table 32. Single-Vehicle Fatal Crashes Involving Large Trucks by State, 2009-2019.....	43
Trends Table 33. Multiple-Vehicle Fatal Crashes Involving Large Trucks by State, 2009-2019	44

Crashes

Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2017-2019.....	46
Crashes Table 2. Crashes Involving Large Trucks by First Harmful Event, Number of Vehicles Involved, and Crash Severity, 2019.....	47
Crashes Table 3. Fatal Crashes Involving Large Trucks by Speed Limit, 2017-2019.....	48
Crashes Table 4. Fatal Crashes Involving Large Trucks by Speed Limit and Number of Vehicles Involved, 2019.....	48
Crashes Table 5. Fatal Crashes Involving Large Trucks by Land Use and Functional System, 2017-2019	49
Crashes Table 6. Fatal Crashes Involving Large Trucks by Land Use, Functional System, and Number of Vehicles Involved, 2019.....	50
Crashes Table 7. Fatal Crashes Involving Large Trucks by Time of Day, 2017-2019.....	51
Crashes Table 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2019	51
Crashes Table 9. Fatal Crashes Involving Large Trucks by Day of Week, 2017-2019	52
Crashes Table 10. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2019.....	52
Crashes Table 11. Fatal Crashes Involving Large Trucks by Trafficway Flow, 2017-2019	53
Crashes Table 12. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2019	53
Crashes Table 13. Fatal Crashes Involving Large Trucks by Relation to Junction, 2017-2019.....	54
Crashes Table 14. Crashes Involving Large Trucks by Relation to Junction and Crash Severity, 2019	55
Crashes Table 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2017-2019	56
Crashes Table 16. Crashes Involving Large Trucks by Relation to Roadway, Number of Vehicles Involved, and Crash Severity, 2019.....	57
Crashes Table 17. Fatal Crashes Involving Large Trucks by Intersection Type, 2017-2019	58
Crashes Table 18. Crashes Involving Large Trucks by Intersection Type and Crash Severity, 2019.....	58
Crashes Table 19. Fatal Crashes Involving Large Trucks by Weather Conditions, 2017-2019.....	59
Crashes Table 20. Crashes Involving Large Trucks by Weather Conditions and Crash Severity, 2019	59
Crashes Table 21. Fatal Crashes Involving Large Trucks by Road Surface Conditions, 2017-2019.....	60

Crashes Table 22. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2019	60
Crashes Table 23. Fatal Crashes Involving Large Trucks by Light Conditions, 2017-2019	61
Crashes Table 24. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2019	61
Crashes Table 25. Fatal Crashes by Work Zone, 2017-2019	62
Crashes Table 26. Crashes by Work Zone and Crash Severity, 2019	63
Crashes Table 27. Fatal Crashes Involving Large Trucks per State Population, 2010 and 2019	64
Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2017-2019	65
Crashes Table 29. All Fatal Crashes by Number of Vehicles Involved, 2017-2019	65
Crashes Table 30. Fatal Large Truck Crashes by Number of Fatalities, 2017-2019	66
Crashes Table 31. All Fatal Crashes by Number of Fatalities, 2017-2019	66

Vehicles

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2017-2019	68
Vehicles Table 2. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2019	68
Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2017-2019	69
Vehicles Table 4. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2019	69
Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2017-2019	70
Vehicles Table 6. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2019	70
Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2017-2019	70
Vehicles Table 8. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo, 2017-2019	71
Vehicles Table 9. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2019	71
Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2017-2019	72
Vehicles Table 11. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2019	73
Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2017-2019	74
Vehicles Table 13. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2019	74
Vehicles Table 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2017-2019	75
Vehicles Table 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2019	75
Vehicles Table 16. Large Trucks in Fatal Crashes by Jackknife Occurrence, 2017-2019	76
Vehicles Table 17. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2019	76
Vehicles Table 18. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type, 2017-2019	76
Vehicles Table 19. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2019	77
Vehicles Table 20. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2019	77
Vehicles Table 21. Large Trucks in Fatal Crashes by Vehicle Age, 2017-2019	78
Vehicles Table 22. All Vehicles in Fatal Crashes by Vehicle Age, 2017-2019	78
Vehicles Table 23. Large Trucks in Fatal Crashes by Issuing Authority and Body Type, 2017-2019	79
Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2017-2019	80
Vehicles Table 25. Vehicles in Large Truck Crashes by Vehicle Type and Crash Severity, 2019	80
Vehicles Table 26. Parked and Working Large Truck Fatal Crash Statistics, 2017-2019	81
Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2017-2019	82

Vehicles Table 28. Large Trucks in Crashes by Critical Precrash Event and Crash Severity, 2019	82
Vehicles Table 29. Large Trucks in Fatal Crashes by Manner of Collision, 2017-2019.....	83
Vehicles Table 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2019	83
Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2017-2019.....	84
Vehicles Table 32. Large Trucks in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2019	84
Vehicles Table 33. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors, 2017-2019.....	85
Vehicles Table 34. Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2019.....	85

People

People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2017-2019	88
People Table 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2019.....	88
People Table 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2017-2019.....	89
People Table 4. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2019.....	89
People Table 5. Persons Injured in Crashes Involving Large Trucks by Age and Sex, 2019.....	90
People Table 6. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex, 2019	90
People Table 7. Drivers of Large Trucks in Fatal Crashes by Age, 2017-2019	91
People Table 8. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2019	91
People Table 9. Drivers of Buses in Fatal Crashes by Age, 2017-2019.....	92
People Table 10. Drivers of Buses in Fatal Crashes by Age and Sex, 2019	92
People Table 11. Persons Killed in Crashes Involving Large Trucks by Time of Day, 2017-2019	93
People Table 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2019.....	93
People Table 13. Persons Killed in Crashes Involving Large Trucks, 2017-2019	94
People Table 14. Persons Killed and Injured in Crashes Involving Large Trucks by Number of Vehicles Involved, 2019.....	95
People Table 15. Large Truck Occupants Killed by Person Type, 2017-2019.....	96
People Table 16. Large Truck Occupants Killed and Injured by Person Type, 2019.....	96
People Table 17. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Large Truck Crashes, 2019	96
People Table 18. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Bus Crashes, 2019.....	97
People Table 19. Pedestrians and Bicyclists Killed in Large Truck, Bus, and All Crashes, 2017-2019.....	97
People Table 20. Drivers of Large Trucks in Fatal Crashes by Restraint Use, 2017-2019	98
People Table 21. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2019	98
People Table 22. Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2019.....	98
People Table 23. Drivers of Large Trucks in Fatal Crashes by Commercial Driver's License (CDL) Status, 2017-2019	99
People Table 24. Drivers of Large Trucks in Fatal Crashes by License Compliance, 2017-2019.....	99
People Table 25. Large Truck Drivers in Fatal Crashes by License Compliance and Commercial Driver's License (CDL) Status, 2017-2019.....	100
People Table 26. Large Truck Injury Crash Data by Injury Severity, 2019	100
People Table 27. Drug Test Results for Large Truck Drivers in Fatal Crashes, 2017-2019	101
People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2017-2019.....	101

People Table 29. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2017-2019.....	102
People Table 30. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2019	103
People Table 31. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2017-2019	104
People Table 32. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved and Distraction-Related and Impairment-Related Factors, 2019	105
People Table 33. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2017-2019	106
People Table 34. Drivers of Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2019.....	107

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Introduction

This annual edition of *Large Truck and Bus Crash Facts* contains descriptive statistics about fatal, injury, and property damage only crashes involving large trucks and buses in 2019. Selected crash statistics on passenger vehicles are also presented for comparison purposes.

Data Sources

The information in this report was compiled by the Analysis Division of the Federal Motor Carrier Safety Administration (FMCSA). The major sources for the data are described below:

- ◆ **Fatality Analysis Reporting System (FARS):** FARS, maintained by the National Highway Traffic Safety Administration (NHTSA), is a census of fatal crashes involving motor vehicles traveling on public trafficways. FARS is recognized as the most reliable national crash database, but it contains information only on fatal crashes. A large truck is defined in FARS as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined in FARS as any motor vehicle designed primarily to transport nine or more persons, including the driver. The 2019 FARS data are considered preliminary for one year. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2017 and 2018 are reflected in this report. Updated final counts for 2019 will be reflected in the 2020 annual report. For more information on FARS, go to <https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars>. Beginning with data for 2016, NHTSA implemented changes to revise vehicle classifications based on GVWR, which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) FARS large truck data with prior years should be performed with caution.
- ◆ **General Estimates System (GES):** GES, also maintained by NHTSA, is a probability-based nationally representative sample of police-reported fatal, injury, and property damage only crashes. The data from GES yield national estimates, calculated using a weighting procedure, but cannot give State-level estimates. Because GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. The GES definitions of a large truck and a bus are the same as the FARS definitions. In 2017, NHTSA retired GES and replaced it with the Crash Report Sampling System. As a result, comparisons of 2015 (and earlier) GES estimates with newer Crash Report Sampling System estimates should be performed with caution. For more information on GES, go to <https://www.nhtsa.gov/research-data/national-automotive-sampling-system-nass>.
- ◆ **Crash Report Sampling System (CRSS):** NHTSA's newly established CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution. To learn more about CRSS, visit <https://www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss>.
- ◆ **Motor Carrier Management Information System (MCMIS) Crash File:** The MCMIS Crash File, maintained by FMCSA, contains data on trucks and buses in crashes that meet the SAFETYNET recommended threshold. A SAFETYNET reportable crash must involve a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds; a commercial bus designed to transport nine or more persons, including the driver; or any vehicle carrying hazardous material that requires placarding, regardless of the vehicle's weight. The crash must result in at least one fatality, at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. The crashes are reported by the States to FMCSA through the SAFETYNET computer software. The MCMIS

Crash File is intended to be a census of trucks and buses involved in fatal, injury, and towaway crashes; however, some States do not report all FMCSA-eligible crashes, and some report more than those that are eligible. FMCSA continues to work with the States to improve data quality and reporting of eligible large truck and bus crashes to the MCMIS crash file.

FARS, GES, CRSS, and MCMIS describe the events and details of motor vehicle crashes, but they do not include data on crash causation or fault.

- ◆ **Highway Statistics:** *Highway Statistics* is an annual publication of the Office of Highway Policy Information of the Federal Highway Administration (FHWA). State agencies report the data, ranging from driver licensing to highway finance, and FHWA aggregates them to get national totals. This report takes vehicle miles traveled (VMT) and vehicle registrations from Table VM-1 of *Highway Statistics*, “Annual Vehicle Distance Traveled in Miles and Related Data.” Readers are warned to be careful of crash rate data based on the VMT numbers from FHWA. Beginning with data for 2007, FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. The new methodology did not change the total VMT, but it did make a large difference in the number of miles traveled attributed to large trucks and buses. As a result, it would be misleading to cite large truck and bus data trends that encompassed both the years before 2007 and the years following. For more information on VMT data, go to www.fhwa.dot.gov/policyinformation/statistics/2019.

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2019 in the context of available historical data for past years. In the other chapters, the 2019 data are shown in different ways, according to what is being counted. Three-year trends in fatal crashes are presented for historical perspective when appropriate. The Crashes chapter counts numbers of crashes; the Vehicles chapter counts vehicles in crashes; and the People chapter counts persons of all types involved in crashes. Four different types of counts are shown:

- ◆ **Crashes:** Numbers of crashes involving various vehicle types.
- ◆ **Vehicles in Crashes:** Numbers of vehicles involved in crashes. These counts may be larger than the number of crashes (fatal, injury, or property damage only), because more than one vehicle may be involved in a single crash.
- ◆ **People in Crashes:** Numbers of people killed or injured in crashes. These counts generally are larger than the number of crashes (fatal or injury), because more than one person may be killed or injured in a single crash. People killed or injured may be occupants of a large truck or bus, occupants of another vehicle, or nonmotorists (pedestrians or pedalcyclists).
- ◆ **Drivers in Crashes:** Numbers of vehicle drivers involved in crashes. These counts generally are equal to the numbers of vehicles involved in crashes.

Note: Data Revisions

FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Separately, NHTSA retired GES in 2017, replacing it with CRSS. CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

In 2019, NHTSA identified issues with the classification of some large trucks and light pickup truck body types in FARS. This misclassification resulted in an understatement of large truck crashes through the years, and thus an inaccurate assessment of the change in large truck crashes from year to year. NHTSA revised Body Type to correspond to GVWR indicated by the decoded VIN, and revised Motor Carrier Identification Number, GVWR/GCWR, Vehicle Configuration, and Cargo Body Type to correspond to the requirements of coding large truck body types. In all, 329 vehicles classified as light pickup trucks (included in passenger vehicle count) were reclassified in the FARS 2016 Amended Final file as large trucks. Due to this methodology change, comparisons of the 2016 (and later) FARS large truck data with prior years should be performed with caution.

Trends

The tables in this chapter present crash statistics for large trucks and buses over time. Fatal crash statistics generally are available from 1975, the first year of FARS data, through 2019. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2019. Nonfatal crash statistics are presented for 1999 through 2019. From 1999 through 2015, they are based on GES data, but starting with 2016, they are based on the new CRSS data. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution. The statistics shown in this chapter represent crashes, vehicles, drivers, fatalities, and injuries in crashes. Below is a summary of some of the trend information in this section:

- ◆ In 2019, 5,237 large trucks and buses were involved in fatal crashes, a 2-percent increase from 2018. From 2018 to 2019, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles declined from 0.162 to 0.161, 21 percent below the 21st-century peak of 0.205 in 2000.
- ◆ There was a 34-percent decrease in the number of fatal crashes involving large trucks or buses between 2005 and 2009, followed by an increase of 47 percent between 2009 and 2019. From 2018 to 2019, the number of fatal crashes involving large trucks or buses increased by less than 1 percent.
- ◆ The number of injury crashes involving large trucks or buses decreased steadily from 102,000 in 2002 to 60,000 in 2009 (a decline of 41 percent). From 2009 to 2015, injury crashes increased 62 percent to 97,000 (based on GES data). From 2016 to 2019, according to NHTSA's CRSS data, large truck and bus injury crashes increased 13 percent (from 112,000 in 2016 to 127,000 in 2019).
- ◆ On average, from 2009 to 2019, intercity buses accounted for 12 percent, and school buses and transit buses accounted for 39 percent and 34 percent, respectively, of all buses involved in fatal crashes.
- ◆ In 2019, there were 84 school buses, 15 intercity buses, and 78 transit buses involved in fatal crashes, all of which were the among the lowest numbers recorded since FARS began in 1975.
- ◆ Over the past year (from 2018 to 2019):
 - ❖ The number of large trucks involved in fatal crashes increased 2 percent, from 4,909 to 5,005, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) increased 4 percent, from 1.61 to 1.67.
 - ❖ The number of large trucks involved in injury crashes increased by 6 percent, from 112,000 to 119,000.
 - ❖ The number of large trucks involved in property damage only crashes remained constant at 414,000.
 - ❖ The number of buses involved in fatal crashes declined from 238 to 232.

Note: Data Revisions

FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Separately, NHTSA retired GES in 2017, replacing it with CRSS. CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

In 2019, NHTSA identified issues with the classification of some large trucks and light pickup truck body types in FARS. This misclassification resulted in an understatement of large truck crashes through the years, and thus an inaccurate assessment of the change in large truck crashes from year to year. NHTSA revised Body Type to correspond to GVWR indicated by the decoded VIN, and revised Motor Carrier Identification Number, GVWR/GCWR, Vehicle Configuration, and Cargo Body Type to correspond to the requirements of coding large truck body types. In all, 329 vehicles classified as light pickup trucks (included in passenger vehicle count) were reclassified in the FARS 2016 Amended Final file as large trucks. Due to this methodology change, comparisons of the 2016 (and later) FARS large truck data with prior years should be performed with caution.

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2019

Year	Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Large Truck and Bus Occupant Fatalities	Total Fatalities in Large Truck and Bus Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Large Trucks and Buses Registered
						Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Fatalities in Large Truck and Bus Crashes	
1975	4,032	4,304	1,014	4,816	1,327,664	0.304	0.324	0.363	5,824,525
1976	4,489	4,754	1,205	5,379	1,402,380	0.320	0.339	0.384	6,053,524
1977	5,149	5,485	1,329	6,054	1,467,027	0.351	0.374	0.413	6,180,664
1978	5,758	6,131	1,436	6,740	1,544,704	0.373	0.397	0.436	6,365,161
1979	6,007	6,431	1,471	7,054	1,529,133	0.393	0.421	0.461	6,418,336
1980	5,353	5,709	1,308	6,333	1,527,295	0.350	0.374	0.415	6,319,442
1981	5,253	5,572	1,189	6,178	1,555,308	0.338	0.358	0.397	6,260,262
1982	4,668	4,935	979	5,525	1,595,010	0.293	0.309	0.346	6,149,615
1983	4,903	5,184	1,035	5,815	1,652,788	0.297	0.314	0.352	6,091,276
1984	5,136	5,444	1,120	5,983	1,720,269	0.299	0.316	0.348	5,984,746
1985	5,153	5,490	1,034	6,089	1,774,826	0.290	0.309	0.343	6,589,822
1986	5,055	5,383	965	5,895	1,834,872	0.275	0.293	0.321	6,314,733
1987	5,146	5,461	903	5,978	1,921,204	0.268	0.284	0.311	6,320,321
1988	5,156	5,528	965	6,004	2,025,962	0.254	0.273	0.296	6,752,553
1989	4,971	5,295	908	5,819	2,096,487	0.237	0.253	0.278	6,851,522
1990	4,790	5,065	737	5,590	2,144,362	0.223	0.236	0.261	6,822,863
1991	4,355	4,621	692	5,107	2,172,050	0.201	0.213	0.235	6,803,425
1992	4,098	4,320	613	4,767	2,247,151	0.182	0.192	0.212	6,689,937
1993	4,351	4,591	623	5,124	2,296,378	0.189	0.200	0.223	6,742,587
1994	4,617	4,902	688	5,412	2,357,588	0.196	0.208	0.230	7,258,308
1995	4,456	4,743	681	5,214	2,422,696	0.184	0.196	0.215	7,404,924
1996	4,723	5,081	642	5,489	2,485,848	0.190	0.204	0.221	7,707,396
1997	4,888	5,214	741	5,709	2,561,695	0.191	0.204	0.223	7,780,874
1998	4,857	5,244	780	5,712	2,631,522	0.185	0.199	0.217	8,447,810
1999	4,854	5,239	818	5,727	2,691,056	0.180	0.195	0.213	8,520,203
2000	4,881	5,320	776	5,620	2,746,925	0.178	0.194	0.205	8,768,774
2001	4,723	5,115	742	5,417	2,795,610	0.169	0.183	0.194	8,607,223
2002	4,486	4,861	734	5,241	2,855,508	0.157	0.170	0.184	8,687,997
2003	4,609	5,012	767	5,343	2,890,221	0.159	0.173	0.185	8,533,438
2004	4,734	5,181	808	5,519	2,964,788	0.160	0.175	0.186	8,966,638
2005	4,805	5,231	862	5,539	2,989,430	0.161	0.175	0.185	9,289,052
2006	4,643	5,071	832	5,347	3,014,371	0.154	0.168	0.177	9,640,966
2007	4,472	4,914	841	5,116	3,031,124	0.148	0.162	0.169	11,586,455
2008	3,994	4,340	749	4,545	2,976,528	0.134	0.146	0.153	11,716,583
2009	3,193	3,432	525	3,619	2,956,764	0.108	0.116	0.122	11,815,207
2010	3,512	3,745	574	3,957	2,967,266	0.118	0.126	0.133	11,616,105
2011	3,593	3,878	695	4,043	2,950,402	0.122	0.131	0.137	10,936,757
2012	3,726	4,078	736	4,208	2,969,433	0.125	0.137	0.142	11,423,889
2013	3,821	4,203	749	4,278	2,988,280	0.128	0.141	0.143	11,461,905
2014	3,656	3,985	700	4,168	3,025,656	0.121	0.132	0.138	11,777,983
2015	3,864	4,337	714	4,366	3,095,373	0.125	0.140	0.141	12,092,091
2016†	4,396	4,796	879	4,936	3,174,408	0.138	0.151	0.155	12,474,722
2017†	4,587	5,039	921	5,152	3,212,347	0.143	0.157	0.160	13,212,447
2018†	4,678	5,147	934	5,241	3,240,327	0.144	0.159	0.162	14,226,062
2019†	4,696	5,237	927	5,244	3,261,772	0.144	0.161	0.161	14,080,676

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classifications based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 2. Large Truck and Bus Injury Crash Statistics, 1999-2019

Year	Injury Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Injury Crashes	Persons Injured in Large Truck and Bus Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Large Trucks and Buses Registered
					Injury Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Injury Crashes	Persons Injured in Large Truck and Bus Crashes	
1999	109,000	115,000	176,000	2,691,056	4.04	4.28	6.53	8,520,203
2000	108,000	114,000	166,000	2,746,925	3.94	4.14	6.04	8,768,774
2001	96,000	101,000	153,000	2,795,610	3.45	3.63	5.49	8,607,223
2002	102,000	107,000	158,000	2,855,508	3.56	3.74	5.52	8,687,997
2003	97,000	103,000	150,000	2,890,221	3.37	3.55	5.21	8,533,438
2004	95,000	100,000	145,000	2,964,788	3.22	3.36	4.88	8,966,638
2005	89,000	95,000	136,000	2,989,430	2.98	3.17	4.56	9,289,052
2006	87,000	91,000	126,000	3,014,371	2.88	3.02	4.17	9,640,966
2007	82,000	86,000	124,000	3,031,124	2.72	2.85	4.09	11,586,455
2008	74,000	77,000	113,000	2,976,528	2.50	2.59	3.81	11,716,583
2009	60,000	63,000	93,000	2,956,764	2.03	2.14	3.15	11,815,207
2010	67,000	70,000	106,000	2,967,266	2.25	2.35	3.58	11,616,105
2011	73,000	76,000	112,000	2,950,402	2.49	2.58	3.78	10,936,757
2012	85,000	89,000	126,000	2,969,433	2.85	3.00	4.25	11,423,889
2013	86,000	91,000	133,000	2,988,280	2.89	3.04	4.44	11,461,905
2014	93,000	100,000	132,000	3,025,656	3.06	3.29	4.36	11,777,983
2015	97,000	102,000	138,000	3,095,373	3.12	3.30	4.47	12,092,091
2016*	112,000	119,000	168,000	3,174,408	3.53	3.74	5.31	12,474,722
2017*	116,000	121,000	170,000	3,212,347	3.60	3.78	5.30	13,212,447
2018*	121,000	127,000	176,000	3,240,327	3.74	3.93	5.43	14,226,062
2019*	127,000	132,000	182,000	3,261,772	3.88	4.05	5.59	14,080,676

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles) and are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1999-2019

Year	PDO Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in PDO Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles		Large Trucks and Buses Registered
				PDO Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in PDO Crashes	
1999	396,000	417,000	2,691,056	14.7	15.5	8,520,203
2000	378,000	394,000	2,746,925	13.8	14.3	8,768,774
2001	360,000	377,000	2,795,610	12.9	13.5	8,607,223
2002	366,000	381,000	2,855,508	12.8	13.3	8,687,997
2003	389,000	407,000	2,890,221	13.5	14.1	8,533,438
2004	349,000	364,000	2,964,788	11.8	12.3	8,966,638
2005	377,000	393,000	2,989,430	12.6	13.1	9,289,052
2006	324,000	340,000	3,014,371	10.7	11.3	9,640,966
2007	360,000	379,000	3,031,124	11.9	12.5	11,586,455
2008	342,000	358,000	2,976,528	11.5	12.0	11,716,583
2009	278,000	287,000	2,956,764	9.4	9.7	11,815,207
2010	247,000	256,000	2,967,266	8.3	8.6	11,616,105
2011	252,000	265,000	2,950,402	8.5	9.0	10,936,757
2012	282,000	295,000	2,969,433	9.5	9.9	11,423,889
2013	299,000	313,000	2,988,280	10.0	10.5	11,461,905
2014	379,000	404,000	3,025,656	12.5	13.3	11,777,983
2015	379,000	395,000	3,095,373	12.3	12.8	12,092,091
2016*	380,000	402,000	3,174,408	12.0	12.7	12,474,722
2017*	391,000	415,000	3,212,347	12.2	12.9	13,212,447
2018*	434,000	464,000	3,240,327	13.4	14.3	14,226,062
2019*	448,000	474,000	3,261,772	13.7	14.5	14,080,676

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles) and are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2019

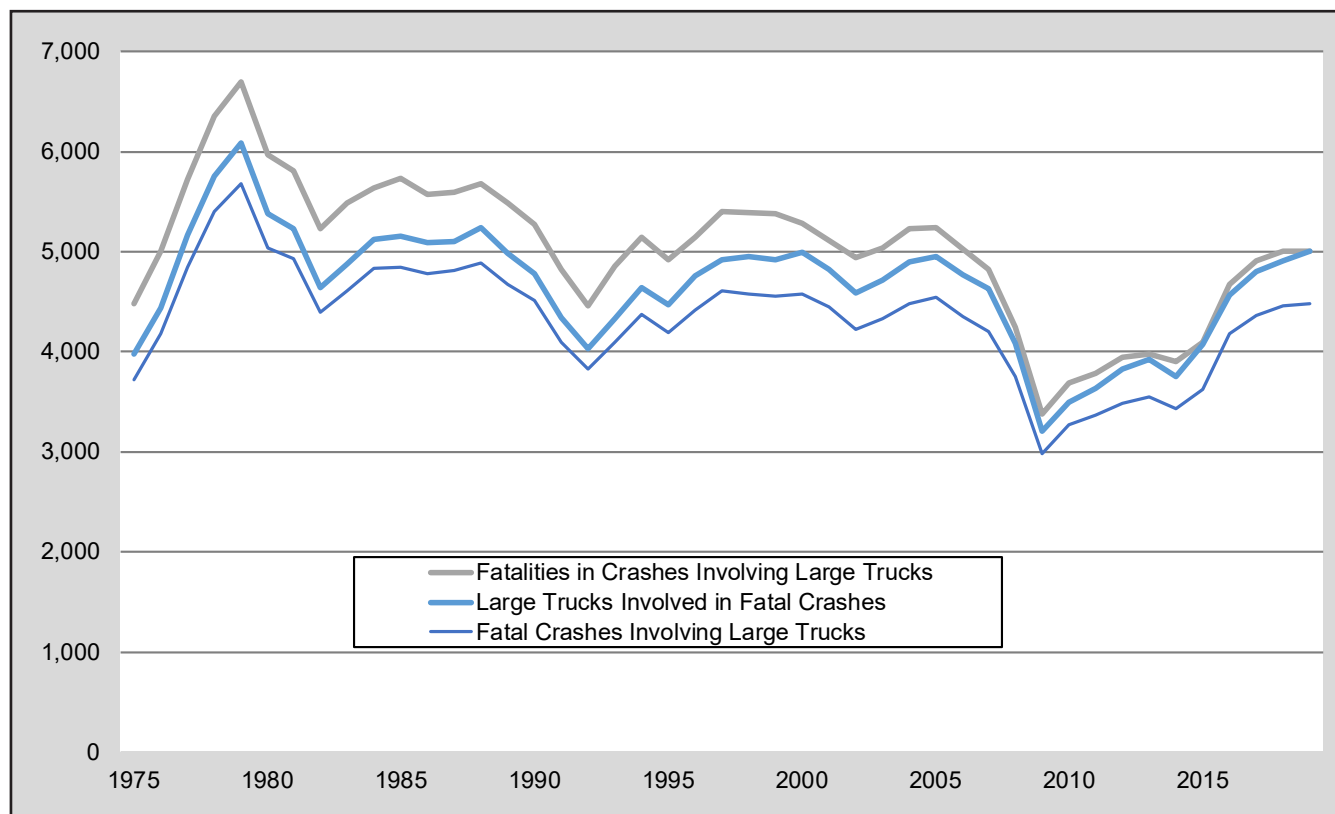
Year	Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks			Large Trucks Registered
						Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Fatalities in Large Truck Crashes	
1975	3,722	3,977	961	4,483	81,330	4.58	4.89	5.51	5,362,369
1976	4,184	4,435	1,132	5,008	86,070	4.86	5.15	5.82	5,575,185
1977	4,843	5,164	1,287	5,723	95,021	5.10	5.43	6.02	5,689,903
1978	5,405	5,759	1,395	6,356	105,739	5.11	5.45	6.01	5,859,807
1979	5,684	6,084	1,432	6,702	109,004	5.21	5.58	6.15	5,891,571
1980	5,042	5,379	1,262	5,971	108,491	4.65	4.96	5.50	5,790,653
1981	4,928	5,230	1,133	5,806	108,702	4.53	4.81	5.34	5,716,278
1982	4,396	4,646	944	5,229	111,423	3.95	4.17	4.69	5,590,415
1983	4,615	4,877	982	5,491	116,132	3.97	4.20	4.73	5,508,392
1984	4,831	5,124	1,074	5,640	121,796	3.97	4.21	4.63	5,401,075
1985	4,841	5,153	977	5,734	123,504	3.92	4.17	4.64	5,996,337
1986	4,785	5,097	926	5,579	126,675	3.78	4.02	4.40	5,720,880
1987	4,813	5,108	852	5,598	133,517	3.60	3.83	4.19	5,718,266
1988	4,885	5,241	911	5,679	137,985	3.54	3.80	4.12	6,136,884
1989	4,674	4,984	858	5,490	142,749	3.27	3.49	3.85	6,226,482
1990	4,518	4,776	705	5,272	146,242	3.09	3.27	3.60	6,195,876
1991	4,097	4,347	661	4,821	149,543	2.74	2.91	3.22	6,172,146
1992	3,825	4,035	585	4,462	153,384	2.49	2.63	2.91	6,045,205
1993	4,101	4,328	605	4,856	159,888	2.56	2.71	3.04	6,088,155
1994	4,373	4,644	670	5,144	170,216	2.57	2.73	3.02	6,587,885
1995	4,194	4,472	648	4,918	178,156	2.35	2.51	2.76	6,719,421
1996	4,413	4,755	621	5,142	182,971	2.41	2.60	2.81	7,012,615
1997	4,614	4,917	723	5,398	191,477	2.41	2.57	2.82	7,083,326
1998	4,579	4,955	742	5,395	196,380	2.33	2.52	2.75	7,732,270
1999	4,560	4,920	759	5,380	202,688	2.25	2.43	2.65	7,791,426
2000	4,573	4,995	754	5,282	205,520	2.23	2.43	2.57	8,022,649
2001	4,451	4,823	708	5,111	208,928	2.13	2.31	2.45	7,857,675
2002	4,224	4,587	689	4,939	214,603	1.97	2.14	2.30	7,927,280
2003	4,335	4,721	726	5,036	217,876	1.99	2.17	2.31	7,756,888
2004	4,478	4,902	766	5,235	220,811	2.03	2.22	2.37	8,171,364
2005	4,551	4,951	804	5,240	222,523	2.05	2.22	2.35	8,481,999
2006	4,350	4,766	805	5,027	222,513	1.95	2.14	2.26	8,819,007
2007	4,204	4,633	805	4,822	304,178	1.38	1.52	1.59	10,752,019
2008	3,754	4,089	682	4,245	310,680	1.21	1.32	1.37	10,873,275
2009	2,983	3,211	499	3,380	288,306	1.03	1.11	1.17	10,973,214
2010	3,271	3,494	530	3,686	286,527	1.14	1.22	1.29	10,770,054
2011	3,365	3,633	640	3,781	267,594	1.26	1.36	1.41	10,270,693
2012	3,486	3,825	697	3,944	269,207	1.29	1.42	1.47	10,659,380
2013	3,554	3,921	695	3,981	275,017	1.29	1.43	1.45	10,597,356
2014	3,429	3,749	656	3,908	279,132	1.23	1.34	1.40	10,905,956
2015	3,622	4,074	665	4,094	279,844	1.29	1.46	1.46	11,203,184
2016†	4,177	4,562	815	4,678	287,895	1.45	1.58	1.62	11,498,561
2017†	4,367	4,805	878	4,906	297,593	1.47	1.61	1.65	12,229,216
2018†	4,461	4,909	890	5,006	304,864	1.46	1.61	1.64	13,233,910
2019†	4,479	5,005	892	5,005	300,050	1.49	1.67	1.67	13,085,643

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2019



†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2019

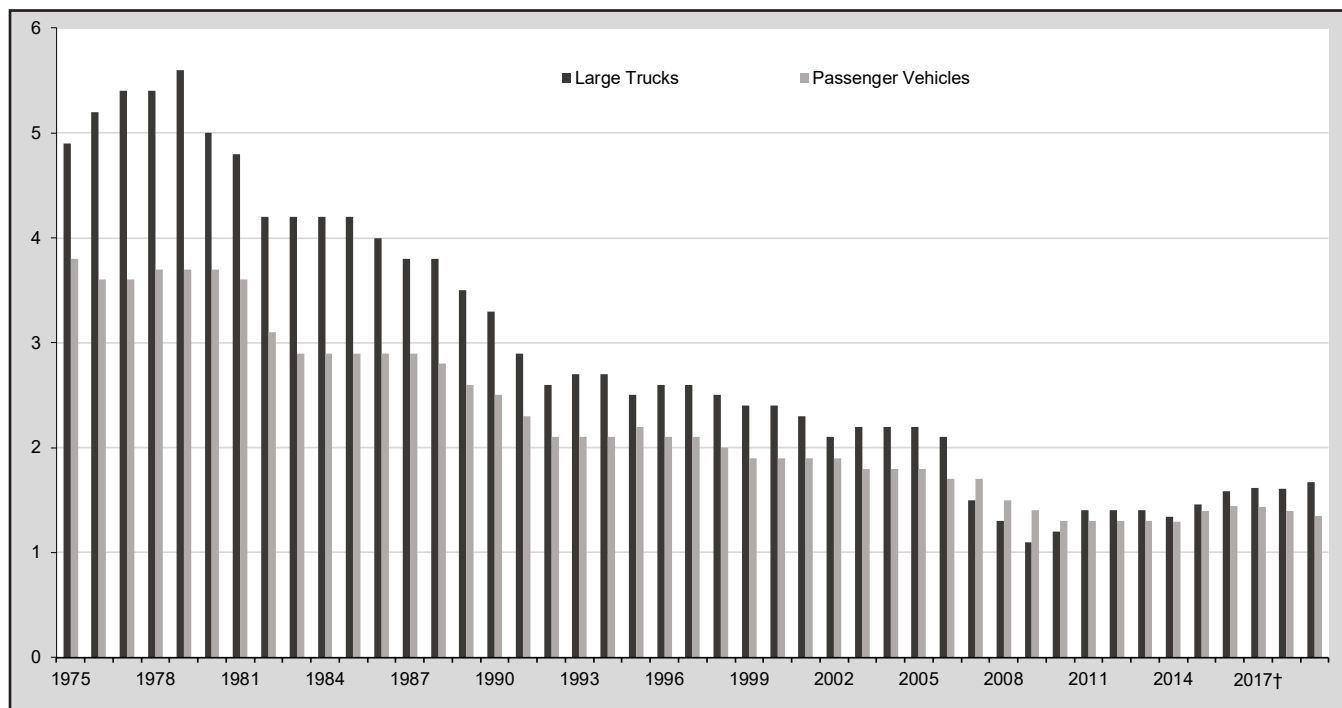
Year	Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Passenger Vehicle Occupant Fatalities	Total Fatalities in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
						Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Fatalities in Passenger Vehicle Crashes	
1975	35,057	46,533	30,785	40,187	1,234,650	2.84	3.77	3.25	115,364,709
1976	35,242	46,506	31,604	40,724	1,304,049	2.70	3.57	3.12	119,806,386
1977	37,197	49,438	32,758	42,599	1,359,834	2.74	3.64	3.13	123,400,366
1978	39,226	52,442	34,898	44,870	1,425,922	2.75	3.68	3.15	129,141,048
1979	39,637	52,543	34,986	45,207	1,405,545	2.82	3.74	3.22	132,476,608
1980	39,623	51,739	34,935	45,139	1,402,531	2.83	3.69	3.22	134,831,752
1981	38,544	51,195	33,726	43,586	1,429,675	2.70	3.58	3.05	137,239,007
1982	34,619	45,651	29,689	39,262	1,467,854	2.36	3.11	2.67	139,244,282
1983	33,481	44,416	29,181	37,866	1,522,697	2.20	2.92	2.49	142,153,582
1984	34,979	46,621	30,116	39,382	1,585,049	2.21	2.94	2.48	147,435,149
1985	34,567	46,741	29,901	38,976	1,637,759	2.11	2.85	2.38	154,013,265
1986	36,612	49,522	32,261	41,373	1,694,082	2.16	2.92	2.44	157,031,560
1987	37,342	51,094	33,190	42,119	1,772,852	2.11	2.88	2.38	161,543,801
1988	38,252	52,263	34,114	43,069	1,872,478	2.04	2.79	2.30	166,118,639
1989	37,102	51,110	33,614	41,782	1,937,696	1.91	2.64	2.16	169,892,626
1990	36,281	49,705	32,693	40,879	1,982,837	1.83	2.51	2.06	173,193,097
1991	33,701	46,123	30,776	38,134	2,007,579	1.68	2.30	1.90	175,389,400
1992	32,109	44,465	29,485	36,323	2,078,432	1.54	2.14	1.75	174,182,793
1993	32,969	45,565	30,077	37,222	2,120,459	1.55	2.15	1.76	177,629,233
1994	33,390	46,626	30,901	37,742	2,170,723	1.54	2.15	1.74	181,482,575
1995	34,555	48,527	31,991	39,014	2,228,323	1.55	2.18	1.75	185,762,753
1996	34,792	48,973	32,438	39,265	2,286,394	1.52	2.14	1.72	190,051,664
1997	34,595	48,687	32,448	39,187	2,353,295	1.47	2.07	1.67	191,960,390
1998	34,274	48,403	31,899	38,539	2,417,852	1.42	2.00	1.59	195,749,209
1999	34,163	47,896	32,127	38,571	2,470,122	1.38	1.94	1.56	200,012,521
2000	34,379	48,300	32,225	38,695	2,523,346	1.36	1.91	1.53	212,706,399
2001	34,496	48,417	32,043	38,725	2,569,980	1.34	1.88	1.51	221,821,103
2002	35,123	49,042	32,843	39,514	2,624,508	1.34	1.87	1.51	220,931,982
2003	34,879	48,861	32,271	39,148	2,655,987	1.31	1.84	1.47	222,856,560
2004	34,530	48,168	31,866	38,759	2,727,054	1.27	1.77	1.42	228,275,978
2005	34,837	48,133	31,549	38,933	2,749,472	1.27	1.75	1.42	231,904,922
2006	34,204	46,671	30,686	38,140	2,773,025	1.23	1.68	1.38	234,524,720
2007	32,787	44,666	29,072	36,460	2,691,034	1.22	1.66	1.35	235,678,150
2008	29,568	39,653	25,462	32,638	2,630,213	1.12	1.51	1.24	236,448,155
2009	27,019	36,371	23,447	29,940	2,633,248	1.03	1.38	1.14	234,467,679
2010	26,349	35,295	22,273	28,957	2,648,456	0.99	1.33	1.09	230,444,440
2011	25,697	34,314	21,316	28,165	2,650,458	0.97	1.29	1.06	233,841,422
2012	26,731	35,619	21,779	29,361	2,664,060	1.00	1.34	1.10	233,760,558
2013	26,024	34,886	21,224	28,579	2,677,730	0.97	1.30	1.07	236,010,230
2014	26,054	35,055	21,050	28,615	2,710,556	0.96	1.29	1.06	240,155,238
2015	28,301	38,679	22,639	31,129	2,779,693	1.02	1.39	1.12	242,917,192
2016†	29,973	40,997	23,787	32,876	2,849,718	1.05	1.44	1.15	247,644,981
2017†	30,001	41,288	23,663	32,771	2,877,378	1.04	1.43	1.14	250,553,248
2018†	29,354	40,496	22,845	32,131	2,897,083	1.01	1.40	1.11	250,709,853
2019†	28,619	39,412	22,215	31,331	2,924,053	0.98	1.35	1.07	253,814,184

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2019

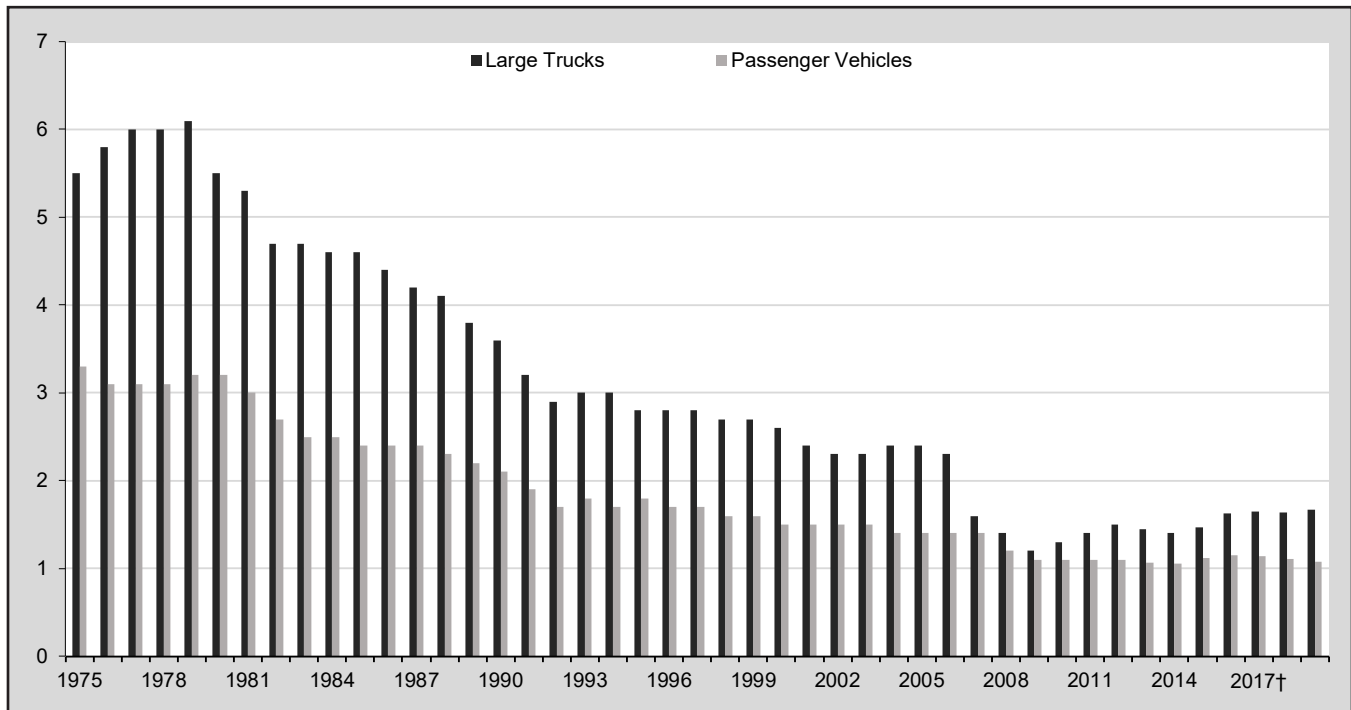


[†]Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT: FHWA, *Highway Statistics 2019*. Fatal Crashes and Vehicles Involved: NHTSA, FARS.

Trends Figure 3. Fatalities in Crashes Involving Large Trucks and Passenger Vehicles per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2019



¹Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2019

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	31,006	45,960	28,003	33,782	2,969,433	1.04	1.55	1.14	253,639,386
2013	30,203	45,102	27,176	32,894	2,988,280	1.01	1.51	1.10	255,876,822
2014	30,056	44,950	26,901	32,744	3,025,656	0.99	1.49	1.08	260,350,938
2015	32,539	49,477	28,926	35,485	3,095,373	1.05	1.60	1.15	263,610,219
2016	34,748	52,714	30,613	37,806	3,174,408	1.09	1.66	1.19	268,799,083
2017	34,560	53,128	30,356	37,473	3,212,347	1.08	1.65	1.17	272,480,899
2018	33,919	52,286	29,370	36,835	3,240,327	1.05	1.61	1.14	273,602,100
2019	33,244	51,247	28,758	36,096	3,261,772	1.02	1.57	1.11	276,491,174

Note: The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1999-2019

Year	Injury Crashes Involving Large Trucks	Large Trucks Involved in Injury Crashes	Persons Injured in Large Truck Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks			Large Trucks Registered
					Injury Crashes Involving Large Trucks	Large Trucks Involved in Injury Crashes	Persons Injured in Large Truck Crashes	
1999	95,000	101,000	142,000	202,688	46.9	49.6	69.9	7,791,426
2000	96,000	101,000	140,000	205,520	46.9	48.9	68.0	8,022,649
2001	86,000	90,000	131,000	208,928	41.0	43.0	62.5	7,857,675
2002	90,000	94,000	130,000	214,603	41.9	43.9	60.4	7,927,280
2003	85,000	89,000	122,000	217,876	38.8	40.8	56.0	7,756,888
2004	83,000	87,000	116,000	220,811	37.5	39.3	52.6	8,171,364
2005	78,000	82,000	114,000	222,523	34.8	37.0	51.2	8,481,999
2006	77,000	80,000	106,000	222,513	34.5	36.1	47.5	8,819,007
2007	72,000	76,000	101,000	304,178	23.8	24.9	33.2	10,752,019
2008	64,000	66,000	90,000	310,680	20.5	21.3	28.8	10,873,275
2009	51,000	53,000	74,000	288,306	17.8	18.5	25.6	10,973,214
2010	56,000	58,000	80,000	286,527	19.5	20.3	27.9	10,770,054
2011	60,000	63,000	88,000	267,594	22.5	23.4	32.9	10,270,693
2012	73,000	77,000	104,000	269,207	27.1	28.5	38.6	10,659,380
2013	69,000	73,000	95,000	275,017	25.1	26.6	34.6	10,597,356
2014	82,000	88,000	111,000	279,132	29.4	31.7	39.8	10,905,956
2015	83,000	87,000	116,000	279,844	29.5	31.2	41.5	11,203,184
2016*	97,000	102,000	134,000	287,895	33.7	35.5	46.7	11,498,561
2017*	102,000	107,000	148,000	297,593	34.4	35.9	49.7	12,229,216
2018*	107,000	112,000	151,000	304,864	35.0	36.8	49.4	13,233,910
2019*	114,000	119,000	158,000	300,050	38.0	39.5	52.8	13,085,643

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1999-2019

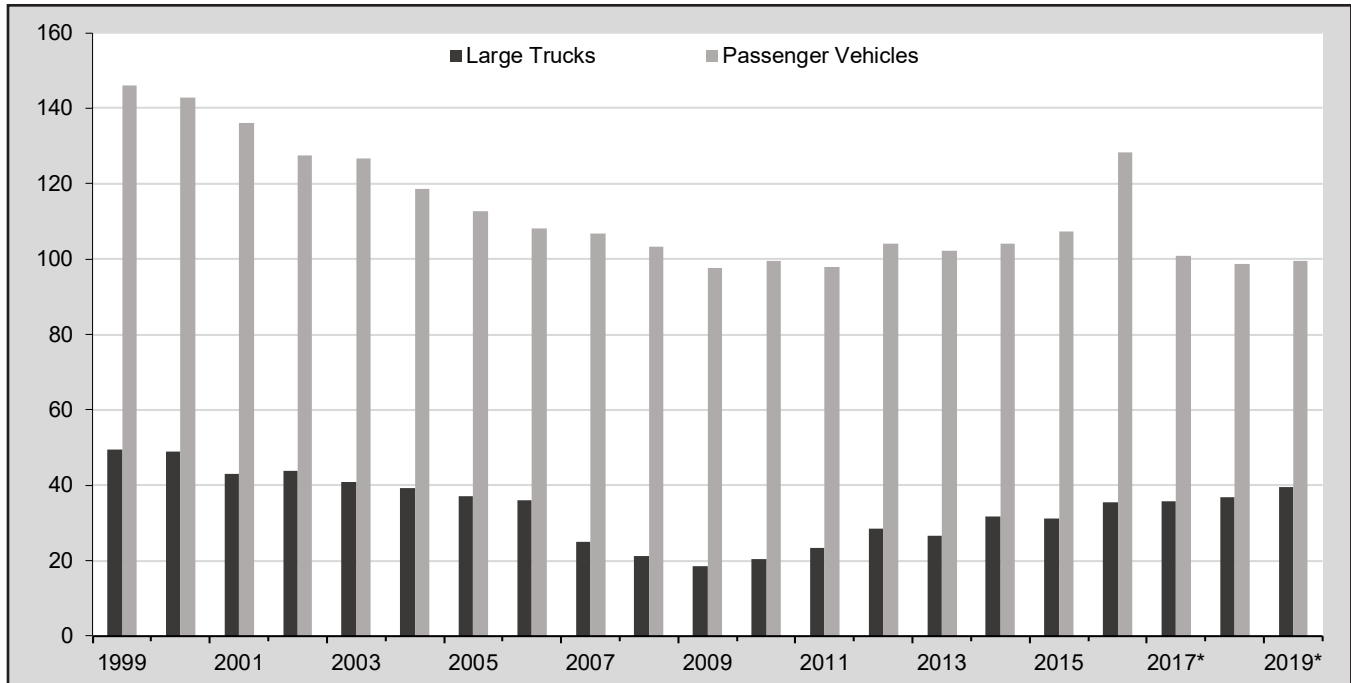
Year	Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
					Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	
1999	2,005,000	3,603,000	3,175,000	2,470,122	81.2	145.9	128.5	200,012,521
2000	2,017,000	3,605,000	3,123,000	2,523,346	79.9	142.9	123.8	212,706,399
2001	1,954,000	3,496,000	2,974,000	2,569,980	76.0	136.0	115.7	221,821,103
2002	1,877,000	3,346,000	2,863,000	2,624,508	71.5	127.5	109.1	220,931,982
2003	1,873,000	3,362,000	2,828,000	2,655,987	70.5	126.6	106.5	222,856,560
2004	1,802,000	3,236,000	2,718,000	2,727,054	66.1	118.7	99.7	228,275,978
2005	1,754,000	3,102,000	2,625,000	2,749,472	63.8	112.8	95.5	231,904,922
2006	1,681,000	2,995,000	2,500,000	2,773,025	60.6	108.0	90.2	234,524,720
2007	1,642,000	2,871,000	2,412,000	2,691,034	61.0	106.7	89.6	235,678,150
2008	1,561,000	2,719,000	2,266,000	2,630,213	59.3	103.4	86.1	236,448,155
2009	1,456,000	2,573,000	2,149,000	2,633,248	55.3	97.7	81.6	234,467,679
2010	1,483,000	2,632,000	2,171,000	2,648,456	56.0	99.4	82.0	230,444,440
2011	1,476,000	2,597,000	2,155,000	2,650,458	55.7	98.0	81.3	233,841,422
2012	1,568,000	2,771,000	2,290,000	2,664,060	58.9	104.0	85.9	233,760,558
2013	1,531,000	2,738,000	2,241,000	2,677,730	57.2	102.3	83.7	236,010,230
2014	1,585,000	2,823,000	2,266,000	2,710,556	58.5	104.2	83.6	240,155,238
2015	1,652,000	2,983,000	2,371,000	2,779,693	59.4	107.3	85.3	242,917,192
2016*	2,047,000	3,656,000	2,977,000	2,849,718	71.8	128.3	104.5	247,644,981
2017*	1,727,000	2,901,000	2,548,000	2,877,378	60.0	100.8	88.6	250,553,248
2018*	1,725,000	2,861,000	2,503,000	2,897,083	59.5	98.8	86.4	250,709,853
2019*	1,746,000	2,913,000	2,528,000	2,924,053	59.7	99.6	86.5	253,814,184

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019

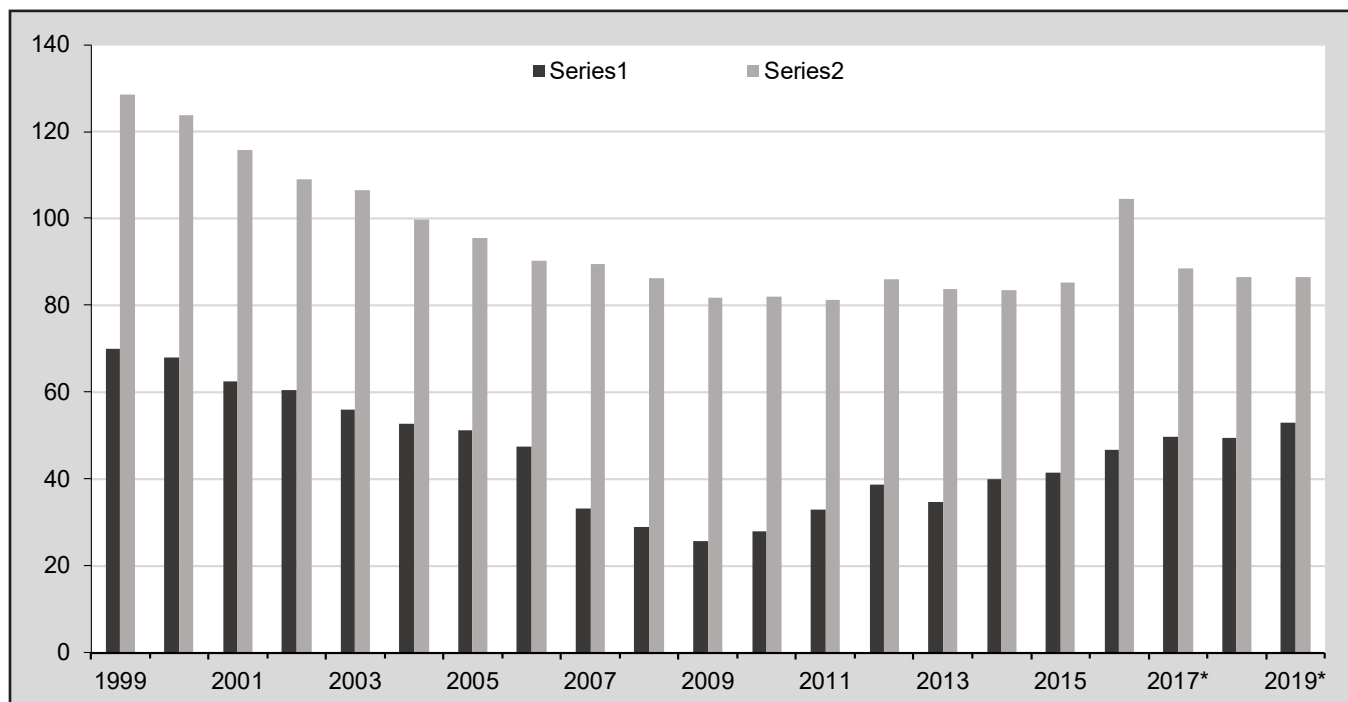


*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES data.

Sources: VMT: FHWA, *Highway Statistics 2019*. Injury Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019



*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2019*. Injury Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1999-2019

Year	All Injury Crashes	Vehicles Involved in All Injury Crashes	Persons Injured in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
					All Injury Crashes	Vehicles Involved in All Injury Crashes	Persons Injured in All Crashes	
1999	2,054,000	3,773,000	3,236,000	2,691,056	76.3	140.2	120.3	212,685,157
2000	2,070,000	3,783,000	3,189,000	2,746,925	75.4	137.7	116.1	225,821,241
2001	2,003,000	3,663,000	3,033,000	2,795,610	71.6	131.0	108.5	235,331,382
2002	1,929,000	3,520,000	2,926,000	2,855,508	67.6	123.3	102.5	234,624,135
2003	1,925,000	3,536,000	2,889,000	2,890,221	66.6	122.4	99.9	236,760,033
2004	1,862,000	3,415,000	2,788,000	2,964,788	62.8	115.2	94.0	243,010,550
2005	1,816,000	3,287,000	2,699,000	2,989,430	60.8	110.0	90.3	247,421,120
2006	1,746,000	3,181,000	2,575,000	3,014,371	57.9	105.5	85.4	250,844,644
2007	1,711,000	3,064,000	2,491,000	3,031,124	56.5	101.1	82.2	254,403,081
2008	1,630,000	2,894,000	2,346,000	2,976,528	54.8	97.2	78.8	255,917,664
2009	1,517,000	2,727,000	2,217,000	2,956,764	51.3	92.2	75.0	254,212,610
2010	1,542,000	2,785,000	2,239,000	2,967,266	52.0	93.9	75.5	250,070,048
2011	1,530,000	2,763,000	2,217,000	2,950,402	51.9	93.7	75.1	253,215,681
2012	1,634,000	2,763,000	2,362,000	2,969,433	55.0	99.8	79.5	253,639,386
2013	1,591,000	2,927,000	2,313,000	2,988,280	53.2	98.0	77.4	255,876,822
2014	1,648,000	3,025,000	2,338,000	3,025,656	54.5	100.0	77.3	260,350,938
2015	1,715,000	3,187,000	2,443,000	3,095,373	55.4	103.0	78.9	263,610,219
2016*	2,116,000	3,893,000	3,061,000	3,174,408	66.7	122.6	96.4	268,799,083
2017*	1,889,000	3,514,000	2,746,000	3,212,347	58.8	109.4	85.5	272,480,899
2018*	1,894,000	3,502,000	2,707,000	3,240,327	58.4	108.1	83.5	273,602,100
2019*	1,916,000	3,568,000	2,738,000	3,261,772	58.8	109.4	83.9	276,491,174

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1999-2019

Year	PDO Crashes Involving Large Trucks	Large Trucks Involved in PDO Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks		Large Trucks Registered
				PDO Crashes Involving Large Trucks	Large Trucks Involved in PDO Crashes	
1999	353,000	369,000	202,688	174.1	182.2	7,791,426
2000	337,000	351,000	205,520	163.9	170.9	8,022,649
2001	319,000	335,000	208,928	152.8	160.3	7,857,675
2002	322,000	336,000	214,603	150.2	156.3	7,927,280
2003	347,000	363,000	217,876	159.4	166.7	7,756,888
2004	312,000	324,000	220,811	141.2	146.9	8,171,364
2005	341,000	354,000	222,523	153.2	159.2	8,481,999
2006	287,000	300,000	222,513	128.9	134.7	8,819,007
2007	317,000	333,000	304,178	104.3	109.5	10,752,019
2008	297,000	309,000	310,680	95.7	99.6	10,873,275
2009	232,000	239,000	288,306	80.5	83.0	10,973,214
2010	207,000	214,000	286,527	72.3	74.7	10,770,054
2011	210,000	221,000	267,594	78.5	82.7	10,270,693
2012	241,000	253,000	269,207	89.6	93.9	10,659,380
2013	254,000	265,000	275,017	92.3	96.3	10,597,356
2014	326,000	346,000	279,132	116.6	123.9	10,905,956
2015	328,000	342,000	279,844	117.2	122.0	11,203,184
2016*	333,000	351,000	287,895	115.6	122.0	11,498,561
2017*	344,000	363,000	297,593	115.5	122.1	12,229,216
2018*	388,000	414,000	304,864	127.2	135.7	13,233,910
2019*	392,000	414,000	300,050	130.6	138.0	13,085,643

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1999-2019

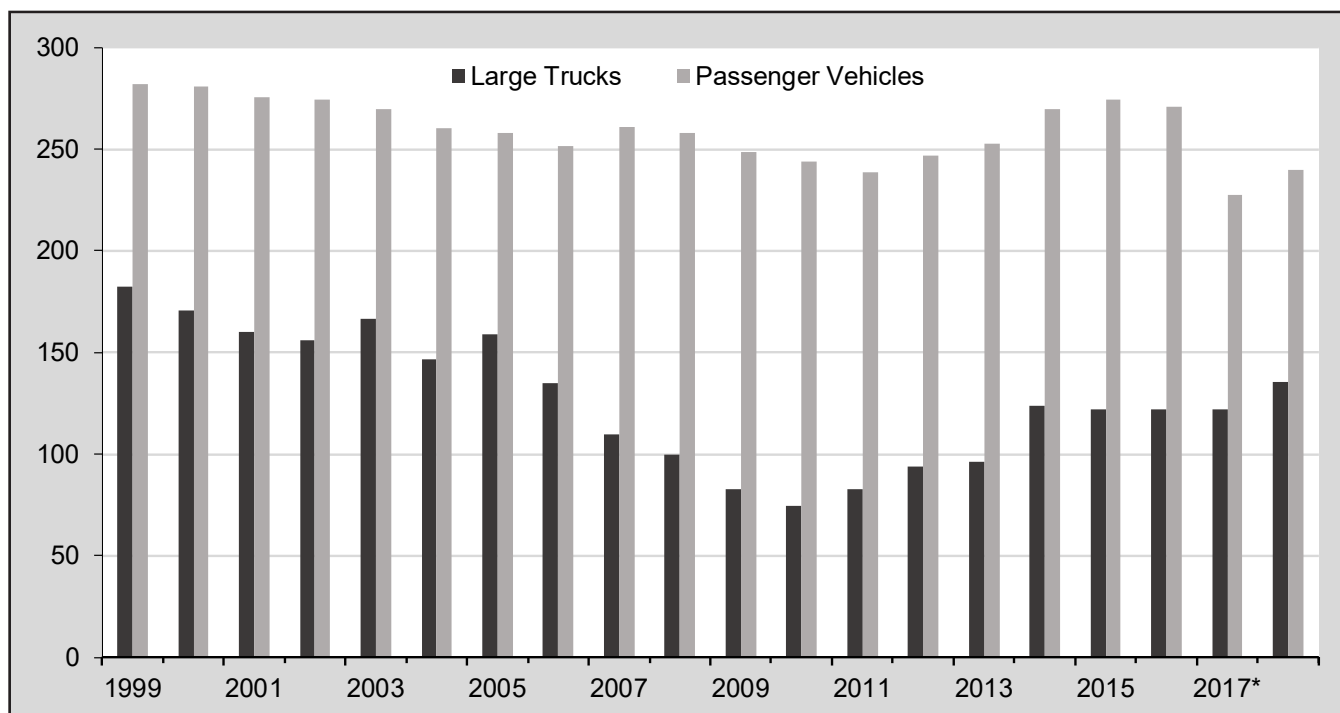
Year	PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles		Passenger Vehicles Registered
				PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	
1999	4,058,000	6,961,000	2,470,122	164.3	281.8	200,012,521
2000	4,151,000	7,088,000	2,523,346	164.5	280.9	212,706,399
2001	4,168,000	7,079,000	2,569,980	162.2	275.4	221,821,103
2002	4,228,000	7,199,000	2,624,508	161.1	274.3	220,931,982
2003	4,230,000	7,160,000	2,655,987	159.3	269.6	222,856,560
2004	4,170,000	7,102,000	2,727,054	152.9	260.4	228,275,978
2005	4,174,000	7,088,000	2,749,472	151.8	257.8	231,904,922
2006	4,084,000	6,979,000	2,773,025	147.3	251.7	234,524,720
2007	4,141,000	7,022,000	2,691,034	153.9	260.9	235,678,150
2008	4,027,000	6,779,000	2,630,213	153.1	257.8	236,448,155
2009	3,850,000	6,552,000	2,633,248	146.2	248.8	234,467,679
2010	3,776,000	6,458,000	2,648,456	142.6	243.8	230,444,440
2011	3,709,000	6,321,000	2,650,458	139.9	238.5	233,841,422
2012	3,870,000	6,581,000	2,664,060	145.3	247.0	233,760,558
2013	3,978,000	6,765,000	2,677,730	148.6	252.6	236,010,230
2014	4,265,000	7,307,000	2,710,556	157.4	269.6	240,155,238
2015	4,451,000	7,635,000	2,779,693	160.1	274.7	242,917,192
2016*	4,543,000	7,716,000	2,849,718	159.4	270.8	247,644,981
2017*	4,133,000	6,554,000	2,877,378	143.6	227.8	250,553,248
2018*	4,369,000	6,949,000	2,897,083	150.8	239.9	250,709,853
2019*	4,374,000	6,957,000	2,924,053	149.6	237.9	253,814,184

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019



*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1999-2019

Year	All PDO Crashes	Vehicles Involved in All PDO Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	PDO Crashes per 100 Million Vehicle Miles Traveled by All Motor Vehicles		Motor Vehicles Registered
				PDO Crashes	Vehicles Involved in PDO Crashes	
1999	4,188,000	7,402,000	2,691,056	155.6	275.1	212,685,157
2000	4,286,000	7,510,000	2,746,925	156.0	273.4	225,821,241
2001	4,282,000	7,480,000	2,795,610	153.2	267.6	235,331,381
2002	4,348,000	7,608,000	2,855,508	152.3	266.4	234,624,135
2003	4,365,000	7,594,000	2,890,221	151.0	262.7	236,760,033
2004	4,281,000	7,489,000	2,964,788	144.4	252.6	243,010,550
2005	4,304,000	7,511,000	2,989,430	144.0	251.3	247,421,120
2006	4,189,000	7,345,000	3,014,371	139.0	243.7	250,844,644
2007	4,275,000	7,431,000	3,031,124	141.0	245.2	254,403,081
2008	4,146,000	7,166,000	2,976,528	139.3	240.8	255,917,664
2009	3,957,000	6,868,000	2,956,764	133.8	232.3	254,212,610
2010	3,847,000	6,737,000	2,967,266	129.6	227.1	250,070,048
2011	3,778,000	6,637,000	2,950,402	128.1	225.0	253,215,681
2012	3,950,000	6,932,000	2,969,433	133.0	233.5	253,639,386
2013	4,066,000	7,134,000	2,988,280	136.1	238.7	255,876,822
2014	4,387,000	7,775,000	3,025,656	145.0	257.0	260,350,938
2015	4,548,000	8,084,000	3,095,373	146.9	261.2	263,610,219
2016*	4,670,000	8,194,000	3,174,408	147.1	258.1	268,799,083
2017*	4,530,000	8,028,000	3,212,347	141.0	249.9	272,480,899
2018*	4,807,000	8,551,000	3,240,327	148.4	263.9	273,602,100
2019*	4,806,000	8,580,000	3,261,772	147.4	263.0	276,491,174

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2019

Year	Passenger Vehicle		Large Truck		Motorcycle	Bus	Other/ Unknown	Total
	Passenger Car	Light Truck	Single-Vehicle Crashes	Multiple-Vehicle Crashes				
1975	2,353	522	643	318	156	8	67	4,067
1976	2,505	619	774	358	164	8	88	4,516
1977	2,903	756	884	403	180	8	73	5,207
1978	3,207	842	929	466	237	15	53	5,749
1979	3,320	976	967	465	248	10	61	6,047
1980	2,880	849	861	401	300	9	46	5,346
1981	2,927	889	785	348	259	11	40	5,259
1982	2,703	819	639	305	216	8	44	4,734
1983	2,859	805	676	306	204	26	47	4,923
1984	2,907	832	755	319	230	20	47	5,110
1985	3,020	881	634	343	243	25	58	5,204
1986	2,958	863	603	323	216	7	44	5,014
1987	2,961	957	571	281	223	15	38	5,046
1988	3,054	960	585	326	175	3	58	5,161
1989	2,913	1,024	550	308	133	28	44	5,000
1990	2,876	987	485	220	158	13	37	4,776
1991	2,535	986	448	213	133	9	42	4,366
1992	2,419	916	396	189	92	2	31	4,045
1993	2,615	1,077	389	216	116	5	42	4,460
1994	2,639	1,197	451	219	133	6	38	4,683
1995	2,546	1,153	425	223	108	9	30	4,494
1996	2,683	1,270	412	209	92	6	36	4,708
1997	2,674	1,426	499	224	85	10	28	4,946
1998	2,556	1,510	486	256	102	7	40	4,957
1999	2,524	1,493	480	279	118	12	33	4,939
2000	2,475	1,487	484	270	111	8	33	4,868
2001	2,269	1,539	474	234	113	13	28	4,670
2002	2,206	1,505	449	240	133	12	30	4,575
2003	2,206	1,515	457	269	151	11	36	4,645
2004	2,240	1,577	469	297	174	14	37	4,808
2005	2,070	1,646	478	326	201	13	41	4,775
2006	2,036	1,536	500	305	193	3	29	4,602
2007	1,858	1,484	502	303	231	7	28	4,413
2008	1,559	1,318	430	252	247	4	23	3,833
2009	1,260	1,094	333	166	176	2	28	3,059
2010	1,390	1,213	339	191	162	4	28	3,327
2011	1,380	1,082	408	232	221	11	19	3,353
2012	1,423	1,153	423	274	251	10	20	3,554
2013	1,446	1,163	431	264	208	16	12	3,540
2014	1,443	1,162	405	251	221	15	18	3,515
2015	1,495	1,264	395	270	226	18	12	3,680
2016†	1,629	1,364	520	295	302	18	38	4,166
2017†	1,741	1,469	525	353	285	17	23	4,413
2018†	1,696	1,536	538	352	288	25	18	4,453
2019†	1,645	1,570	495	397	299	4	26	4,436

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a GVWR of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: NHTSA, FARS.

Trends Table 14. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2019

Year	Nonmotorists				Vehicle Occupants	Total
	Pedestrian	Pedalcyclist	Other/Unknown	Total		
1975	333	66	17	416	4,067	4,483
1976	400	79	13	492	4,516	5,008
1977	424	69	23	516	5,207	5,723
1978	516	64	27	607	5,749	6,356
1979	524	90	41	655	6,047	6,702
1980	523	73	29	625	5,346	5,971
1981	462	64	21	547	5,259	5,806
1982	418	61	16	495	4,734	5,229
1983	463	83	22	568	4,923	5,491
1984	425	80	25	530	5,110	5,640
1985	447	64	19	530	5,204	5,734
1986	452	78	35	565	5,014	5,579
1987	427	90	35	552	5,046	5,598
1988	430	59	29	518	5,161	5,679
1989	399	71	20	490	5,000	5,490
1990	414	58	24	496	4,776	5,272
1991	363	75	17	455	4,366	4,821
1992	341	60	16	417	4,045	4,462
1993	303	57	36	396	4,460	4,856
1994	351	86	24	461	4,683	5,144
1995	329	74	21	424	4,494	4,918
1996	331	59	44	434	4,708	5,142
1997	352	75	25	452	4,946	5,398
1998	353	58	27	438	4,957	5,395
1999	344	66	31	441	4,939	5,380
2000	328	63	23	414	4,868	5,282
2001	352	69	20	441	4,670	5,111
2002	278	67	19	364	4,575	4,939
2003	320	52	19	391	4,645	5,036
2004	333	77	17	427	4,808	5,235
2005	346	87	32	465	4,775	5,240
2006	318	78	29	425	4,602	5,027
2007	313	70	26	409	4,413	4,822
2008	317	70	25	412	3,833	4,245
2009	259	56	6	321	3,059	3,380
2010	280	58	21	359	3,327	3,686
2011	335	60	33	428	3,353	3,781
2012	305	62	23	390	3,554	3,944
2013	339	79	23	441	3,540	3,981
2014	308	61	24	393	3,515	3,908
2015	337	55	17	409	3,680	4,089
2016†	397	98	17	512	4,166	4,678
2017†	391	78	24	493	4,413	4,906
2018†	452	78	23	553	4,453	5,006
2019†	454	90	25	569	4,436	5,005

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Trends Table 15. Drivers in Fatal Crashes by Vehicle Type and Blood Alcohol Concentration, 1999-2019

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1999	4,868	2.5%	1.5%	27,878	25.2%	21.3%
2000	4,948	2.8%	1.5%	27,661	28.1%	23.6%
2001	4,779	2.5%	1.2%	27,444	27.0%	22.7%
2002	4,550	2.5%	1.7%	27,236	26.6%	22.4%
2003	4,658	2.1%	1.4%	26,422	26.1%	22.0%
2004	4,837	2.2%	1.1%	25,568	27.0%	22.9%
2005	4,900	2.6%	1.4%	25,046	27.8%	23.5%
2006	4,729	2.0%	1.1%	24,162	27.2%	22.6%
2007	4,601	1.7%	1.0%	22,765	27.0%	22.6%
2008	4,040	2.8%	1.6%	20,379	27.4%	23.0%
2009	3,175	3.0%	1.7%	18,268	27.1%	23.2%
2010	3,456	2.4%	1.5%	17,710	27.4%	23.5%
2011	3,594	2.6%	1.2%	17,401	27.2%	23.6%
2012	3,774	3.3%	2.1%	18,171	26.4%	22.7%
2013	3,872	3.7%	2.3%	17,850	27.3%	22.8%
2014	3,702	3.0%	1.8%	17,802	26.0%	21.9%
2015	4,019	2.3%	1.4%	19,688	24.8%	20.9%
2016†	4,503	4.3%	2.4%	20,965	24.6%	21.1%
2017†	4,746	4.1%	3.1%	21,133	23.7%	20.3%
2018†	4,832	4.3%	2.8%	20,433	25.2%	21.9%
2019†	4,949	3.1%	2.0%	19,469	23.8%	20.4%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1999	19,865	26.4%	22.3%	2,528	40.1%	32.8%
2000	20,393	26.0%	22.2%	2,971	40.0%	31.8%
2001	20,704	26.7%	22.7%	3,261	36.9%	29.2%
2002	21,562	26.8%	23.1%	3,363	38.7%	30.9%
2003	22,172	25.3%	21.5%	3,800	36.3%	29.1%
2004	22,367	25.0%	21.5%	4,116	33.9%	27.1%
2005	22,879	25.2%	21.6%	4,679	34.5%	27.0%
2006	22,307	27.9%	24.0%	4,961	34.1%	26.2%
2007	21,719	27.3%	23.4%	5,306	35.2%	26.9%
2008	19,095	26.3%	22.6%	5,405	36.1%	28.9%
2009	17,806	26.9%	23.2%	4,592	36.3%	28.6%
2010	17,385	25.2%	21.6%	4,647	36.0%	27.6%
2011	16,706	24.7%	21.3%	4,761	36.9%	29.3%
2012	17,230	24.9%	21.3%	5,108	35.3%	27.7%
2013	16,811	24.9%	21.4%	4,795	34.9%	27.5%
2014	17,040	25.3%	21.6%	4,703	36.6%	29.1%
2015	18,763	24.1%	20.6%	5,126	34.0%	26.3%
2016†	19,802	23.4%	19.9%	5,460	32.8%	26.3%
2017†	19,878	23.5%	20.1%	5,372	34.0%	26.6%
2018†	19,789	22.4%	19.1%	5,164	32.7%	24.8%
2019†	19,704	22.4%	18.9%	5,111	36.1%	28.7%

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dL) or above (BAC=0.01+) indicates driver alcohol involvement. BAC of 0.08 g/dL or greater (BAC=0.08+) indicates driver intoxication. Estimates of alcohol-impaired driving are generated using BAC values reported to FARS and imputed BAC values when they are not reported. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a GVWR of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles.

Source: NHTSA, FARS.

Trends Table 16. Combination Truck Fatal Crash Statistics, 1975-2019

Year	Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Combination Truck Occupant Fatalities	Total Fatalities in Combination Truck Crashes	Million Vehicle Miles Traveled by Combination Trucks	Rates per 100 Million Vehicle Miles Traveled by Combination Trucks			Combination Trucks Registered
						Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Fatalities in Combination Truck Crashes	
1975	2,825	3,006	696	3,452	46,724	6.05	6.43	7.39	1,130,747
1976	3,260	3,439	838	3,948	49,680	6.56	6.92	7.95	1,224,917
1977	3,613	3,830	932	4,305	55,682	6.49	6.88	7.73	1,239,613
1978	4,066	4,305	1,001	4,825	62,992	6.45	6.83	7.66	1,341,707
1979	4,307	4,574	1,041	5,148	66,992	6.43	6.83	7.68	1,386,374
1980	3,731	3,957	904	4,473	68,678	5.43	5.76	6.51	1,416,869
1981	3,863	4,070	850	4,594	69,134	5.59	5.89	6.65	1,261,202
1982	3,519	3,708	744	4,226	70,765	4.97	5.24	5.97	1,265,321
1983	3,645	3,839	756	4,365	73,586	4.95	5.22	5.93	1,304,041
1984	3,907	4,122	872	4,605	77,377	5.05	5.33	5.95	1,340,144
1985	3,892	4,124	772	4,655	78,063	4.99	5.28	5.96	1,403,266
1986	3,825	4,060	718	4,493	81,038	4.72	5.01	5.54	1,407,783
1987	3,746	3,971	675	4,403	85,495	4.38	4.64	5.15	1,529,824
1988	3,939	4,212	731	4,609	88,551	4.45	4.76	5.20	1,667,327
1989	3,680	3,909	671	4,372	91,879	4.01	4.25	4.76	1,707,182
1990	3,583	3,780	520	4,217	94,341	3.80	4.01	4.47	1,708,895
1991	3,071	3,266	493	3,635	96,645	3.18	3.38	3.76	1,691,331
1992	2,881	3,033	429	3,376	99,510	2.90	3.05	3.39	1,675,363
1993	3,092	3,261	446	3,699	103,116	3.00	3.16	3.59	1,680,305
1994	3,248	3,432	477	3,860	108,932	2.98	3.15	3.54	1,681,500
1995	3,129	3,319	472	3,723	115,451	2.71	2.87	3.22	1,695,751
1996	3,325	3,570	448	3,921	118,899	2.80	3.00	3.30	1,746,586
1997	3,491	3,711	512	4,122	124,584	2.80	2.98	3.31	1,789,968
1998	3,465	3,747	531	4,143	128,359	2.70	2.92	3.23	1,997,345
1999	3,442	3,713	574	4,121	132,384	2.60	2.80	3.11	2,028,562
2000	3,466	3,771	541	4,052	135,020	2.57	2.79	3.00	2,096,619
2001	3,298	3,553	503	3,838	136,534	2.42	2.60	2.81	2,154,174
2002	3,207	3,487	508	3,830	138,737	2.31	2.51	2.76	2,276,661
2003	3,239	3,523	524	3,799	140,128	2.31	2.51	2.71	1,908,365
2004	3,332	3,642	536	3,949	142,370	2.34	2.56	2.77	2,010,335
2005	3,387	3,664	561	3,932	144,028	2.35	2.54	2.73	2,086,759
2006	3,206	3,508	566	3,776	142,169	2.26	2.47	2.66	2,169,670
2007	3,125	3,439	551	3,633	184,199	1.70	1.87	1.97	2,635,347
2008	2,768	3,004	467	3,158	183,826	1.51	1.63	1.72	2,585,229
2009	2,166	2,328	332	2,458	168,100	1.29	1.38	1.46	2,617,118
2010	2,422	2,584	375	2,772	175,789	1.38	1.47	1.58	2,552,865
2011	2,388	2,565	432	2,730	163,791	1.46	1.57	1.67	2,451,638
2012	2,490	2,743	468	2,843	163,602	1.52	1.68	1.74	2,469,094
2013	2,561	2,813	450	2,896	168,436	1.52	1.67	1.72	2,471,349
2014	2,477	2,720	450	2,842	169,830	1.46	1.60	1.67	2,577,197
2015	2,676	3,033	445	3,067	170,246	1.57	1.78	1.80	2,746,882
2016†	2,823	3,067	504	3,202	174,557	1.62	1.76	1.83	2,752,043
2017†	2,931	3,221	519	3,312	181,490	1.61	1.77	1.82	2,892,218
2018†	2,923	3,215	507	3,316	184,165	1.59	1.75	1.80	2,906,011
2019†	2,927	3,291	508	3,313	175,305	1.67	1.88	1.89	2,925,210

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A combination truck is defined as a truck tractor pulling any number of trailers (including a "bobtail" truck tractor not pulling any trailers) or a straight truck pulling at least one trailer. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2018*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2019

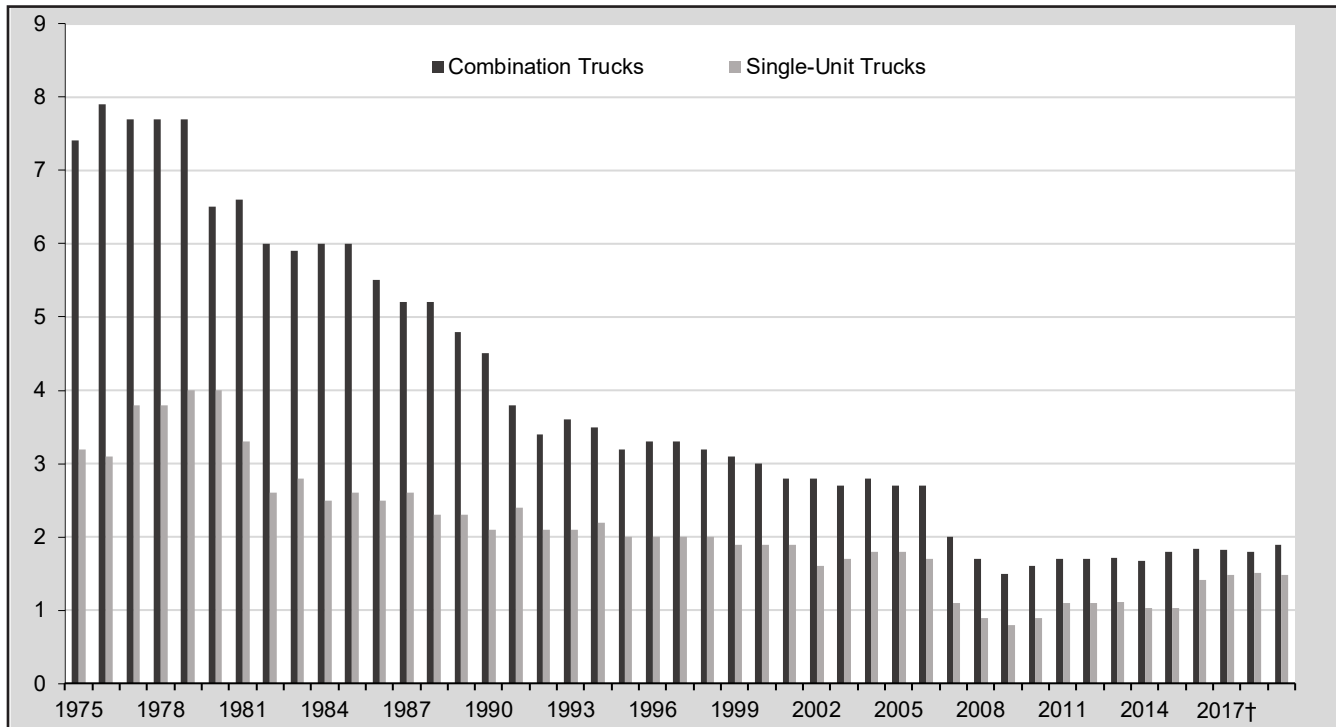
Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Single-Unit Truck Occupant Fatalities	Total Fatalities in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
						Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Fatalities in Single-Unit Truck Crashes	
1975	948	971	265	1,094	34,606	2.74	2.81	3.16	4,231,622
1976	978	996	294	1,125	36,390	2.69	2.74	3.09	4,350,268
1977	1,306	1,334	355	1,502	39,339	3.32	3.39	3.82	4,450,290
1978	1,419	1,454	394	1,630	42,747	3.32	3.40	3.81	4,518,100
1979	1,472	1,510	391	1,670	42,012	3.50	3.59	3.98	4,505,197
1980	1,388	1,422	358	1,590	39,813	3.49	3.57	3.99	4,373,784
1981	1,130	1,160	283	1,298	39,568	2.86	2.93	3.28	4,455,076
1982	922	938	200	1,056	40,658	2.27	2.31	2.60	4,325,094
1983	1,019	1,038	226	1,182	42,546	2.40	2.44	2.78	4,204,351
1984	986	1,002	202	1,114	44,419	2.22	2.26	2.51	4,060,931
1985	1,016	1,029	205	1,163	45,441	2.24	2.26	2.56	4,593,071
1986	1,018	1,037	208	1,158	45,637	2.23	2.27	2.54	4,313,097
1987	1,118	1,137	177	1,259	48,022	2.33	2.37	2.62	4,188,442
1988	1,014	1,029	180	1,143	49,434	2.05	2.08	2.31	4,469,557
1989	1,056	1,075	187	1,192	50,870	2.08	2.11	2.34	4,519,300
1990	979	996	185	1,106	51,901	1.89	1.92	2.13	4,486,981
1991	1,072	1,081	168	1,251	52,898	2.03	2.04	2.36	4,480,815
1992	987	1,002	156	1,137	53,874	1.83	1.86	2.11	4,369,842
1993	1,054	1,067	159	1,214	56,772	1.86	1.88	2.14	4,407,850
1994	1,188	1,212	193	1,354	61,284	1.94	1.98	2.21	4,906,385
1995	1,133	1,153	176	1,275	62,705	1.81	1.84	2.03	5,023,669
1996	1,160	1,185	173	1,313	64,072	1.81	1.85	2.05	5,266,029
1997	1,194	1,206	211	1,369	66,893	1.78	1.80	2.05	5,293,358
1998	1,185	1,208	211	1,331	68,021	1.74	1.78	1.96	5,734,925
1999	1,193	1,207	185	1,352	70,304	1.70	1.72	1.92	5,762,864
2000	1,199	1,224	213	1,350	70,500	1.70	1.74	1.91	5,926,030
2001	1,247	1,270	205	1,382	72,394	1.72	1.75	1.91	5,703,501
2002	1,089	1,100	181	1,210	75,866	1.44	1.45	1.59	5,650,619
2003	1,174	1,198	202	1,330	77,748	1.51	1.54	1.71	5,848,523
2004	1,228	1,258	230	1,390	78,441	1.57	1.60	1.77	6,161,028
2005	1,257	1,288	243	1,414	78,496	1.60	1.64	1.80	6,395,240
2006	1,224	1,259	239	1,344	80,344	1.52	1.57	1.67	6,649,337
2007	1,168	1,194	254	1,308	119,979	0.97	1.00	1.09	8,116,672
2008	1,070	1,085	215	1,191	126,855	0.84	0.86	0.94	8,288,046
2009	868	883	167	985	120,207	0.72	0.73	0.82	8,356,097
2010	894	910	155	975	110,738	0.81	0.82	0.88	8,217,189
2011	1,054	1,068	208	1,140	103,803	1.02	1.03	1.10	7,819,055
2012	1,061	1,082	229	1,187	105,605	1.00	1.02	1.12	8,190,286
2013	1,071	1,108	245	1,181	106,582	1.00	1.04	1.11	8,126,007
2014	1,005	1,029	206	1,135	109,301	0.92	0.94	1.04	8,328,759
2015	1,026	1,041	220	1,127	109,597	0.94	0.95	1.03	8,456,302
2016†	1,456	1,495	311	1,598	113,338	1.28	1.32	1.41	8,746,518
2017†	1,549	1,584	359	1,728	116,102	1.33	1.36	1.49	9,336,998
2018†	1,656	1,694	383	1,823	120,699	1.37	1.40	1.51	10,327,899
2019†	1,683	1,714	384	1,842	124,746	1.35	1.37	1.48	10,160,433

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A single-unit truck is defined as a medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2018*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Figure 7. Fatalities in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2019



*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Notes: A combination truck is defined as a truck tractor pulling any number of trailers (including none) or a straight truck pulling at least one trailer. A single-unit truck is defined as a medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 18. Combination Truck Injury Crash Statistics, 1999-2019

Year	Injury Crashes Involving Combination Trucks	Combination Trucks Involved in Injury Crashes	Persons Injured in Combination Truck Crashes	Million Vehicle Miles Traveled by Combination Trucks	Rates per 100 Million Vehicle Miles Traveled by Combination Trucks			Combination Trucks Registered
					Injury Crashes Involving Combination Trucks	Combination Trucks Involved in Injury Crashes	Persons Injured in Combination Truck Crashes	
1999	54,000	57,000	79,000	132,384	40.5	43.0	59.8	2,028,562
2000	50,000	52,000	73,000	135,020	37.2	38.7	53.9	2,096,619
2001	46,000	49,000	71,000	136,534	34.0	35.6	51.8	2,154,174
2002	48,000	50,000	72,000	138,737	34.8	36.2	51.6	2,276,661
2003	46,000	49,000	65,000	140,128	32.8	34.6	46.7	1,908,365
2004	46,000	47,000	64,000	142,370	32.0	33.3	44.8	2,010,335
2005	43,000	46,000	63,000	144,028	30.0	31.6	43.9	2,086,759
2006	40,000	41,000	56,000	142,169	27.8	29.0	39.2	2,169,670
2007	39,000	41,000	55,000	184,199	21.0	22.0	30.0	2,635,347
2008	36,000	38,000	51,000	183,826	19.6	20.5	27.7	2,585,229
2009	28,000	29,000	41,000	168,100	16.8	17.4	24.3	2,617,118
2010	31,000	32,000	43,000	175,789	17.4	18.5	24.3	2,552,865
2011	32,000	33,000	45,000	163,791	19.3	19.9	27.7	2,451,638
2012	40,000	42,000	56,000	163,602	24.2	25.4	34.0	2,469,094
2013	36,000	38,000	48,000	168,436	21.2	22.6	28.7	2,471,349
2014	42,000	45,000	57,000	169,830	24.6	26.4	33.5	2,577,197
2015	42,000	44,000	58,000	170,246	24.6	25.6	34.2	2,746,882
2016*	51,000	53,000	68,000	174,557	28.9	30.6	39.2	2,752,043
2017*	56,000	58,000	79,000	181,490	30.9	32.1	43.4	2,892,218
2018*	55,000	57,000	76,000	184,165	29.6	31.0	41.4	2,906,011
2019*	56,000	59,000	77,000	175,305	32.1	33.4	44.1	2,925,210

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A combination truck is defined as a truck tractor pulling any number of trailers (including none) or a straight truck pulling at least one trailer. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1999-2019

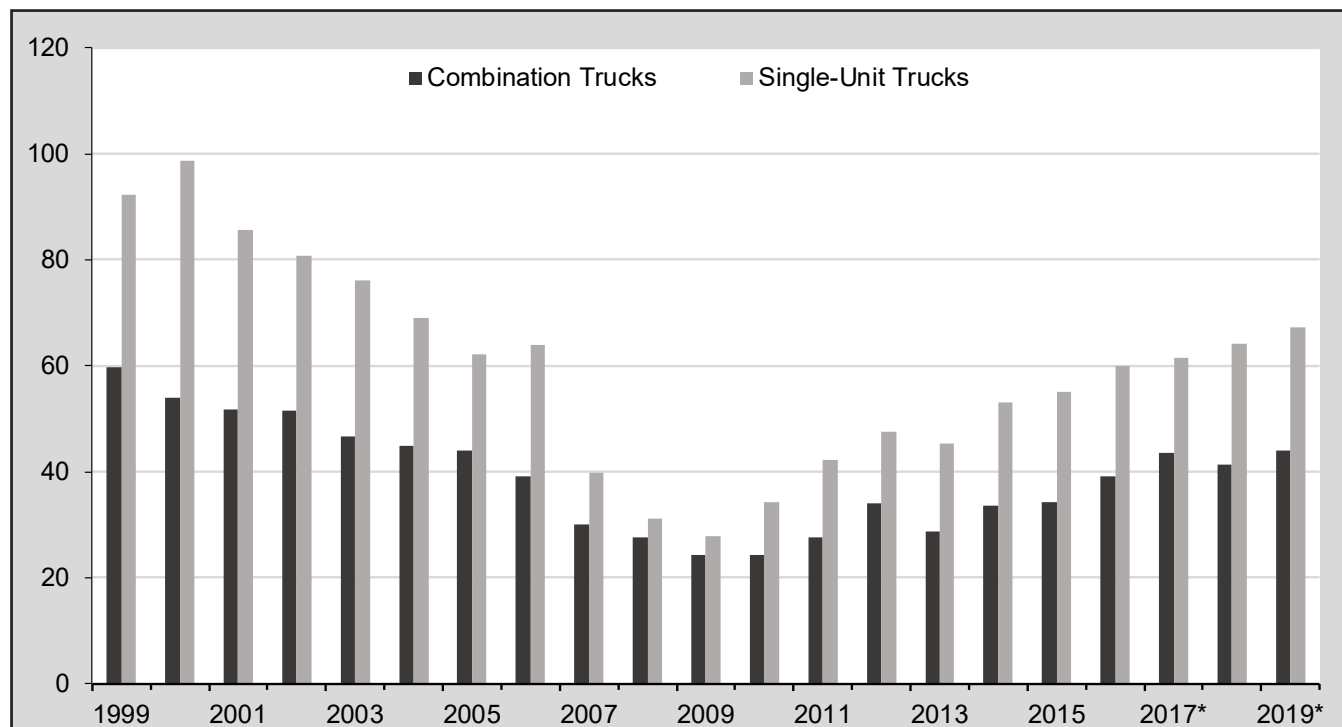
Year	Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
					Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	
1999	43,000	44,000	65,000	70,304	60.8	62.2	92.3	5,762,864
2000	48,000	48,000	70,000	70,500	67.5	68.4	98.6	5,926,030
2001	41,000	41,000	62,000	72,394	56.1	56.9	85.7	5,703,501
2002	43,000	44,000	61,000	75,866	40.4	58.0	80.7	5,650,619
2003	40,000	40,000	59,000	77,748	50.9	51.8	76.1	5,848,523
2004	39,000	39,000	54,000	78,441	49.2	50.2	69.0	6,161,028
2005	32,000	34,000	49,000	78,496	41.3	42.8	62.1	6,395,240
2006	38,000	39,000	51,000	80,344	47.6	48.6	63.9	6,649,337
2007	35,000	35,000	48,000	119,979	28.8	29.3	39.7	8,116,672
2008	28,000	28,000	39,000	126,855	22.2	22.4	31.1	8,288,046
2009	24,000	24,000	34,000	120,207	19.7	20.1	27.9	8,356,097
2010	26,000	26,000	38,000	110,738	23.1	23.3	34.3	8,217,189
2011	29,000	30,000	44,000	103,803	28.4	28.8	42.2	7,819,055
2012	34,000	35,000	50,000	105,605	32.6	33.2	47.5	8,190,286
2013	34,000	35,000	48,000	106,582	32.0	32.9	45.4	8,126,007
2014	43,000	44,000	58,000	109,301	38.9	39.9	53.1	8,328,759
2015	42,000	44,000	60,000	109,597	38.5	40.0	55.0	8,456,302
2016*	48,000	49,000	68,000	113,338	42.2	42.9	60.0	8,746,518
2017*	48,000	49,000	71,000	116,102	41.2	41.8	61.4	9,336,998
2018*	54,000	55,000	77,000	120,699	44.5	45.7	64.0	10,327,899
2019*	60,000	60,000	84,000	124,746	47.8	48.1	67.3	10,160,433

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A single-unit truck is defined as a medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1999-2019



*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A combination truck is defined as a truck tractor pulling any number of trailers (including none) or a straight truck pulling at least one trailer. A single-unit truck is defined as a medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1999-2019

Year	PDO Crashes Involving Combination Trucks	Combination Trucks Involved in PDO Crashes	Million Vehicle Miles Traveled by Combination Trucks	Rates per 100 Million Vehicle Miles Traveled by Combination Trucks		Combination Trucks Registered
				PDO Crashes Involving Combination Trucks	Combination Trucks Involved in PDO Crashes	
1999	176,000	184,000	132,384	132.8	138.9	2,028,562
2000	171,000	179,000	135,020	126.8	132.2	2,096,619
2001	159,000	166,000	136,534	116.1	121.6	2,154,174
2002	153,000	159,000	138,737	110.1	114.9	2,276,661
2003	163,000	172,000	140,128	116.3	122.6	1,908,365
2004	161,000	168,000	142,370	113.2	118.0	2,010,335
2005	169,000	177,000	144,028	117.6	123.1	2,086,759
2006	143,000	150,000	142,169	100.4	105.7	2,169,670
2007	155,000	163,000	184,199	84.3	88.6	2,635,347
2008	142,000	149,000	183,826	77.1	81.0	2,585,229
2009	114,000	118,000	168,100	67.7	70.5	2,617,118
2010	106,000	111,000	175,789	60.5	63.0	2,552,865
2011	107,000	112,000	163,791	65.6	68.4	2,451,638
2012	131,000	135,000	163,602	79.8	82.7	2,469,094
2013	128,000	133,000	168,436	75.9	79.0	2,471,349
2014	167,000	175,000	169,830	98.6	103.3	2,577,197
2015	163,000	168,000	170,246	95.6	98.8	2,746,882
2016*	181,000	190,000	174,557	103.6	108.8	2,752,043
2017*	191,000	203,000	181,490	105.3	111.8	2,892,218
2018*	203,000	217,000	184,165	110.2	117.6	2,906,011
2019*	205,000	216,000	175,305	116.9	123.1	2,925,210

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A combination truck is defined as a truck tractor pulling any number of trailers (including none) or a straight truck pulling at least one trailer. FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1999-2019

Year	PDO Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in PDO Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks		Single-Unit Trucks Registered
				PDO Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in PDO Crashes	
1999	181,000	185,000	70,304	257.3	263.6	5,762,864
2000	171,000	173,000	70,500	242.8	244.9	5,926,030
2001	167,000	169,000	72,394	230.6	233.2	5,703,501
2002	173,000	176,000	75,866	228.0	232.1	5,650,619
2003	189,000	191,000	77,748	242.6	246.0	5,848,523
2004	154,000	156,000	78,441	196.0	199.3	6,161,028
2005	117,000	118,000	78,496	149.0	150.3	6,395,240
2006	147,000	149,000	80,344	182.9	186.0	6,649,337
2007	167,000	170,000	119,979	139.6	141.6	8,116,672
2008	159,000	161,000	126,855	125.4	126.6	8,288,046
2009	119,000	121,000	120,207	99.3	100.5	8,356,097
2010	102,000	103,000	110,738	92.0	93.2	8,217,189
2011	107,000	109,000	103,803	102.9	105.1	7,819,055
2012	116,000	118,000	105,605	109.5	111.3	8,190,286
2013	130,000	132,000	106,582	121.6	123.7	8,126,007
2014	165,000	171,000	109,301	150.9	156.0	8,328,759
2015	171,000	173,000	109,597	156.0	158.2	8,456,302
2016*	158,000	161,000	113,338	139.2	142.3	8,746,518
2017*	158,000	160,000	116,102	136.1	138.2	9,336,998
2018*	193,000	197,000	120,699	160.2	163.3	10,327,899
2019*	194,000	198,000	124,746	155.3	158.8	10,160,433

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A single-unit truck is defined as a medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2019

Year	Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses			Buses Registered
						Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Fatalities in Bus Crashes	
1975	323	327	53	348	6,055	5.33	5.40	5.75	462,156
1976	318	319	73	390	6,258	5.08	5.10	6.23	478,339
1977	321	321	42	354	5,823	5.51	5.51	6.08	490,761
1978	370	372	41	412	5,885	6.29	6.32	7.00	505,354
1979	344	347	39	376	5,947	5.78	5.83	6.32	526,765
1980	329	330	46	390	6,059	5.43	5.45	6.44	528,789
1981	340	342	56	393	6,241	5.45	5.48	6.30	543,984
1982	288	289	35	323	5,823	4.95	4.96	5.55	559,200
1983	305	307	53	366	5,199	5.87	5.90	7.04	582,884
1984	319	320	46	374	4,640	6.88	6.90	8.06	583,671
1985	337	337	57	398	4,478	7.53	7.53	8.89	593,485
1986	284	286	39	337	4,717	6.02	6.06	7.14	593,853
1987	353	353	51	409	5,330	6.62	6.62	7.67	602,055
1988	284	287	54	341	5,475	5.19	5.24	6.23	615,669
1989	309	311	50	366	5,670	5.45	5.49	6.46	625,040
1990	286	289	32	340	5,726	4.99	5.05	5.94	626,987
1991	271	274	31	304	5,750	4.71	4.77	5.29	631,279
1992	283	285	28	316	5,778	4.90	4.93	5.47	644,732
1993	262	263	18	286	6,125	4.28	4.29	4.67	654,432
1994	256	258	18	286	6,409	3.99	4.03	4.46	670,423
1995	271	271	33	311	6,420	4.22	4.22	4.84	685,503
1996	324	326	21	367	6,563	4.94	4.97	5.59	694,781
1997	295	297	18	339	6,842	4.31	4.34	4.95	697,548
1998	288	289	38	329	7,007	4.11	4.12	4.70	715,540
1999	313	319	59	373	7,662	4.09	4.16	4.87	728,777
2000	323	325	22	357	7,590	4.26	4.28	4.70	746,125
2001	289	292	34	331	7,070	4.09	4.13	4.84	749,548
2002	274	274	45	331	6,845	4.00	4.00	4.84	760,717
2003	288	291	41	337	6,782	4.25	4.29	4.97	776,550
2004	276	279	42	315	6,801	4.06	4.10	4.63	795,274
2005	278	280	58	340	6,980	3.98	4.01	4.87	807,053
2006	303	305	27	337	6,783	4.47	4.50	4.97	821,959
2007	280	281	36	325	14,516	1.93	1.94	2.24	834,436
2008	251	251	67	311	14,823	1.69	1.69	2.10	843,308
2009	221	221	26	254	14,387	1.54	1.54	1.77	841,993
2010	247	251	44	278	13,770	1.79	1.82	2.02	846,051
2011	243	245	55	284	13,807	1.76	1.77	2.06	666,064
2012	252	253	39	282	14,781	1.70	1.71	1.91	764,509
2013	282	282	54	320	15,167	1.86	1.86	2.11	864,549
2014	235	236	44	283	15,999	1.47	1.48	1.77	872,027
2015	259	263	49	297	16,230	1.60	1.62	1.83	888,907
2016	231	234	64	290	16,350	1.41	1.43	1.77	976,161
2017	231	234	43	276	17,227	1.34	1.36	1.60	983,231
2018	234	238	44	267	18,303	1.28	1.30	1.46	992,152
2019	231	232	35	258	17,980	1.28	1.29	1.43	995,033

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1999-2019

Year	Injury Crashes Involving Buses	Buses Involved in Injury Crashes	Persons Injured in Bus Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses			Buses Registered
					Injury Crashes Involving Buses	Buses Involved in Injury Crashes	Persons Injured in Bus Crashes	
1999	14,000	14,000	36,000	7,662	187.2	188.2	464.6	728,777
2000	13,000	13,000	29,000	7,590	169.7	173.2	388.0	746,125
2001	11,000	12,000	25,000	7,070	162.7	163.2	360.2	749,548
2002	13,000	13,000	30,000	6,845	184.3	184.6	434.1	760,717
2003	14,000	14,000	31,000	6,782	202.3	203.9	454.0	776,550
2004	13,000	13,000	29,000	6,801	188.1	189.3	429.3	795,274
2005	12,000	12,000	23,000	6,980	175.0	175.6	335.9	807,053
2006	11,000	11,000	21,000	6,783	156.7	157.5	310.1	821,959
2007	11,000	11,000	24,000	14,516	73.3	73.7	164.4	834,436
2008	11,000	11,000	24,000	14,823	73.5	73.5	164.6	843,308
2009	9,000	10,000	20,000	14,387	64.9	69.3	140.2	841,993
2010	12,000	12,000	27,000	13,770	83.6	83.8	196.7	846,051
2011	13,000	13,000	24,000	13,807	96.8	97.6	176.7	666,064
2012	12,000	12,000	23,000	14,781	80.6	83.7	156.3	764,509
2013	18,000	18,000	38,000	15,167	117.0	118.0	250.6	864,549
2014	11,000	11,000	22,000	15,999	68.7	69.7	139.0	872,027
2015	14,000	15,000	24,000	16,230	89.2	91.0	146.8	888,907
2016*	16,000	17,000	35,000	16,350	96.8	101.9	213.5	976,161
2017*	15,000	15,000	25,000	17,227	84.6	84.6	142.5	983,231
2018*	15,000	15,000	27,000	18,303	80.9	81.6	145.4	992,152
2019*	13,000	14,000	25,000	17,980	74.6	76.1	140.4	995,033

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1999-2019

Year	PDO Crashes Involving Buses	Buses Involved in PDO Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses		Buses Registered
				PDO Crashes Involving Buses	Buses Involved in PDO Crashes	
1999	48,000	48,000	7,662	625.6	630.0	728,777
2000	42,000	43,000	7,590	558.5	562.0	746,125
2001	42,000	42,000	7,070	600.8	600.8	749,548
2002	45,000	45,000	6,845	658.5	658.5	760,717
2003	44,000	44,000	6,782	643.9	647.5	776,550
2004	39,000	39,000	6,801	574.6	576.6	795,274
2005	38,000	39,000	6,980	543.4	556.5	807,053
2006	41,000	41,000	6,783	598.9	598.9	821,959
2007	45,000	46,000	14,516	311.9	315.4	834,436
2008	48,000	49,000	14,823	325.6	329.2	843,308
2009	47,000	47,000	14,387	327.2	329.4	841,993
2010	42,000	42,000	13,770	304.0	308.3	846,051
2011	43,000	44,000	13,807	315.0	316.6	666,064
2012	42,000	42,000	14,781	285.7	287.5	764,509
2013	48,000	48,000	15,167	319.0	319.0	864,549
2014	57,000	58,000	15,999	358.3	362.8	872,027
2015	53,000	53,000	16,230	326.5	327.8	888,907
2016*	51,000	51,000	16,350	308.9	313.4	976,161
2017*	51,000	52,000	17,227	297.1	301.8	983,231
2018*	50,000	50,000	18,303	271.5	273.8	992,152
2019*	59,000	60,000	17,980	328.5	333.8	995,033

*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2019*. PDO Crashes and Vehicles Involved: NHTSA, GES (1999-2015) and CRSS (2016-2019).

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2019

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1976	122	30	130	—	13	23	318
1977	126	33	123	—	14	25	321
1978	143	52	143	—	14	18	370
1979	150	37	120	—	21	16	344
1980	117	38	149	—	14	11	329
1981	109	48	150	—	20	13	340
1982	104	37	106	—	31	10	288
1983	99	41	105	—	38	22	305
1984	118	48	103	—	33	17	319
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	22	284
1987	132	29	115	—	46	31	353
1988	103	31	102	—	30	18	284
1989	108	32	119	—	25	25	309
1990	111	26	114	—	19	17	286
1991	106	39	86	—	25	16	271
1992	98	35	113	—	20	17	283
1993	112	28	82	—	20	20	262
1994	106	22	105	—	12	12	256
1995	109	23	101	—	23	15	271
1996	124	35	113	—	32	20	324
1997	116	36	109	—	15	19	295
1998	111	38	115	—	16	8	288
1999	137	35	106	—	19	17	313
2000	119	40	127	—	20	17	323
2001	117	38	103	—	16	15	289
2002	95	35	100	—	26	18	274
2003	111	26	104	—	29	18	288
2004	109	35	85	—	25	22	276
2005	110	37	83	—	34	14	278
2006	117	32	105	—	22	27	303
2007	109	35	113	—	15	8	280
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	101	34	78	30	7	2	252
2013	114	44	82	28	10	4	282
2014	90	32	79	9	21	4	235
2015	99	34	92	14	18	5	259
2016	87	17	97	6	19	6	231
2017	72	13	97	31	16	4	231
2018	81	15	84	30	23	2	234
2019	84	15	78	32	22	1	231

^a "Van-based bus" was listed as a bus type for the first time in 2011.

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2019

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	130	29	131	—	18	19	327
1976	123	30	130	—	13	23	319
1977	126	33	123	—	14	25	321
1978	143	54	143	—	14	18	372
1979	150	37	123	—	21	16	347
1980	117	38	150	—	14	11	330
1981	110	48	150	—	20	14	342
1982	104	37	106	—	31	11	289
1983	99	41	105	—	40	22	307
1984	119	48	103	—	33	17	320
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	24	286
1987	132	29	115	—	46	31	353
1988	105	31	103	—	30	18	287
1989	109	32	120	—	25	25	311
1990	112	27	114	—	19	17	289
1991	106	39	86	—	26	17	274
1992	98	36	113	—	21	17	285
1993	112	28	82	—	21	20	263
1994	106	23	105	—	12	12	258
1995	109	23	101	—	23	15	271
1996	124	35	115	—	32	20	326
1997	117	37	109	—	15	19	297
1998	112	38	115	—	16	8	289
1999	139	38	106	—	19	17	319
2000	120	40	128	—	20	17	325
2001	119	38	104	—	16	15	292
2002	95	35	100	—	26	18	274
2003	113	26	104	—	30	18	291
2004	111	35	85	—	26	22	279
2005	111	38	83	—	34	14	280
2006	118	33	105	—	22	27	305
2007	109	35	113	—	16	8	281
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	116	36	84	—	11	4	251
2011	98	41	68	25	10	3	245
2012	102	34	78	30	7	2	253
2013	114	44	82	28	10	4	282
2014	91	32	79	9	21	4	236
2015	99	34	93	14	18	5	263
2016	88	17	98	6	19	6	234
2017	73	13	97	31	16	4	234
2018	82	15	86	30	23	2	238
2019	84	15	78	32	22	1	232

^a "Van-based bus" was listed as a bus type for the first time in 2011.

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2019

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	348
1976	147	35	133	—	49	26	390
1977	143	42	126	—	16	27	354
1978	163	62	153	—	14	20	412
1979	160	46	130	—	21	19	376
1980	136	66	156	—	17	15	390
1981	120	65	165	—	26	17	393
1982	106	45	122	—	39	11	323
1983	126	49	110	—	56	25	366
1984	144	55	110	—	46	19	374
1985	153	40	129	—	42	34	398
1986	110	37	103	—	57	30	337
1987	149	54	120	—	51	35	409
1988	140	37	112	—	34	18	341
1989	143	43	122	—	28	30	366
1990	128	39	125	—	25	24	340
1991	120	46	91	—	31	18	304
1992	105	45	121	—	22	23	316
1993	119	35	87	—	22	23	286
1994	116	25	116	—	14	15	286
1995	123	30	111	—	30	17	311
1996	144	43	123	—	34	23	367
1997	131	46	123	—	17	22	339
1998	118	50	127	—	25	9	329
1999	153	66	110	—	21	25	373
2000	133	48	134	—	20	22	357
2001	130	46	117	—	22	16	331
2002	110	54	112	—	33	22	331
2003	120	36	116	—	40	25	337
2004	116	57	86	—	32	24	315
2005	120	70	92	—	41	17	340
2006	138	39	106	—	23	31	337
2007	130	51	117	—	18	9	325
2008	129	52	102	—	14	14	311
2009	100	46	81	—	16	11	254
2010	119	52	86	—	17	4	278
2011	108	63	69	31	10	3	284
2012	114	45	79	35	7	2	282
2013	123	61	86	33	13	4	320
2014	109	48	83	12	27	4	283
2015	108	42	106	14	20	10	297
2016	103	28	106	7	46	6	290
2017	79	20	106	53	18	4	276
2018	91	25	90	33	26	3	267
2019	92	18	83	35	30	1	258

^a "Van-based bus" was listed as a bus type for the first time in 2011.

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2019

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	16	5	21	—	2	6	50
1976	21	3	8	—	39	2	73
1977	14	5	14	—	5	4	42
1978	19	6	8	—	5	3	41
1979	17	6	8	—	4	4	39
1980	14	23	7	—	2	1	47
1981	12	6	23	—	11	4	56
1982	9	5	11	—	10	0	35
1983	17	9	4	—	21	2	53
1984	20	9	9	—	7	1	46
1985	24	15	4	—	12	2	57
1986	2	4	4	—	24	5	39
1987	14	19	3	—	11	4	51
1988	38	8	2	—	4	2	54
1989	33	3	1	—	8	5	50
1990	13	2	3	—	3	11	32
1991	10	6	3	—	9	3	31
1992	7	8	3	—	3	7	28
1993	6	1	5	—	4	2	18
1994	2	7	6	—	1	2	18
1995	12	6	1	—	9	5	33
1996	10	3	5	—	3	0	21
1997	8	5	3	—	1	1	18
1998	6	13	2	—	15	2	38
1999	8	32	6	—	4	9	59
2000	16	3	1	—	1	1	22
2001	16	3	4	—	7	4	34
2002	2	20	6	—	9	8	45
2003	7	3	12	—	10	9	41
2004	7	23	2	—	10	0	42
2005	8	33	3	—	8	6	58
2006	6	8	1	—	8	4	27
2007	3	19	5	—	9	0	36
2008	14	38	6	—	5	4	67
2009	3	9	0	—	11	3	26
2010	15	15	3	—	11	0	44
2011	9	32	4	6	4	0	55
2012	13	15	1	8	2	0	39
2013	10	24	2	11	6	1	54
2014	11	19	2	1	9	2	44
2015	10	12	14	4	3	6	49
2016	10	10	14	3	27	0	64
2017	9	6	4	23	1	0	43
2018	11	13	2	11	7	0	44
2019	9	6	4	10	6	0	35

^a "Van-based bus" was listed as a bus type for the first time in 2011.

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2009-2019

State	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†
Alabama	80	114	100	107	109	84	101	149	99	121	137
Alaska	3	7	0	4	4	5	1	7	6	10	9
Arizona	66	65	68	85	63	67	91	84	95	90	87
Arkansas	79	83	88	91	83	78	70	76	89	86	82
California	275	236	282	261	259	301	305	375	383	375	408
Colorado	40	49	51	58	56	63	64	88	87	91	103
Connecticut	13	23	14	16	20	21	37	31	23	31	21
Delaware	11	9	10	9	10	12	12	9	15	15	16
District of Columbia	1	3	2	1	3	5	2	0	0	3	0
Florida	181	181	213	213	197	190	225	320	298	322	349
Georgia	153	153	174	153	163	155	182	203	228	192	204
Hawaii	5	4	3	6	7	4	5	6	9	7	3
Idaho	20	15	21	13	34	23	26	36	48	55	44
Illinois	146	88	122	122	142	111	103	151	149	166	143
Indiana	96	115	136	112	117	128	118	118	152	151	140
Iowa	65	88	60	60	61	48	61	74	67	63	69
Kansas	59	86	65	64	68	46	65	81	95	86	86
Kentucky	112	100	88	82	78	68	81	106	91	107	114
Louisiana	83	107	80	108	84	80	79	92	102	105	89
Maine	22	14	17	11	18	10	11	20	25	16	17
Maryland	50	44	39	66	58	49	58	65	55	71	60
Massachusetts	20	19	35	18	31	27	28	31	28	37	31
Michigan	67	85	61	73	88	98	75	113	90	105	102
Minnesota	59	90	52	60	75	66	64	62	61	44	58
Mississippi	61	55	73	51	63	81	72	90	105	107	90
Missouri	86	84	101	92	85	100	105	118	112	130	135
Montana	24	14	31	11	20	12	20	25	24	17	34
Nebraska	43	55	31	44	29	52	40	58	41	51	64
Nevada	19	15	35	19	18	17	27	29	37	24	36
New Hampshire	8	6	8	6	13	12	6	9	13	22	7
New Jersey	69	52	53	60	60	74	50	59	53	91	78
New Mexico	36	46	48	42	54	72	46	44	72	68	77
New York	107	120	114	100	118	98	126	119	126	100	118
North Carolina	128	117	117	127	139	121	129	163	165	177	160
North Dakota	31	18	40	48	63	49	47	13	28	31	21
Ohio	114	132	117	152	131	130	167	141	171	184	172
Oklahoma	94	91	112	124	112	134	106	127	134	116	101
Oregon	30	46	50	28	33	32	53	56	54	73	67
Pennsylvania	134	164	160	166	155	162	161	169	168	142	135
Rhode Island	5	2	1	4	5	2	1	2	8	2	4
South Carolina	82	65	89	84	64	63	114	111	96	123	122
South Dakota	16	25	12	20	18	21	13	8	22	27	16
Tennessee	92	92	108	112	127	110	116	121	135	130	152
Texas	318	400	432	573	535	553	567	602	658	666	652
Utah	21	35	22	18	20	18	39	29	37	37	43
Vermont	6	10	6	5	8	11	8	7	10	11	10
Virginia	77	77	76	84	89	90	71	100	104	109	109
Washington	31	30	33	45	40	36	40	52	79	62	78
West Virginia	34	50	34	45	46	30	22	31	55	52	43
Wisconsin	55	56	71	65	83	55	56	73	85	73	70
Wyoming	11	27	26	26	25	34	28	25	19	32	39
Total	3,380	3,686	3,781	3,944	3,981	3,908	4,094	4,678	4,906	5,006	5,005

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Trends Table 30. Fatal Crashes Involving Large Trucks by State, 2009-2019

State	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†
Alabama	73	102	88	100	101	74	94	131	85	108	127
Alaska	3	5	0	4	3	5	1	6	5	8	9
Arizona	58	52	57	66	56	59	79	70	84	78	81
Arkansas	70	74	82	82	74	68	58	68	80	76	72
California	240	219	249	233	240	266	280	324	340	335	355
Colorado	35	42	42	47	50	57	56	83	80	82	90
Connecticut	13	23	13	16	20	17	32	30	20	29	20
Delaware	7	9	9	8	10	11	12	9	15	11	15
District of Columbia	1	3	2	1	3	4	2	0	0	3	0
Florida	170	170	194	182	179	168	197	286	281	296	311
Georgia	129	138	155	139	142	128	161	192	207	179	180
Hawaii	4	4	3	6	7	4	5	5	6	7	3
Idaho	18	15	18	13	31	20	23	34	46	47	39
Illinois	85	100	109	106	123	102	93	140	126	145	125
Indiana	82	101	111	101	99	112	106	110	132	137	125
Iowa	56	79	48	52	57	46	48	61	63	57	62
Kansas	50	68	56	55	63	42	58	68	78	74	76
Kentucky	101	84	82	76	69	63	76	98	77	91	103
Louisiana	68	88	71	90	70	72	67	82	89	95	80
Maine	20	13	16	10	16	10	10	14	24	15	16
Maryland	45	39	37	54	53	47	48	60	51	65	56
Massachusetts	18	19	33	17	30	26	27	30	27	35	29
Michigan	62	80	58	67	74	87	69	100	78	97	94
Minnesota	48	74	49	53	70	60	58	51	59	42	51
Mississippi	53	52	58	39	55	66	64	81	95	92	75
Missouri	79	76	90	84	71	85	96	109	105	115	115
Montana	21	12	23	11	19	7	17	22	21	16	30
Nebraska	40	45	27	34	25	41	35	43	39	40	52
Nevada	18	15	24	19	17	15	25	27	35	21	34
New Hampshire	7	6	8	6	11	12	6	8	12	18	6
New Jersey	60	52	51	55	57	69	48	58	51	77	69
New Mexico	33	41	41	38	47	56	42	37	56	52	61
New York	100	111	107	90	108	91	113	111	117	96	113
North Carolina	112	98	108	117	122	109	114	152	139	160	148
North Dakota	28	14	30	40	54	41	37	12	23	26	19
Ohio	101	114	105	138	120	114	156	128	150	159	152
Oklahoma	71	87	95	108	104	109	97	115	121	109	95
Oregon	27	42	48	27	32	27	47	52	51	64	63
Pennsylvania	120	152	150	149	144	146	139	146	158	124	129
Rhode Island	4	2	1	3	5	2	1	2	7	2	4
South Carolina	76	57	77	79	60	59	95	102	89	115	111
South Dakota	12	19	10	15	17	19	13	8	16	22	14
Tennessee	82	82	97	97	109	93	101	105	120	118	137
Texas	273	349	386	496	456	481	480	525	564	591	579
Utah	21	27	20	16	19	17	33	25	35	32	41
Vermont	6	9	6	5	7	9	5	7	7	8	10
Virginia	68	72	69	75	81	82	69	89	92	102	98
Washington	29	27	28	41	34	33	32	49	75	55	73
West Virginia	29	39	32	44	44	23	22	27	42	45	37
Wisconsin	46	51	68	57	75	50	53	63	75	63	62
Wyoming	11	19	24	25	21	25	22	22	19	27	33
Total	2,983	3,271	3,365	3,486	3,554	3,429	3,622	4,177	4,367	4,461	4,479

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Trends Table 31. Large Trucks Involved in Fatal Crashes by State, 2009-2019

State	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†
Alabama	81	105	96	111	107	76	103	141	94	114	136
Alaska	3	5	0	4	4	5	1	7	5	8	9
Arizona	67	54	65	73	69	61	88	80	94	90	87
Arkansas	80	79	101	88	86	75	65	72	89	91	88
California	263	240	265	251	265	282	300	358	361	362	385
Colorado	40	46	46	51	51	60	66	89	87	89	97
Connecticut	15	23	14	16	20	19	33	34	21	30	25
Delaware	7	9	10	10	10	11	12	9	15	11	15
District of Columbia	1	3	2	1	3	4	2	0	0	3	0
Florida	179	179	201	193	187	179	215	306	302	326	340
Georgia	135	145	169	149	157	135	178	207	238	198	195
Hawaii	4	4	3	6	7	4	5	5	6	7	3
Idaho	18	15	18	17	31	21	25	38	50	51	43
Illinois	90	113	120	115	136	116	105	154	140	165	141
Indiana	108	111	130	115	116	138	134	124	146	148	149
Iowa	63	90	49	65	59	47	50	64	71	65	68
Kansas	51	71	58	59	66	47	64	70	86	81	83
Kentucky	109	90	88	88	71	67	92	100	81	106	107
Louisiana	74	93	81	102	74	84	75	89	101	103	97
Maine	21	13	17	10	16	10	10	15	26	16	16
Maryland	52	39	38	57	60	49	52	64	54	68	59
Massachusetts	19	19	33	17	30	27	30	31	28	39	32
Michigan	64	83	61	70	88	90	105	110	91	105	100
Minnesota	50	77	53	54	74	63	62	53	61	45	55
Mississippi	54	55	62	44	57	72	71	91	100	99	78
Missouri	83	76	95	89	77	95	107	113	114	136	130
Montana	21	13	24	11	19	7	18	22	21	16	31
Nebraska	42	49	29	42	27	45	37	49	40	47	60
Nevada	19	16	28	21	24	15	26	28	38	22	36
New Hampshire	7	6	8	6	11	12	6	8	12	19	6
New Jersey	65	59	59	62	64	81	57	61	53	80	73
New Mexico	33	43	44	39	55	66	53	47	81	68	79
New York	101	116	112	97	114	104	117	116	120	99	119
North Carolina	116	104	118	132	125	111	119	162	149	168	166
North Dakota	28	17	32	44	64	45	42	14	26	28	20
Ohio	108	123	113	145	151	130	186	141	167	177	184
Oklahoma	78	88	100	124	116	123	109	126	132	122	104
Oregon	29	49	48	28	34	31	51	55	58	68	67
Pennsylvania	131	159	163	175	170	164	168	172	185	139	176
Rhode Island	4	2	1	3	5	2	2	2	9	2	4
South Carolina	78	61	79	81	66	61	102	109	92	123	120
South Dakota	12	19	10	16	18	19	13	9	18	22	15
Tennessee	86	89	101	108	121	107	113	115	129	136	154
Texas	299	376	414	548	492	532	537	586	630	660	658
Utah	25	28	24	17	21	20	38	29	39	34	44
Vermont	6	11	6	6	7	9	5	7	7	8	11
Virginia	75	87	74	88	100	90	76	99	106	109	106
Washington	30	27	35	43	38	35	32	52	82	58	80
West Virginia	29	40	32	47	48	25	22	34	48	50	40
Wisconsin	46	53	77	60	85	52	57	65	78	70	68
Wyoming	12	22	27	27	25	26	38	30	24	28	46
Total	3,211	3,494	3,633	3,825	3,921	3,749	4,074	4,562	4,805	4,909	5,005

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Trends Table 32. Single-Vehicle Fatal Crashes Involving Large Trucks by State, 2009-2019

State	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†
Alabama	15	9	11	13	24	15	19	32	20	21	18
Alaska	1	0	0	1	0	1	0	3	2	2	4
Arizona	18	6	14	19	15	16	17	17	19	18	10
Arkansas	15	16	18	20	20	11	15	16	24	16	11
California	48	60	63	57	70	64	59	86	91	80	82
Colorado	10	6	12	8	17	12	11	23	18	15	14
Connecticut	2	8	2	5	4	5	13	7	4	8	5
Delaware	3	1	1	3	3	2	4	2	4	1	0
District of Columbia	1	3	1	1	1	1	2	0	0	1	0
Florida	34	35	54	38	39	34	39	59	58	78	64
Georgia	33	19	29	25	32	31	27	44	28	35	26
Hawaii	1	0	1	2	6	4	1	1	1	3	0
Idaho	4	5	3	1	7	6	4	3	13	10	5
Illinois	9	18	26	17	20	20	16	28	21	34	23
Indiana	12	9	20	15	17	20	16	18	21	27	15
Iowa	8	12	12	7	11	9	7	11	18	6	10
Kansas	5	9	9	19	12	4	9	16	13	11	13
Kentucky	16	10	19	16	12	11	7	21	13	12	17
Louisiana	8	16	11	21	12	13	3	14	26	23	25
Maine	0	4	3	2	3	1	1	0	4	1	8
Maryland	9	6	9	8	8	8	12	17	16	17	17
Massachusetts	6	5	6	7	11	10	10	13	10	8	8
Michigan	13	16	7	8	8	12	12	17	8	8	15
Minnesota	10	11	10	10	8	8	6	10	12	1	6
Mississippi	10	5	9	5	16	14	14	15	15	15	13
Missouri	12	15	25	22	20	18	22	26	19	28	32
Montana	8	1	2	4	4	1	1	5	3	6	12
Nebraska	2	10	2	3	7	5	6	7	5	9	7
Nevada	7	3	9	4	4	1	4	10	8	7	12
New Hampshire	1	0	2	0	3	5	2	1	4	5	1
New Jersey	14	12	13	18	11	13	21	15	15	22	25
New Mexico	10	8	12	16	14	19	12	3	15	6	12
New York	31	35	40	27	40	29	36	48	44	37	58
North Carolina	18	23	20	29	28	27	17	30	21	34	29
North Dakota	5	3	4	7	12	5	9	8	7	4	2
Ohio	10	14	18	15	18	15	22	17	24	27	26
Oklahoma	18	21	23	27	23	26	19	26	19	27	23
Oregon	8	14	18	6	9	8	11	8	14	13	21
Pennsylvania	22	38	26	16	28	27	34	30	32	26	27
Rhode Island	1	0	0	0	2	1	0	2	1	0	0
South Carolina	15	9	26	15	10	11	16	25	24	24	21
South Dakota	3	6	2	0	1	4	2	1	6	6	3
Tennessee	21	18	19	18	17	14	17	16	19	23	22
Texas	53	52	75	120	97	101	84	100	105	120	122
Utah	7	3	7	2	7	4	10	5	5	10	8
Vermont	2	1	2	1	1	1	2	1	2	1	2
Virginia	13	20	16	23	17	23	24	30	16	24	28
Washington	9	6	6	9	7	8	8	16	11	15	19
West Virginia	8	6	4	7	13	5	4	6	9	13	12
Wisconsin	2	10	6	9	11	8	7	14	6	10	11
Wyoming	5	3	5	7	3	4	5	8	7	9	9
Total	596	620	732	733	783	715	719	931	900	957	953

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Trends Table 33. Multiple-Vehicle Fatal Crashes Involving Large Trucks by State, 2009-2019

State	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†
Alabama	58	93	77	87	77	59	75	99	65	87	109
Alaska	2	5	0	3	3	4	1	3	3	6	5
Arizona	40	46	43	47	41	43	62	53	65	60	71
Arkansas	55	58	64	62	54	57	43	52	56	60	61
California	192	159	186	176	170	202	221	238	249	255	273
Colorado	25	36	30	39	33	45	45	60	62	67	76
Connecticut	11	15	11	11	16	12	19	23	16	21	15
Delaware	4	8	8	5	7	9	8	7	11	10	15
District of Columbia	0	0	1	0	2	3	0	0	0	2	0
Florida	136	135	140	144	140	134	158	227	223	218	247
Georgia	96	119	126	114	110	97	134	148	179	144	154
Hawaii	3	4	2	4	1	0	4	4	5	4	3
Idaho	14	10	15	12	24	14	19	31	33	37	34
Illinois	76	82	83	89	103	82	77	112	105	111	102
Indiana	70	92	91	86	82	92	90	92	111	110	110
Iowa	48	67	36	45	46	37	41	50	45	51	52
Kansas	45	59	47	36	51	38	49	52	65	63	63
Kentucky	85	74	63	60	57	52	69	77	64	79	86
Louisiana	60	72	60	69	58	59	64	68	63	72	55
Maine	20	9	13	8	13	9	9	14	20	14	8
Maryland	36	33	28	46	45	39	36	43	35	48	39
Massachusetts	12	14	27	10	19	16	17	17	17	27	21
Michigan	49	64	51	59	66	75	57	83	70	89	79
Minnesota	38	63	39	43	62	52	52	41	47	41	45
Mississippi	43	47	49	34	39	52	50	66	80	77	62
Missouri	67	61	65	62	51	67	74	83	86	87	83
Montana	13	11	21	7	15	6	16	17	18	10	18
Nebraska	38	35	25	31	18	36	29	36	34	31	45
Nevada	11	12	15	15	13	14	21	17	27	14	22
New Hampshire	6	6	6	6	8	7	4	7	8	13	5
New Jersey	46	40	38	37	46	56	27	43	36	55	44
New Mexico	23	33	29	22	33	37	30	34	41	46	49
New York	69	76	67	63	68	62	77	63	73	59	55
North Carolina	94	75	88	88	94	82	97	122	118	126	119
North Dakota	23	11	26	33	42	36	28	4	16	22	17
Ohio	91	100	87	123	102	99	134	111	126	132	126
Oklahoma	53	66	72	81	81	83	78	89	102	82	72
Oregon	19	28	30	21	23	19	36	44	37	51	42
Pennsylvania	98	114	124	133	116	119	105	116	126	98	102
Rhode Island	3	2	1	3	3	1	1	0	6	2	4
South Carolina	61	48	51	64	50	48	79	77	65	91	90
South Dakota	9	13	8	15	16	15	11	7	10	16	11
Tennessee	61	64	78	79	92	79	84	89	101	95	115
Texas	220	297	311	376	359	380	396	425	459	471	457
Utah	14	24	13	14	12	13	23	20	30	22	33
Vermont	4	8	4	4	6	8	3	6	5	7	8
Virginia	55	52	53	52	64	59	45	59	76	78	70
Washington	20	21	22	32	27	25	24	33	64	40	54
West Virginia	21	33	28	37	31	18	18	21	33	32	25
Wisconsin	44	41	62	48	64	42	46	49	69	53	51
Wyoming	6	16	19	18	18	21	17	14	12	18	24
Total	2,387	2,651	2,633	2,753	2,771	2,714	2,903	3,246	3,467	3,504	3,526

†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology change, comparisons of the 2016 (and later) Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a GVWR greater than 10,000 pounds.

Source: NHTSA, FARS.

Crashes

This chapter contains information on the circumstances of large truck crashes. Below is a summary of some of the information on crashes in 2019 in this section:

- ◆ Of the approximately 510,000 police-reported crashes involving large trucks in 2019, there were 4,479 (1 percent) fatal crashes and 114,000 (29 percent) injury crashes.
- ◆ Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 21 percent of all fatal crashes, 14 percent of all injury crashes, and 22 percent of all property damage only crashes involving large trucks in 2019. The majority (62 percent) of fatal large truck crashes involved two vehicles.
- ◆ Fatal crashes involving large trucks often occur in rural areas and on Interstate highways. Approximately 57 percent of all fatal crashes involving large trucks occurred in rural areas, 25 percent occurred on Interstate highways, and 13 percent fell into both categories by occurring on rural Interstate highways.
- ◆ Thirty-six percent of all fatal crashes, 22 percent of all injury crashes, and 20 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- ◆ The vast majority of fatal crashes (83 percent) and nonfatal crashes (86 percent) involving large trucks occurred on weekdays (Monday through Friday).
- ◆ Collision with a vehicle in transport was the first harmful event (the first event during a crash that resulted in injury or property damage) in 73 percent of fatal crashes involving large trucks, 84 percent of injury crashes involving large trucks, and 77 percent of property damage only crashes involving large trucks.
- ◆ Overturn (rollover) was the first harmful event in 4 percent of all fatal crashes involving large trucks and 2 percent of all nonfatal crashes involving large trucks.
- ◆ In 2019, 33 percent of work zone fatal crashes and 14 percent of work zone injury crashes involved at least one large truck.
- ◆ There were 13.65 fatal large truck crashes per million people in the United States in 2019, a 29-percent increase from 10.6 in 2010.
- ◆ In 2019, on average, there were 1.12 fatalities in fatal crashes involving large trucks. In 91 percent of those crashes, there was only one fatality. The majority, 82 percent, of fatalities were not occupants of the large truck.

Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2017-2019

First Harmful Event	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,220	73.7%	3,257	73.0%	3,270	73.0%
Collision with Fixed Object	406	9.3%	434	9.7%	422	9.4%
Collision with Pedestrian	332	7.6%	370	8.3%	395	8.8%
Overtown (Rollover)	184	4.2%	187	4.2%	165	3.7%
Collision with Pedalcycle or Other Personal Conveyance	95	2.2%	90	2.0%	102	2.3%
Collision with Parked Motor Vehicle	43	1.0%	48	1.1%	45	1.0%
Collision with Train	14	0.3%	18	0.4%	16	0.4%
Collision with Other Object	9	0.2%	10	0.2%	16	0.4%
Collision with Animal	16	0.4%	3	0.1%	8	0.2%
Explosion/Fire	1	*	1	*	1	*
Jackknife	12	0.3%	9	0.2%	12	0.3%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	9	0.2%	2	*	10	0.2%
Other	26	0.6%	32	0.7%	17	0.4%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 2. Crashes Involving Large Trucks by First Harmful Event, Number of Vehicles Involved, and Crash Severity, 2019

First Harmful Event	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Collision with Vehicle in Transport	0	0.0%	3,270	92.7%	3,270	73.0%
Collision with Fixed Object	297	31.2%	125	3.5%	422	9.4%
Collision with Pedestrian	350	36.7%	45	1.3%	395	8.8%
Overturn (Rollover)	115	12.1%	50	1.4%	165	3.7%
Collision with Pedalcycle or Other Personal Conveyance	101	10.6%	1	*	102	2.3%
Collision with Parked Motor Vehicle	36	3.8%	9	0.3%	45	1.0%
Collision with Train	16	1.7%	0	0.0%	16	0.4%
Collision with Other Object	9	0.9%	7	0.2%	16	0.4%
Collision with Animal	6	0.6%	2	0.1%	8	0.2%
Explosion/Fire	0	0.0%	1	*	1	*
Jackknife	4	0.4%	8	0.2%	12	0.3%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	7	0.7%	3	0.1%	10	0.2%
Other	12	1.3%	5	0.1%	17	0.4%
Total Fatal Crashes	953	100.0%	3,526	100.0%	4,479	100.0%
Injury Crashes						
Collision with Vehicle in Transport	*	*	95,000	97.7%	95,000	83.6%
Collision with Fixed Object	7,000	41.0%	1,000	1.3%	8,000	7.1%
Collision with Pedestrian	2,000	9.2%	*	*	2,000	1.3%
Overturn (Rollover)	4,000	24.5%	*	0.2%	4,000	3.7%
Collision with Pedalcycle or Other Personal Conveyance	1,000	6.3%	*	*	1,000	0.9%
Collision with Parked Motor Vehicle	2,000	10.6%	*	0.1%	2,000	1.7%
Collision with Train	*	1.6%	*	*	*	0.2%
Collision with Other Object	*	0.3%	*	0.1%	*	0.1%
Collision with Animal	*	2.4%	*	0.4%	1,000	0.7%
Explosion/Fire	*	*	*	*	*	*
Jackknife	*	0.8%	*	0.1%	*	0.2%
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	1.7%	*	*	*	0.2%
Other	*	1.6%	*	*	*	0.3%
Unknown	*	*	*	*	*	*
Total Injury Crashes	16,000	100.0%	98,000	100.0%	114,000	100.0%
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	302,000	98.4%	302,000	77.1%
Collision with Fixed Object	41,000	48.8%	3,000	0.9%	44,000	11.2%
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	6,000	6.7%	*	*	6,000	1.5%
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	22,000	26.4%	*	0.1%	23,000	5.8%
Collision with Train	*	*	*	*	*	*
Collision with Other Object	4,000	4.2%	*	0.1%	4,000	1.0%
Collision with Animal	7,000	7.8%	*	*	7,000	1.7%
Explosion/Fire	1,000	0.9%	*	*	1,000	0.2%
Jackknife	2,000	2.5%	*	*	2,000	0.6%
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	1,000	1.7%	1,000	0.3%	3,000	0.6%
Other	1,000	0.7%	*	*	1,000	0.1%
Unknown	*	0.2%	*	*	*	0.1%
Total Property Damage Only Crashes	85,000	100.0%	307,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 3. Fatal Crashes Involving Large Trucks by Speed Limit, 2017-2019

Speed Limit	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	130	3.0%	116	2.6%	123	2.7%
30 - 35 mph	307	7.0%	292	6.5%	316	7.1%
40 - 45 mph	626	14.3%	635	14.2%	635	14.2%
50 - 55 mph	1,448	33.2%	1,462	32.8%	1,491	33.3%
60 - 65 mph	890	20.4%	913	20.5%	897	20.0%
70 - 75 mph	797	18.3%	892	20.0%	860	19.2%
80 - 85 mph	30	0.7%	28	0.6%	24	0.5%
No Statutory Limit	51	1.2%	38	0.9%	45	1.0%
Unknown	88	2.0%	85	1.9%	88	2.0%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%
Average Speed Limit	55.0 mph		55.7 mph		55.3 mph	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 4. Fatal Crashes Involving Large Trucks by Speed Limit and Number of Vehicles Involved, 2019

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	84	8.8%	39	1.1%	123	2.7%
30 - 35 mph	117	12.3%	199	5.6%	316	7.1%
40 - 45 mph	116	12.2%	519	14.7%	635	14.2%
50 - 55 mph	245	25.7%	1,246	35.3%	1,491	33.3%
60 - 65 mph	159	16.7%	738	20.9%	897	20.0%
70 - 75 mph	193	20.3%	667	18.9%	860	19.2%
80 - 85 mph	3	0.3%	21	0.6%	24	0.5%
No Statutory Limit	9	0.9%	36	1.0%	45	1.0%
Unknown	27	2.8%	61	1.7%	88	2.0%
Total	953	100.0%	3,526	100.0%	4,479	100.0%
Average Speed Limit	55.2 mph		56.1 mph		55.3 mph	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 5. Fatal Crashes Involving Large Trucks by Land Use and Functional System, 2017-2019

Functional System	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	570	13.1%	537	12.0%	582	13.0%
Freeway/Expressway	62	1.4%	67	1.5%	70	1.6%
Other Principal Arterial	840	19.2%	844	18.9%	815	18.2%
Minor Arterial	481	11.0%	496	11.1%	479	10.7%
Major Collector	359	8.2%	380	8.5%	390	8.7%
Minor Collector	65	1.5%	60	1.3%	75	1.7%
Local Roads	130	3.0%	109	2.4%	118	2.6%
Unknown	2	*	1	*	2	*
Total Rural Crashes	2,509	57.5%	2,494	55.9%	2,531	56.5%
Urban Crashes						
Interstate	561	12.8%	601	13.5%	542	12.1%
Freeway/Expressway	133	3.0%	150	3.4%	143	3.2%
Other Principal Arterial	631	14.4%	644	14.4%	688	15.4%
Minor Arterial	286	6.5%	316	7.1%	334	7.5%
Major Collector	97	2.2%	120	2.7%	109	2.4%
Minor Collector	21	0.5%	24	0.5%	17	0.4%
Local Roads	123	2.8%	108	2.4%	103	2.3%
Unknown	1	*	0	0.0%	1	*
Total Urban Crashes	1,853	42.4%	1,963	44.0%	1,937	43.2%
Unknown Whether Rural or Urban	5	0.1%	4	0.1%	11	0.2%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 6. Fatal Crashes Involving Large Trucks by Land Use, Functional System, and Number of Vehicles Involved, 2019

Functional System	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	157	16.5%	425	12.1%	582	13.0%
Freeway/Expressway	19	2.0%	51	1.4%	70	1.6%
Other Principal Arterial	100	10.5%	715	20.3%	815	18.2%
Minor Arterial	48	5.0%	431	12.2%	479	10.7%
Major Collector	84	8.8%	306	8.7%	390	8.7%
Minor Collector	25	2.6%	50	1.4%	75	1.7%
Local Roads	47	4.9%	71	2.0%	118	2.6%
Unknown	0	0.0%	2	0.1%	2	*
Total Rural Crashes	480	50.4%	2,051	58.2%	2,531	56.5%
Urban Crashes						
Interstate	114	12.0%	428	12.1%	542	12.1%
Freeway/Expressway	40	4.2%	103	2.9%	143	3.2%
Other Principal Arterial	154	16.2%	534	15.1%	688	15.4%
Minor Arterial	66	6.9%	268	7.6%	334	7.5%
Major Collector	35	3.7%	74	2.1%	109	2.4%
Minor Collector	5	0.5%	12	0.3%	17	0.4%
Local Roads	51	5.4%	52	1.5%	103	2.3%
Unknown	1	0.1%	0	0.0%	1	*
Total Urban Crashes	466	48.9%	1,471	41.7%	1,937	43.2%
Unknown Whether Rural or Urban	7	0.7%	4	0.1%	11	0.2%
Total	953	100.0%	3,526	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 7. Fatal Crashes Involving Large Trucks by Time of Day, 2017-2019

Time of Day	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	331	7.6%	318	7.1%	328	7.3%
3am - 6am	434	9.9%	482	10.8%	458	10.2%
6am - 9am	657	15.0%	653	14.6%	665	14.8%
9am - 12pm	657	15.0%	675	15.1%	694	15.5%
12pm - 3pm	800	18.3%	819	18.4%	786	17.5%
3pm - 6pm	697	16.0%	693	15.5%	721	16.1%
6pm - 9pm	438	10.0%	470	10.5%	457	10.2%
9pm - 12am	346	7.9%	347	7.8%	361	8.1%
Unknown	7	0.2%	4	0.1%	9	0.2%
Daytime (6am - 6pm)	2,811	64.4%	2,840	63.7%	2,866	64.0%
Nighttime (6pm - 6am)	1,556	35.6%	1,621	36.3%	1,613	36.0%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2019

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	328	7.3%	4,000	3.4%	10,000	2.4%
3am - 6am	458	10.2%	6,000	5.6%	15,000	3.9%
6am - 9am	665	14.8%	18,000	16.0%	62,000	15.9%
9am - 12pm	694	15.5%	21,000	18.3%	83,000	21.1%
12pm - 3pm	786	17.5%	24,000	21.4%	87,000	22.3%
3pm - 6pm	721	16.1%	25,000	22.0%	81,000	20.6%
6pm - 9pm	457	10.2%	10,000	8.4%	35,000	8.9%
9pm - 12am	361	8.1%	6,000	4.8%	19,000	4.8%
Unknown	9	0.2%	*	*	*	*
Daytime (6am - 6pm)	2,866	64.0%	89,000	77.8%	313,000	80.0%
Nighttime (6pm - 6am)	1,613	36.0%	25,000	22.2%	78,000	20.0%
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 9. Fatal Crashes Involving Large Trucks by Day of Week, 2017-2019

Day of Week	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Sunday	300	6.9%	330	7.4%	341	7.6%
Monday	708	16.2%	745	16.7%	731	16.3%
Tuesday	726	16.6%	747	16.7%	742	16.6%
Wednesday	687	15.7%	739	16.6%	763	17.0%
Thursday	771	17.7%	733	16.4%	717	16.0%
Friday	736	16.9%	722	16.2%	745	16.6%
Saturday	439	10.1%	445	10.0%	440	9.8%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 10. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2019

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	341	7.6%	6,000	5.0%	20,000	5.1%
Monday	731	16.3%	18,000	15.6%	62,000	15.8%
Tuesday	742	16.6%	20,000	17.2%	76,000	19.3%
Wednesday	763	17.0%	21,000	18.5%	72,000	18.4%
Thursday	717	16.0%	19,000	16.6%	66,000	16.8%
Friday	745	16.6%	20,000	17.9%	63,000	16.1%
Saturday	440	9.8%	11,000	9.2%	33,000	8.4%
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 11. Fatal Crashes Involving Large Trucks by Trafficway Flow, 2017-2019

Trafficway Flow	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,123	48.6%	2,190	49.1%	2,163	48.3%
Two-Way, Divided, Unprotected Median	981	22.5%	970	21.7%	982	21.9%
Two-Way, Divided, Positive Median Barrier	906	20.7%	975	21.9%	968	21.6%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	198	4.5%	176	3.9%	209	4.7%
Entrance/Exit Ramp	47	1.1%	60	1.3%	43	1.0%
One-Way Trafficway	54	1.2%	44	1.0%	67	1.5%
Non-Trafficway Area	51	1.2%	37	0.8%	39	0.9%
Unknown	7	0.2%	9	0.2%	8	0.2%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 12. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2019

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,163	48.3%	35,000	31.0%	122,000	31.2%
Two-Way, Divided, Unprotected Median	982	21.9%	17,000	14.6%	50,000	12.7%
Two-Way, Divided, Positive Median Barrier	968	21.6%	32,000	28.2%	98,000	24.9%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	209	4.7%	4,000	3.4%	13,000	3.3%
Entrance/Exit Ramp	43	1.0%	3,000	2.2%	11,000	2.8%
One-Way Trafficway	67	1.5%	2,000	2.1%	10,000	2.6%
Non-Trafficway Area	39	0.9%	2,000	1.7%	9,000	2.4%
Unknown	8	0.2%	19,000	16.8%	79,000	20.1%
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 13. Fatal Crashes Involving Large Trucks by Relation to Junction, 2017-2019

Relation to Junction	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,703	61.9%	2,863	64.2%	2,810	62.7%
Intersection	904	20.7%	797	17.9%	837	18.7%
Intersection Related	228	5.2%	279	6.3%	300	6.7%
Driveway Access	17	0.4%	21	0.5%	36	0.8%
Driveway Access Related	217	5.0%	186	4.2%	168	3.8%
Entrance/Exit Ramp	4	0.1%	6	0.1%	3	0.1%
Entrance/Exit Ramp Related	13	0.3%	13	0.3%	4	0.1%
Railway Grade Crossing	16	0.4%	20	0.4%	18	0.4%
Acceleration/Deceleration Lane	0	0.0%	0	0.0%	0	0.0%
Through Roadway	0	0.0%	0	0.0%	0	0.0%
Crossover Related	27	0.6%	30	0.7%	25	0.6%
Other	0	0.0%	1	*	2	*
Unknown	0	0.0%	3	0.1%	2	*
Total Non-Interchange Area	4,129	94.6%	4,219	94.6%	4,205	93.9%
Interchange Area						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	51	1.2%	34	0.8%	64	1.4%
Intersection Related	12	0.3%	13	0.3%	29	0.6%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	1	*	3	0.1%	2	*
Entrance/Exit Ramp	19	0.4%	19	0.4%	13	0.3%
Entrance/Exit Ramp Related	33	0.8%	55	1.2%	33	0.7%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	6	0.1%	6	0.1%	4	0.1%
Through Roadway	93	2.1%	92	2.1%	99	2.2%
Crossover Related	0	0.0%	0	0.0%	0	0.0%
Other	22	0.5%	20	0.4%	25	0.6%
Unknown	1	*	0	0.0%	0	0.0%
Total Interchange Area	238	5.4%	242	5.4%	269	6.0%
Unknown Relation to Junction	0	0.0%	0	0.0%	5	0.1%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 14. Crashes Involving Large Trucks by Relation to Junction and Crash Severity, 2019

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Junction	2,810	66.8%	48,000	41.7%	167,000	42.5%
Intersection	837	19.9%	24,000	21.4%	58,000	14.7%
Intersection Related	300	7.1%	22,000	19.0%	93,000	23.8%
Driveway Access	36	0.9%	1,000	1.0%	5,000	1.2%
Driveway Access Related	168	4.0%	8,000	6.8%	35,000	8.9%
Entrance/Exit Ramp	3	0.1%	3,000	2.8%	11,000	2.7%
Entrance/Exit Ramp Related	4	0.1%	4,000	3.8%	14,000	3.6%
Railway Grade Crossing	18	0.4%	*	0.4%	*	0.1%
Acceleration/Deceleration Lane	0	0.0%	1,000	0.6%	1,000	0.4%
Through Roadway	0	0.0%	3,000	2.2%	6,000	1.4%
Crossover Related	25	0.6%	*	0.2%	2,000	0.4%
Other	2	*	*	0.1%	1,000	0.1%
Unknown	2	*	*	*	*	*
Total	4,205	100.0%	114,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: The Crash Report Sampling System (CRSS) variable on interchange and non-interchange areas was discontinued beginning with the 2019 data. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, CRSS.

Crashes Table 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2017-2019

Relation to Roadway	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	3,738	85.6%	3,793	85.0%	3,846	85.9%
On Shoulder	69	1.6%	90	2.0%	77	1.7%
On Median	116	2.7%	113	2.5%	113	2.5%
On Roadside	389	8.9%	400	9.0%	386	8.6%
Outside Trafficway	28	0.6%	31	0.7%	17	0.4%
Off Roadway, Location Unknown	4	0.1%	3	0.1%	5	0.1%
In Parking Lane	4	0.1%	4	0.1%	9	0.2%
Gore	11	0.3%	14	0.3%	12	0.3%
Separator	3	0.1%	6	0.1%	10	0.2%
Continuous Left-Turn Lane	4	0.1%	3	0.1%	2	*
Pedestrian Refuge Island	0	0.0%	0	0.0%	1	*
Unknown	1	*	4	0.1%	1	*
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 16. Crashes Involving Large Trucks by Relation to Roadway, Number of Vehicles Involved, and Crash Severity, 2019

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	504	52.9%	3,342	94.8%	3,846	85.9%
On Shoulder	40	4.2%	37	1.0%	77	1.7%
On Median	64	6.7%	49	1.4%	113	2.5%
On Roadside	305	32.0%	81	2.3%	386	8.6%
Outside Trafficway	14	1.5%	3	0.1%	17	0.4%
Off Roadway, Location Unknown	3	0.3%	2	0.1%	5	0.1%
In Parking Lane	8	0.8%	1	*	9	0.2%
Gore	8	0.8%	4	0.1%	12	0.3%
Separator	6	0.6%	4	0.1%	10	0.2%
Continuous Left-Turn Lane	0	0.0%	2	0.1%	2	*
Pedestrian Refuge Island	0	0.0%	1	*	1	*
Unknown	1	0.1%	0	0.0%	1	*
Total	953	100.0%	3,526	100.0%	4,479	100.0%
Injury Crashes						
On Roadway	5,000	33.2%	95,000	97.7%	101,000	88.4%
On Shoulder	*	2.8%	1,000	0.5%	1,000	0.9%
On Median	1,000	6.2%	1,000	0.6%	2,000	1.4%
On Roadside	8,000	46.0%	1,000	1.1%	9,000	7.6%
Outside Trafficway	*	0.8%	*	*	*	0.1%
Off Roadway, Location Unknown	*	2.1%	*	*	*	0.3%
In Parking Lane	1,000	8.0%	*	*	1,000	1.2%
Gore	*	0.8%	*	*	*	0.1%
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.1%	*	0.1%
Pedestrian Refuge Island	*	*	*	*	*	*
Unknown	*	*	*	*	*	*
Total	16,000	100.0%	98,000	100.0%	114,000	100.0%
Property Damage Only Crashes						
On Roadway	24,000	28.0%	303,000	98.7%	327,000	83.4%
On Shoulder	3,000	3.8%	1,000	0.2%	4,000	1.0%
On Median	6,000	7.3%	1,000	0.3%	7,000	1.8%
On Roadside	32,000	37.4%	2,000	0.6%	33,000	8.5%
Outside Trafficway	1,000	1.4%	*	*	1,000	0.3%
Off Roadway, Location Unknown	1,000	1.0%	*	*	1,000	0.2%
In Parking Lane	17,000	19.9%	*	0.1%	17,000	4.4%
Gore	1,000	0.8%	*	*	1,000	0.2%
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.1%	*	0.1%
Pedestrian Refuge Island	*	0.3%	*	*	*	0.1%
Unknown	*	*	*	*	*	*
Total	85,000	100.0%	307,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 17. Fatal Crashes Involving Large Trucks by Intersection Type, 2017-2019

Intersection Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,172	72.6%	3,336	74.8%	3,247	72.5%
Four-Way Intersection	809	18.5%	766	17.2%	822	18.4%
T-Intersection	348	8.0%	322	7.2%	373	8.3%
Y-Intersection	28	0.6%	23	0.5%	21	0.5%
Traffic Circle	2	*	0	0.0%	0	0.0%
Roundabout	0	0.0%	1	*	0	0.0%
Five Point, or More	4	0.1%	6	0.1%	8	0.2%
L-Intersection	2	*	1	*	0	0.0%
Unknown	2	*	6	0.1%	8	0.2%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 18. Crashes Involving Large Trucks by Intersection Type and Crash Severity, 2019

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,247	72.5%	68,000	59.6%	241,000	61.5%
Four-Way Intersection	822	18.4%	25,000	21.8%	67,000	17.1%
T-Intersection	373	8.3%	10,000	8.7%	34,000	8.6%
Y-Intersection	21	0.5%	*	0.3%	2,000	0.4%
Traffic Circle	0	0.0%	*	*	*	0.1%
Roundabout	0	0.0%	*	0.3%	1,000	0.2%
Five Point, or More	8	0.2%	*	*	*	0.1%
L-Intersection	0	0.0%	*	*	*	0.1%
Unknown	8	0.2%	10,000	9.2%	46,000	11.8%
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 19. Fatal Crashes Involving Large Trucks by Weather Conditions, 2017-2019

Weather Conditions	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,899	66.4%	2,940	65.9%	2,925	65.3%
Cloudy	630	14.4%	674	15.1%	668	14.9%
Rain	358	8.2%	373	8.4%	357	8.0%
Sleet, Hail	10	0.2%	13	0.3%	13	0.3%
Snow	69	1.6%	82	1.8%	84	1.9%
Fog, Smog, Smoke	77	1.8%	64	1.4%	85	1.9%
Severe Crosswinds	16	0.4%	7	0.2%	8	0.2%
Blowing Sand, Soil, Dirt	5	0.1%	2	*	2	*
Blowing Snow	6	0.1%	7	0.2%	12	0.3%
Freezing Rain or Drizzle	4	0.1%	6	0.1%	7	0.2%
Other	4	0.1%	3	0.1%	7	0.2%
Unknown	289	6.6%	290	6.5%	311	6.9%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 20. Crashes Involving Large Trucks by Weather Conditions and Crash Severity, 2019

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,925	65.3%	84,000	73.3%	276,000	70.5%
Cloudy	668	14.9%	17,000	14.8%	65,000	16.5%
Rain	357	8.0%	11,000	9.2%	35,000	9.0%
Sleet, Hail	13	0.3%	*	*	1,000	0.1%
Snow	84	1.9%	2,000	2.2%	11,000	2.8%
Fog, Smog, Smoke	85	1.9%	*	0.3%	2,000	0.4%
Severe Crosswinds	8	0.2%	*	0.1%	1,000	0.1%
Blowing Sand, Soil, Dirt	2	*	*	*	*	*
Blowing Snow	12	0.3%	*	*	1,000	0.3%
Freezing Rain or Drizzle	7	0.2%	*	*	*	*
Other	7	0.2%	*	*	*	0.1%
Unknown	311	6.9%	*	*	*	*
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 21. Fatal Crashes Involving Large Trucks by Road Surface Conditions, 2017-2019

Road Surface Conditions	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,608	82.6%	3,652	81.9%	3,676	82.1%
Wet	552	12.6%	556	12.5%	557	12.4%
Snow	47	1.1%	64	1.4%	62	1.4%
Ice/Frost	56	1.3%	76	1.7%	79	1.8%
Slush	11	0.3%	15	0.3%	13	0.3%
Water (Standing, Moving)	6	0.1%	10	0.2%	8	0.2%
Mud, Dirt, Gravel	4	0.1%	6	0.1%	5	0.1%
Sand	0	0.0%	1	*	0	0.0%
Non-Trafficway Area	51	1.2%	37	0.8%	39	0.9%
Other	3	0.1%	5	0.1%	0	0.0%
Unknown	29	0.7%	39	0.9%	40	0.9%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 22. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2019

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,676	82.1%	91,000	79.4%	311,000	79.4%
Wet	557	12.4%	15,000	12.7%	50,000	12.7%
Snow	62	1.4%	2,000	1.4%	8,000	2.0%
Ice/Frost	79	1.8%	2,000	1.3%	4,000	1.1%
Slush	13	0.3%	*	0.2%	1,000	0.4%
Water (Standing, Moving)	8	0.2%	*	0.4%	*	*
Mud, Dirt, Gravel	5	0.1%	*	0.1%	1,000	0.2%
Sand	0	0.0%	*	*	*	*
Non-Trafficway Area	39	0.9%	2,000	1.7%	9,000	2.4%
Other	0	0.0%	*	*	*	0.1%
Unknown	40	0.9%	3,000	2.7%	7,000	1.8%
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 23. Fatal Crashes Involving Large Trucks by Light Conditions, 2017-2019

Light Conditions	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,681	61.4%	2,704	60.6%	2,737	61.1%
Dark, Not Lighted	1,049	24.0%	1,060	23.8%	1,045	23.3%
Dark But Lighted	427	9.8%	457	10.2%	474	10.6%
Dark, Unknown Lighting	6	0.1%	26	0.6%	21	0.5%
Dawn	126	2.9%	143	3.2%	131	2.9%
Dusk	76	1.7%	68	1.5%	66	1.5%
Unknown	2	*	3	0.1%	5	0.1%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 24. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2019

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,737	61.1%	86,000	75.7%	311,000	79.4%
Dark, Not Lighted	1,045	23.3%	12,000	10.2%	35,000	8.9%
Dark But Lighted	474	10.6%	12,000	10.3%	33,000	8.5%
Dark, Unknown Lighting	21	0.5%	1,000	0.5%	1,000	0.2%
Dawn	131	2.9%	2,000	2.1%	6,000	1.5%
Dusk	66	1.5%	1,000	1.3%	5,000	1.4%
Unknown	5	0.1%	*	*	*	*
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 25. Fatal Crashes by Work Zone, 2017-2019

Work Zone	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Large Trucks						
No	4,146	94.9%	4,254	95.4%	4,231	94.5%
Yes	221	5.1%	207	4.6%	248	5.5%
<i>Construction Zone</i>	151	3.5%	130	2.9%	152	3.4%
<i>Maintenance Zone</i>	15	0.3%	23	0.5%	15	0.3%
<i>Utility Work Zone</i>	3	0.1%	0	0.0%	3	0.1%
<i>Work Zone, Type Unknown</i>	52	1.2%	54	1.2%	78	1.7%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%
All Fatal Crashes						
No	33,840	97.9%	33,247	98.0%	32,482	97.7%
Yes	720	2.1%	672	2.0%	762	2.3%
<i>Construction Zone</i>	448	1.3%	433	1.3%	430	1.3%
<i>Maintenance Zone</i>	48	0.1%	47	0.1%	41	0.1%
<i>Utility Work Zone</i>	11	*	1	*	14	*
<i>Work Zone, Type Unknown</i>	213	0.6%	191	0.6%	277	0.8%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	34,560	100.0%	33,919	100.0%	33,244	100.0%
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		30.7%		30.8%		32.5%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		12.6%		13.2%		13.5%

*Less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 26. Crashes by Work Zone and Crash Severity, 2019

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	4,231	94.5%	110,000	96.7%	374,000	95.4%
Yes	248	5.5%	4,000	3.3%	18,000	4.6%
Construction Zone	152	3.4%	1,000	0.8%	10,000	2.6%
Maintenance Zone	15	0.3%	1,000	0.5%	1,000	0.3%
Utility Work Zone	3	0.1%	*	*	*	*
Work Zone, Type Unknown	78	1.7%	2,000	2.0%	7,000	1.7%
Unknown	0	0.0%	*	*	*	*
Total	4,479	100.0%	114,000	100.0%	392,000	100.0%
All Crashes						
No	32,482	97.7%	1,889,000	98.6%	4,719,000	98.2%
Yes	762	2.3%	27,000	1.4%	87,000	1.8%
Construction Zone	430	1.3%	10,000	0.5%	47,000	1.0%
Maintenance Zone	41	0.1%	3,000	0.1%	5,000	0.1%
Utility Work Zone	14	*	1,000	*	1,000	*
Work Zone, Type Unknown	277	0.8%	13,000	0.7%	34,000	0.7%
Unknown	0	0.0%	*	*	*	*
Total	33,244	100.0%	1,916,000	100.0%	4,806,000	100.0%
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		32.5%			14.0%	20.7%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		13.5%			6.0%	8.2%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 27. Fatal Crashes Involving Large Trucks per State Population, 2010 and 2019

State	2010			2019†		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2019 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	127	4,903,185	25.90
Alaska	5	710,231	7.04	9	731,545	12.30
Arizona	52	6,392,017	8.14	81	7,278,717	11.13
Arkansas	74	2,915,918	25.38	72	3,017,804	23.86
California	219	37,253,956	5.88	355	39,512,223	8.98
Colorado	42	5,029,196	8.35	90	5,758,736	15.63
Connecticut	23	3,574,097	6.44	20	3,565,287	5.61
Delaware	9	897,934	10.02	15	973,764	15.40
District of Columbia	3	601,723	4.99	0	705,749	0.00
Florida	170	18,801,310	9.04	311	21,477,737	14.48
Georgia	138	9,687,653	14.24	180	10,617,423	16.95
Hawaii	4	1,360,301	2.94	3	1,415,872	2.12
Idaho	15	1,567,582	9.57	39	1,787,065	21.82
Illinois	100	12,830,632	7.79	125	12,671,821	9.86
Indiana	101	6,483,802	15.58	125	6,732,219	18.57
Iowa	79	3,046,355	25.93	62	3,155,070	19.65
Kansas	68	2,853,118	23.83	76	2,913,314	26.09
Kentucky	84	4,339,367	19.36	103	4,467,673	23.05
Louisiana	88	4,533,372	19.41	80	4,648,794	17.21
Maine	13	1,328,361	9.79	16	1,344,212	11.90
Maryland	39	5,773,552	6.75	56	6,045,680	9.26
Massachusetts	19	6,547,629	2.90	29	6,892,503	4.21
Michigan	80	9,883,640	8.09	94	9,986,857	9.41
Minnesota	74	5,303,925	13.95	51	5,639,632	9.04
Mississippi	52	2,967,297	17.52	75	2,976,149	25.20
Missouri	76	5,988,927	12.69	115	6,137,428	18.74
Montana	12	989,415	12.13	30	1,068,778	28.07
Nebraska	45	1,826,341	24.64	52	1,934,408	26.88
Nevada	15	2,700,551	5.55	34	3,080,156	11.04
New Hampshire	6	1,316,470	4.56	6	1,359,711	4.41
New Jersey	52	8,791,894	5.91	69	8,882,190	7.77
New Mexico	41	2,059,179	19.91	61	2,096,829	29.09
New York	111	19,378,102	5.73	113	19,453,561	5.81
North Carolina	98	9,535,483	10.28	148	10,488,084	14.11
North Dakota	14	672,591	20.82	19	762,062	24.93
Ohio	114	11,536,504	9.88	152	11,689,100	13.00
Oklahoma	87	3,751,351	23.19	95	3,956,971	24.01
Oregon	42	3,831,074	10.96	63	4,217,737	14.94
Pennsylvania	152	12,702,379	11.97	129	12,801,989	10.08
Rhode Island	2	1,052,567	1.90	4	1,059,361	3.78
South Carolina	57	4,625,364	12.32	111	5,148,714	21.56
South Dakota	19	814,180	23.34	14	884,659	15.83
Tennessee	82	6,346,105	12.92	137	6,829,174	20.06
Texas	349	25,145,561	13.88	579	28,995,881	19.97
Utah	27	2,763,885	9.77	41	3,205,958	12.79
Vermont	9	625,741	14.38	10	623,989	16.03
Virginia	72	8,001,024	9.00	98	8,535,519	11.48
Washington	27	6,724,540	4.02	73	7,614,893	9.59
West Virginia	39	1,852,994	21.05	37	1,792,147	20.65
Wisconsin	51	5,686,986	8.97	62	5,822,434	10.65
Wyoming	19	563,626	33.71	33	578,759	57.02
Total	3,271	308,745,538	10.59	4,479	328,239,523	13.65

†Large truck fatal crash statistics from 2019 incorporate changes the National Highway Traffic Safety Administration (NHTSA) implemented to revise vehicle classification based on gross vehicle weight rating (GVWR). Due to this methodology change, comparisons of this Fatality Analysis Reporting System (FARS) large truck data with prior years should be performed with caution.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). State Populations: U.S. Census Bureau, 2010 Census Resident Population Data; 2019 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2019.

Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2017-2019

Number of Vehicles Involved	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	900	20.6%	957	21.5%	953	21.3%
Two vehicles	2,730	62.5%	2,749	61.6%	2,766	61.8%
Three vehicles	491	11.2%	505	11.3%	488	10.9%
Four vehicles	132	3.0%	136	3.0%	141	3.1%
Five vehicles	54	1.2%	52	1.2%	66	1.5%
Six vehicles	30	0.7%	34	0.8%	26	0.6%
Seven vehicles	14	0.3%	7	0.2%	19	0.4%
Eight vehicles	5	0.1%	8	0.2%	7	0.2%
Nine vehicles	5	0.1%	5	0.1%	2	*
Ten or more vehicles	6	0.1%	8	0.2%	11	0.2%
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%
Average number of vehicles involved	2.08		2.07		2.10	

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 29. All Fatal Crashes by Number of Vehicles Involved, 2017-2019

Number of Vehicles Involved	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	19,714	57.0%	19,263	56.8%	18,902	56.9%
Two vehicles	12,270	35.5%	12,103	35.7%	11,879	35.7%
Three vehicles	1,917	5.5%	1,875	5.5%	1,825	5.5%
Four vehicles	433	1.3%	422	1.2%	398	1.2%
Five vehicles	125	0.4%	156	0.5%	141	0.4%
Six vehicles	49	0.1%	55	0.2%	42	0.1%
Seven vehicles	28	0.1%	16	*	31	0.1%
Eight vehicles	6	*	13	*	10	*
Nine vehicles	6	*	6	*	4	*
Ten or more vehicles	12	*	10	*	12	*
Total	34,560	100.0%	33,919	100.0%	33,244	100.0%
Average number of vehicles involved	1.54		1.54		1.54	

*Less than 0.05 percent.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 30. Fatal Large Truck Crashes by Number of Fatalities, 2017-2019

Number of Fatalities	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
One fatality	3,964	90.8%	4,023	90.2%	4,062	90.7%
Two fatalities	322	7.4%	364	8.2%	340	7.6%
Three fatalities	50	1.1%	51	1.1%	56	1.3%
Four fatalities	18	0.4%	17	0.4%	15	0.3%
Five fatalities	9	0.2%	4	0.1%	4	0.1%
Six fatalities	3	0.1%	1	*	0	0.0%
Seven fatalities	0	0.0%	0	0.0%	1	*
Eight or more fatalities	1	*	1	*	1	*
Total	4,367	100.0%	4,461	100.0%	4,479	100.0%
Average number of fatalities	1.12		1.12		1.12	

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Crashes Table 31. All Fatal Crashes by Number of Fatalities, 2017-2019

Number of Fatalities	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
One fatality	32,202	93.2%	31,525	92.9%	30,896	92.9%
Two fatalities	1,950	5.6%	2,012	5.9%	1,970	5.9%
Three fatalities	301	0.9%	288	0.8%	287	0.9%
Four fatalities	78	0.2%	73	0.2%	70	0.2%
Five fatalities	25	0.1%	15	*	12	*
Six fatalities	3	*	2	*	5	*
Seven fatalities	0	0.0%	1	*	3	*
Eight or more fatalities	1	*	3	*	1	*
Total	34,560	100.0%	33,919	100.0%	33,244	100.0%
Average number of fatalities	1.08		1.09		1.09	

*Less than 0.05 percent.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles

This chapter presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the data in this chapter come from the MCMIS Crash File, which contains data on trucks and buses in crashes that meet the SAFETYNET crash severity thresholds. MCMIS data are used for the tables on crashes by vehicle configuration (Vehicles Table 2), cargo body type (Vehicles Table 4), gross vehicle weight rating (Vehicles Table 6), hazardous materials cargo (Vehicles Table 9), and hazardous materials released (Vehicles Table 11). SAFETYNET nonfatal crashes tend to be more serious than GES and CRSS nonfatal crashes, because the SAFETYNET threshold requires at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. Below is a summary of some of the information on vehicles in crashes in 2019 in this section:

- ◆ In 2019, 4,805 large trucks were involved in fatal crashes. According to MCMIS, 60,744 large trucks were involved in injury crashes, and 110,256 were involved in towaway crashes.
- ◆ Hazardous materials (HM) cargo was present on 2 percent of the large trucks involved in fatal crashes and 2 percent of those in injury and towaway crashes. HM was released from the cargo compartments of 17 percent of the placarded trucks in these crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 52 percent of the HM releases from cargo compartments in fatal crashes and 51 percent of the HM releases in injury and towaway crashes.
- ◆ "Collision with vehicle in transport" was recorded as the most harmful event for 75 percent of the large trucks involved in fatal crashes and for 78 percent of the large trucks involved in nonfatal crashes.
- ◆ The critical precrash event for 74 percent of the large trucks in fatal crashes was another vehicle, person, animal, or object in the large truck's lane or encroaching into it. Twenty-three percent of the large trucks in fatal crashes had critical precrash events of their own movement or loss of control.
- ◆ Singles (truck tractors pulling a single semi-trailer) accounted for 55 percent of the large trucks involved in fatal crashes in 2019; doubles (tractors pulling two trailers) made up 2 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.
- ◆ Vehicle-related factors were coded for 5 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. "Other Working Vehicle" and "Tires" were the most common vehicle-related factors for large trucks in fatal crashes, at 2 percent and 1 percent, respectively. "Tires" was the most frequently coded vehicle-related factor for passenger vehicles in fatal crashes, at 1 percent.
- ◆ From 2016 to 2019:
 - ❖ The number of large trucks in fatal crashes weighing 10,001 to 14,000 pounds increased 37.3 percent, from 478 to 656.
 - ❖ The number of medium/heavy pickup trucks in fatal crashes increased 20 percent, from 375 to 450.
 - ❖ The number of large trucks with no issuing authority in fatal crashes increased 7.3 percent, from 711 to 763.

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2017-2019

Vehicle Configuration	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	1,065	22.2%	1,179	24.0%	1,165	23.3%
Single-Unit, 3+ Axles	464	9.7%	499	10.2%	512	10.2%
Truck/Trailer(s)	252	5.2%	237	4.8%	272	5.4%
Truck Tractor (Bobtail)	72	1.5%	90	1.8%	74	1.5%
Tractor/Semi-trailer	2,743	57.1%	2,700	55.0%	2,756	55.1%
Tractor/Double	104	2.2%	131	2.7%	121	2.4%
Tractor/Triple	12	0.2%	7	0.1%	5	0.1%
Unknown	93	1.9%	66	1.3%	100	2.0%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 2. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2019

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	1,165	23.3%	13,638	22.5%	22,092	20.0%
Single-Unit, 3+ Axles	512	10.2%	7,491	12.3%	11,739	10.6%
Truck/Trailer(s)	272	5.4%	6,174	10.2%	11,133	10.1%
Truck Tractor (Bobtail)	74	1.5%	1,567	2.6%	2,629	2.4%
Tractor/Semi-trailer	2,756	55.1%	28,761	47.3%	56,958	51.7%
Tractor/Double	121	2.4%	865	1.4%	2,243	2.0%
Tractor/Triple	5	0.1%	39	0.1%	83	0.1%
Light Truck (HM Placard)	—	—	14	*	35	*
Unknown	100	2.0%	1,999	3.3%	3,028	2.7%
Missing	—	—	196	0.3%	316	0.3%
Total	5,005	100.0%	60,744	100.0%	110,256	100.0%

*Less than 0.05 percent.

— Not an option in the Fatality Analysis Reporting System (FARS).

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the Crash Report Sampling System injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration, FARS. Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS), data snapshot as of December 18, 2020.

Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2017-2019

Cargo Body Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,891	39.4%	1,898	38.7%	1,943	38.8%
Cargo Tank	371	7.7%	382	7.8%	376	7.5%
Flatbed	564	11.7%	591	12.0%	600	12.0%
Dump	382	8.0%	387	7.9%	402	8.0%
Concrete Mixer	34	0.7%	26	0.5%	54	1.1%
Auto Transporter	41	0.9%	38	0.8%	34	0.7%
Garbage/Refuse	108	2.2%	123	2.5%	109	2.2%
Grain, Gravel, etc.	177	3.7%	150	3.1%	169	3.4%
Pole	12	0.2%	24	0.5%	25	0.5%
Log	98	2.0%	94	1.9%	77	1.5%
Intermodal Container Chassis	54	1.1%	31	0.6%	66	1.3%
Vehicle Towing Another Vehicle	21	0.4%	18	0.4%	27	0.5%
No Cargo Body	179	3.7%	251	5.1%	189	3.8%
Other	609	12.7%	652	13.3%	711	14.2%
Unknown	264	5.5%	244	5.0%	223	4.5%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 4. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2019

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,943	38.8%	25,842	42.5%	51,035	46.3%
Cargo Tank	376	7.5%	3,614	5.9%	5,890	5.3%
Flatbed	600	12.0%	6,764	11.1%	12,698	11.5%
Dump	402	8.0%	6,067	10.0%	9,120	8.3%
Concrete Mixer	54	1.1%	752	1.2%	911	0.8%
Auto Transporter	34	0.7%	737	1.2%	1,561	1.4%
Garbage/Refuse	109	2.2%	1,546	2.5%	2,414	2.2%
Grain, Gravel, etc.	169	3.4%	1,356	2.2%	2,266	2.1%
Pole	25	0.5%	191	0.3%	318	0.3%
Log	77	1.5%	775	1.3%	991	0.9%
Intermodal Container Chassis	66	1.3%	686	1.1%	1,249	1.1%
Vehicle Towing Another Vehicle	27	0.5%	268	0.4%	490	0.4%
No Cargo Body	189	3.8%	2,425	4.0%	4,124	3.7%
Other	711	14.2%	9,094	15.0%	16,103	14.6%
Unknown	223	4.5%	627	1.0%	1,086	1.0%
Total	5,005	100.0%	60,744	100.0%	110,256	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the Crash Report Sampling System injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 18, 2020.

Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2017-2019

Gross Vehicle Weight Rating	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	1,096	22.8%	1,233	25.1%	1,233	24.6%
≥26,001 lb	3,701	77.0%	3,670	74.8%	3,767	75.3%
Unknown	8	0.2%	6	0.1%	5	0.1%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 6. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2019

Gross Vehicle Weight Rating	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
≤ 10,000 lb	0	0.0%	56	0.1%	117	0.1%
10,001 - 26,000 lb	1,233	24.6%	15,065	24.8%	24,697	22.4%
≥ 26,001 lb	3,767	75.3%	45,470	74.9%	85,219	77.3%
Unknown	5	0.1%	153	0.3%	223	0.2%
Total	5,005	100.0%	60,744	100.0%	110,256	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the Crash Report Sampling System injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 18, 2020.

Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2017-2019

Truck Weight Rating	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	0	0.0%	0	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb	1	*	1	*	1	*
Class 3: 10,001 - 14,000 lb	593	12.3%	637	13.0%	656	13.1%
Class 4: 14,001 - 16,000 lb	102	2.1%	115	2.3%	131	2.6%
Class 5: 16,001 - 19,500 lb	151	3.1%	174	3.5%	163	3.3%
Class 6: 19,501 - 26,000 lb	246	5.1%	287	5.8%	275	5.5%
Class 7: 26,001 - 33,000 lb	271	5.6%	229	4.7%	238	4.8%
Class 8: > 33,000 lb	3,319	69.1%	3,327	67.8%	3,424	68.4%
Unknown	122	2.5%	139	2.8%	117	2.3%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

*Less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 8. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo, 2017-2019

HM Cargo	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Yes	141	2.9%	152	3.1%	120	2.4%
No	4,664	97.1%	4,757	96.9%	4,885	97.6%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 9. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2019

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	120	2.4%	1,422	2.3%	2,239	2.0%
No	4,885	97.6%	44,494	73.2%	77,245	70.1%
Unknown	0	0.0%	14,828	24.4%	30,772	27.9%
Total	5,005	100.0%	60,744	100.0%	110,256	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the Crash Report Sampling System injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 18, 2020.

Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2017-2019

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2017								
Explosives	2	6.3%	1	1.1%	1	7.1%	4	2.8%
Gases	4	12.5%	16	16.8%	3	21.4%	23	16.3%
Flammable Liquids	21	65.6%	50	52.6%	2	14.3%	73	51.8%
Flammable Solids	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Oxidizing Substances	0	0.0%	2	2.1%	0	0.0%	2	1.4%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	1	7.1%	1	0.7%
Radioactive Materials	0	0.0%	1	1.1%	0	0.0%	1	0.7%
Corrosives	0	0.0%	4	4.2%	0	0.0%	4	2.8%
Miscellaneous Dangerous Goods	2	6.3%	6	6.3%	1	7.1%	9	6.4%
Unknown	3	9.4%	15	15.8%	6	42.9%	24	17.0%
Total	32	100.0%	95	100.0%	14	100.0%	141	100.0%
2018								
Explosives	0	0.0%	5	5.1%	0	0.0%	5	3.3%
Gases	4	10.5%	21	21.4%	2	12.5%	27	17.8%
Flammable Liquids	25	65.8%	53	54.1%	5	31.3%	83	54.6%
Flammable Solids	1	2.6%	0	0.0%	0	0.0%	1	0.7%
Oxidizing Substances	1	2.6%	0	0.0%	0	0.0%	1	0.7%
Poisonous and Infectious Substances	2	5.3%	1	1.0%	0	0.0%	3	2.0%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	2	5.3%	4	4.1%	1	6.3%	7	4.6%
Miscellaneous Dangerous Goods	2	5.3%	4	4.1%	0	0.0%	6	3.9%
Unknown	1	2.6%	10	10.2%	8	50.0%	19	12.5%
Total	38	100.0%	98	100.0%	16	100.0%	152	100.0%
2019								
Explosives	0	0.0%	2	2.7%	0	0.0%	2	1.7%
Gases	6	15.4%	16	21.9%	1	12.5%	23	19.2%
Flammable Liquids	23	59.0%	36	49.3%	3	37.5%	62	51.7%
Flammable Solids	0	0.0%	1	1.4%	0	0.0%	1	0.8%
Oxidizing Substances	1	2.6%	0	0.0%	0	0.0%	1	0.8%
Poisonous and Infectious Substances	0	0.0%	1	1.4%	0	0.0%	1	0.8%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	5	12.8%	6	8.2%	0	0.0%	11	9.2%
Miscellaneous Dangerous Goods	3	7.7%	8	11.0%	0	0.0%	11	9.2%
Unknown	1	2.6%	3	4.1%	4	50.0%	8	6.7%
Total	39	100.0%	73	100.0%	8	100.0%	120	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 11. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2019

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Large Trucks in Fatal Crashes								
Explosives	0	0.0%	2	2.7%	0	0.0%	2	1.7%
Gases	6	15.4%	16	21.9%	1	12.5%	23	19.2%
Flammable Liquids	23	59.0%	36	49.3%	3	37.5%	62	51.7%
Flammable Solids	0	0.0%	1	1.4%	0	0.0%	1	0.8%
Oxidizing Substances	1	2.6%	0	0.0%	0	0.0%	1	0.8%
Poisonous and Infectious Substances	0	0.0%	1	1.4%	0	0.0%	1	0.8%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	5	12.8%	6	8.2%	0	0.0%	11	9.2%
Miscellaneous Dangerous Goods	3	7.7%	8	11.0%	0	0.0%	11	9.2%
Unknown	1	2.6%	3	4.1%	4	50.0%	8	6.7%
Total	39	100.0%	73	100.0%	8	100.0%	120	100.0%
Large Trucks in Nonfatal Crashes (MCMIS Data)								
Explosives	22	3.5%	63	2.3%	13	3.4%	98	2.6%
Gases	73	11.6%	505	18.3%	60	15.8%	638	16.9%
Flammable Liquids	288	45.6%	1,432	52.0%	190	50.1%	1,910	50.7%
Flammable Solids	10	1.6%	28	1.0%	3	0.8%	41	1.1%
Oxidizing Substances	2	0.3%	42	1.5%	1	0.3%	45	1.2%
Poisonous and Infectious Substances	1	0.2%	20	0.7%	2	0.5%	23	0.6%
Radioactive Materials	2	0.3%	4	0.1%	0	0.0%	6	0.2%
Corrosives	41	6.5%	231	8.4%	25	6.6%	297	7.9%
Miscellaneous Dangerous Goods	61	9.7%	264	9.6%	9	2.4%	334	8.9%
Unknown	132	20.9%	165	6.0%	76	20.1%	373	9.9%
Total	632	100.0%	2,754	100.0%	379	100.0%	3,765	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For nonfatal crashes, a large truck is defined here as a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Nonfatal Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 18,

Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2017-2019

Initial Point of Impact	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Front	2,786	58.0%	2,906	59.2%	2,885	57.6%
Rear	921	19.2%	924	18.8%	964	19.3%
Left	417	8.7%	421	8.6%	436	8.7%
Right	288	6.0%	276	5.6%	331	6.6%
Non-Collision	195	4.1%	192	3.9%	169	3.4%
Other	83	1.7%	82	1.7%	81	1.6%
Unknown	115	2.4%	108	2.2%	139	2.8%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 13. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2019

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,885	57.6%	59,000	49.7%	155,000	37.4%
Rear	964	19.3%	26,000	22.2%	95,000	22.9%
Left	436	8.7%	12,000	10.0%	60,000	14.4%
Right	331	6.6%	15,000	12.4%	73,000	17.7%
Non-Collision	169	3.4%	5,000	4.1%	12,000	2.9%
Other	81	1.6%	2,000	1.5%	19,000	4.6%
Unknown	139	2.8%	*	*	*	*
Total	5,005	100.0%	119,000	100.0%	414,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2017-2019

Most Harmful Event	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,580	74.5%	3,626	73.9%	3,736	74.6%
Collision with Fixed Object	209	4.3%	241	4.9%	211	4.2%
Collision with Pedestrian	357	7.4%	408	8.3%	421	8.4%
Overturn (Rollover)	308	6.4%	287	5.8%	287	5.7%
Collision with Pedalcycle or Other Personal Conveyance	95	2.0%	89	1.8%	103	2.1%
Collision with Parked Motor Vehicle	27	0.6%	28	0.6%	19	0.4%
Collision with Train	14	0.3%	18	0.4%	17	0.3%
Collision with Other Object	63	1.3%	76	1.5%	71	1.4%
Collision with Animal	4	0.1%	0	0.0%	3	0.1%
Explosion/Fire	108	2.2%	88	1.8%	101	2.0%
Jackknife	4	0.1%	7	0.1%	5	0.1%
Cargo/Equipment Loss or Shift	8	0.2%	8	0.2%	10	0.2%
Other	25	0.5%	29	0.6%	18	0.4%
Unknown	3	0.1%	4	0.1%	3	0.1%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2019

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,736	74.6%	99,000	83.1%	315,000	76.1%
Collision with Fixed Object	211	4.2%	6,000	4.8%	41,000	9.9%
Collision with Pedestrian	421	8.4%	2,000	1.3%	*	*
Overturn (Rollover)	287	5.7%	7,000	5.9%	7,000	1.8%
Collision with Pedalcycle or Other Personal Conveyance	103	2.1%	1,000	0.9%	*	*
Collision with Parked Motor Vehicle	19	0.4%	2,000	1.6%	23,000	5.5%
Collision with Train	17	0.3%	*	0.2%	*	*
Collision with Other Object	71	1.4%	1,000	1.2%	15,000	3.6%
Collision with Animal	3	0.1%	1,000	0.6%	7,000	1.6%
Explosion/Fire	101	2.0%	*	*	1,000	0.3%
Jackknife	5	0.1%	*	0.1%	3,000	0.6%
Pavement Surface Irregularity	0	0.0%	*	*	*	*
Cargo/Equipment Loss or Shift	10	0.2%	*	0.1%	1,000	0.3%
Other	18	0.4%	*	0.1%	*	0.1%
Unknown	3	0.1%	*	*	*	0.1%
Total	5,005	100.0%	119,000	100.0%	414,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 16. Large Trucks in Fatal Crashes by Jackknife Occurrence, 2017-2019

Jackknife	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,652	34.4%	1,795	36.6%	1,797	35.9%
No	2,944	61.3%	2,927	59.6%	3,036	60.7%
Yes	209	4.3%	187	3.8%	172	3.4%
<i>First Event</i>	31	0.6%	40	0.8%	41	0.8%
<i>Subsequent Event</i>	178	3.7%	147	3.0%	131	2.6%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 17. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2019

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,797	35.9%	65,000	54.9%	213,000	51.4%
No	3,036	60.7%	52,000	44.1%	197,000	47.6%
Yes	172	3.4%	1,000	1.0%	4,000	1.1%
<i>First Event</i>	41	0.8%	*	0.4%	3,000	0.7%
<i>Subsequent Event</i>	131	2.6%	1,000	0.6%	2,000	0.4%
Total	5,005	100.0%	119,000	100.0%	414,000	100.0%

*Less than 500.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 18. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type, 2017-2019

Crash Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	98	4.2%	105	4.5%	86	3.7%
Passenger Vehicle Rear-Ending Large Truck	377	16.3%	381	16.3%	392	16.7%
Large Truck Crossing Center Median (Head-On)	36	1.6%	58	2.5%	51	2.2%
Passenger Vehicle Crossing Center Median (Head-On)	383	16.6%	412	17.6%	419	17.9%
Large Truck Striking Passenger Vehicle (Other)	891	38.5%	847	36.2%	867	37.0%
Passenger Vehicle Striking Large Truck (Other)	382	16.5%	393	16.8%	398	17.0%
Other Collision	145	6.3%	141	6.0%	131	5.6%
Total	2,312	100.0%	2,337	100.0%	2,344	100.0%

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). Only crashes involving two motor vehicles, one of which was a large truck and one of which was a passenger vehicle, are included in this table.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 19. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2019

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	86	3.7%	12,000	17.7%	29,000	12.8%
Passenger Vehicle Rear-Ending Large Truck	392	16.7%	12,000	18.0%	25,000	11.0%
Large Truck Crossing Center Median (Head-On)	51	2.2%	*	0.3%	*	0.1%
Passenger Vehicle Crossing Center Median (Head-On)	419	17.9%	*	0.6%	1,000	0.2%
Large Truck Striking Passenger Vehicle (Other)	867	37.0%	24,000	35.5%	67,000	29.7%
Passenger Vehicle Striking Large Truck (Other)	398	17.0%	13,000	19.4%	65,000	29.0%
Other Collision	131	5.6%	6,000	8.5%	39,000	17.2%
Total	2,344	100.0%	67,000	100.0%	225,000	100.0%

*Less than 500.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers. Only crashes involving two motor vehicles, one of which was a large truck and one of which was a passenger vehicle, are included in this table.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 20. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2019

Crash Type	Fatal Crashes	Crashes with Driver-Related Factors Recorded ^a			
		For Large Truck		For Passenger Vehicle	
		Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	86	38	44.2%	42	48.8%
Passenger Vehicle Rear-Ending Large Truck	392	66	16.8%	278	70.9%
Large Truck Crossing Center Median (Head-On)	51	44	86.3%	7	13.7%
Passenger Vehicle Crossing Center Median (Head-On)	419	23	5.5%	386	92.1%
Large Truck Striking Passenger Vehicle (Other)	867	162	18.7%	681	78.5%
Passenger Vehicle Striking Large Truck (Other)	398	161	40.5%	230	57.8%
Other Collision	131	32	24.4%	98	74.8%
Total	2,344	526	22.4%	1,722	73.5%

^aOnly crashes with specific Driver-Related Factors (DRFs) (including speeding, distractions, impairments, failure to yield right of way, etc.) are counted in these columns. Crashes with DRFs of "Unknown," "Not Reported," etc., are no longer counted in these columns.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) of greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). Only crashes involving two motor vehicles, one of which was a large truck and one of which was a passenger vehicle, are included in this table.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 21. Large Trucks in Fatal Crashes by Vehicle Age, 2017-2019

Vehicle Age	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	103	2.1%	137	2.8%	162	3.2%
Model Year Same as Crash Year	340	7.1%	353	7.2%	433	8.7%
1 to 5 Years	1,808	37.6%	1,807	36.8%	1,787	35.7%
6 to 10 Years	855	17.8%	786	16.0%	811	16.2%
11 to 15 Years	799	16.6%	982	20.0%	860	17.2%
16 to 20 Years	578	12.0%	518	10.6%	535	10.7%
21 to 25 Years	197	4.1%	198	4.0%	269	5.4%
26 Years or Older	95	2.0%	90	1.8%	114	2.3%
Model Year Unknown	30	0.6%	38	0.8%	34	0.7%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%
Average Vehicle Age (Years)	8.26		8.17		8.33	

Notes: Vehicle age is defined as the difference between the vehicle model year and the year of the crash. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 22. All Vehicles in Fatal Crashes by Vehicle Age, 2017-2019

Vehicle Age	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	197	0.4%	223	0.4%	249	0.5%
Model Year Same as Crash Year	2,039	3.8%	1,948	3.7%	1,912	3.7%
1 to 5 Years	12,946	24.4%	13,275	25.4%	13,147	25.7%
6 to 10 Years	10,909	20.5%	9,648	18.5%	9,505	18.5%
11 to 15 Years	14,115	26.6%	13,637	26.1%	12,609	24.6%
16 to 20 Years	7,960	15.0%	8,225	15.7%	8,365	16.3%
21 to 25 Years	2,480	4.7%	2,688	5.1%	2,878	5.6%
26 Years or Older	1,267	2.4%	1,352	2.6%	1,306	2.5%
Model Year Unknown	1,215	2.3%	1,290	2.5%	1,276	2.5%
Total	53,128	100.0%	52,286	100.0%	51,247	100.0%
Average Vehicle Age (Years)	10.5		10.6		10.6	

Notes: Vehicle age is defined as the difference between the vehicle model year and the year of the crash.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 23. Large Trucks in Fatal Crashes by Issuing Authority and Body Type, 2017-2019

Issuing Authority	Single-Unit Straight Truck or Cab-Chassis		Truck/Tractor		Medium/Heavy Pickup		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2017										
FARS State Code	156	11.7%	267	9.0%	2	0.5%	8	10.1%	433	9.0%
US DOT	680	51.1%	2,518	84.9%	33	7.7%	38	48.1%	3,269	68.0%
MC/MX (ICC) ^a	3	0.2%	6	0.2%	0	0.0%	0	0.0%	9	0.2%
Canada	3	0.2%	2	0.1%	0	0.0%	0	0.0%	5	0.1%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	305	22.9%	46	1.6%	350	81.8%	9	11.4%	710	14.8%
Unknown	185	13.9%	127	4.3%	43	10.0%	24	30.4%	379	7.9%
Total	1,332	100.0%	2,966	100.0%	428	100.0%	79	100.0%	4,805	100.0%
2018										
FARS State Code	158	10.5%	300	10.1%	0	0.0%	2	7.1%	460	9.4%
US DOT	719	47.9%	2,510	84.4%	22	5.4%	16	57.1%	3,267	66.6%
MC/MX (ICC) ^a	3	0.2%	7	0.2%	0	0.0%	0	0.0%	10	0.2%
Canada	1	0.1%	2	0.1%	0	0.0%	0	0.0%	3	0.1%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	368	24.5%	38	1.3%	331	81.7%	3	10.7%	740	15.1%
Unknown	253	16.8%	117	3.9%	52	12.8%	7	25.0%	429	8.7%
Total	1,502	100.0%	2,974	100.0%	405	100.0%	28	100.0%	4,909	100.0%
2019										
FARS State Code	154	10.3%	360	11.9%	6	1.3%	4	8.9%	524	10.5%
US DOT	767	51.3%	2,458	81.5%	31	6.9%	13	28.9%	3,269	65.3%
MC/MX (ICC) ^a	3	0.2%	7	0.2%	0	0.0%	0	0.0%	10	0.2%
Canada	1	0.1%	5	0.2%	0	0.0%	0	0.0%	6	0.1%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	350	23.4%	69	2.3%	335	74.4%	9	20.0%	763	15.2%
Unknown	219	14.7%	117	3.9%	78	17.3%	19	42.2%	433	8.7%
Total	1,494	100.0%	3,016	100.0%	450	100.0%	45	100.0%	5,005	100.0%

^aMC/MX (ICC) refers to interstate for-hire motor carriers and brokers that apply for operating authority. The MX number is assigned to carriers domiciled in Mexico, and the MC number is for all other carriers and brokers. The majority of large trucks assigned MC/MX (ICC) numbers also have US DOT numbers. If a US DOT or State number is not available at the time of the crash, the MC/MX (ICC) number is reported on the Police Accident Report.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2017-2019

Vehicle Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	2,074	22.8%	2,020	21.9%	1,970	20.9%
Light Truck	1,884	20.7%	1,965	21.3%	2,074	22.0%
Large Truck	4,805	52.8%	4,909	53.1%	5,005	53.1%
Bus	11	0.1%	18	0.2%	14	0.1%
Motorcycle	290	3.2%	290	3.1%	317	3.4%
Other	41	0.5%	38	0.4%	40	0.4%
Total	9,105	100.0%	9,240	100.0%	9,420	100.0%

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons.

A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 25. Vehicles in Large Truck Crashes by Vehicle Type and Crash Severity, 2019

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,970	20.9%	69,000	29.3%	175,000	24.0%
Light Truck	2,074	22.0%	31,000	13.1%	85,000	11.6%
Large Truck	5,005	53.1%	119,000	50.1%	414,000	56.9%
Bus	14	0.1%	1,000	0.4%	3,000	0.4%
Motorcycle	317	3.4%	1,000	0.6%	1,000	0.1%
Other	40	0.4%	16,000	6.6%	50,000	6.9%
Total	9,420	100.0%	236,000	100.0%	727,000	100.0%

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons.

A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 26. Parked and Working Large Truck Fatal Crash Statistics, 2017-2019

Crash Statistic	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	248	5.4%	218	4.7%	201	4.3%
Fatal Crashes Involving Large Trucks In Transport	4,367	95.3%	4,461	96.3%	4,479	96.5%
Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks^a	4,583	—	4,630	—	4,643	—
Parked or Working Large Trucks Involved in Fatal Crashes	262	5.2%	228	4.4%	213	4.1%
Large Trucks In Transport Involved in Fatal Crashes	4,805	94.8%	4,909	95.6%	5,005	95.9%
Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes	5,067	100.0%	5,137	100.0%	5,218	100.0%
Occupant Fatalities in Parked or Working Large Trucks	2	0.2%	4	0.4%	4	0.4%
Occupant Fatalities in Large Trucks In Transport	878	99.8%	890	99.6%	892	99.6%
Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks	880	100.0%	894	100.0%	896	100.0%
Fatalities in Crashes Involving Parked or Working Large Trucks	275	5.3%	243	4.7%	225	4.3%
Fatalities in Crashes Involving Large Trucks In Transport	4,906	95.4%	5,006	96.3%	5,005	96.5%
Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks^a	5,142	—	5,199	—	5,187	—

^aIndividual subtotals may not add to the totals due to the potential for double counting (e.g., crashes involving both a parked large truck and a large truck in transport).

— Not applicable.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2017-2019

Critical Precrash Event ^a	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	155	3.2%	202	4.1%	196	3.9%
Large Truck's Movement ^c	965	20.1%	941	19.2%	949	19.0%
Other Vehicle in Large Truck's Lane ^d	1,307	27.2%	1,335	27.2%	1,387	27.7%
Other Vehicle's Encroachment into Large Truck's Lane ^e	1,763	36.7%	1,800	36.7%	1,815	36.3%
Pedestrian	318	6.6%	349	7.1%	365	7.3%
Pedalcyclist	91	1.9%	82	1.7%	95	1.9%
Animal	13	0.3%	2	*	10	0.2%
Foreign Object	22	0.5%	38	0.8%	30	0.6%
Other	163	3.4%	148	3.0%	144	2.9%
Unknown	8	0.2%	12	0.2%	14	0.3%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

*Less than 0.05 percent.

^aThe critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

^b"Large Truck's Loss of Control" includes events such as loss of control due to a blow out/flat tire, stalled engine, poor road conditions, traveling too fast for conditions, and other disabling (e.g., wheel fell off) or non-disabling (e.g., hood flew up) vehicle problems.

^c"Large Truck's Movement" includes events such as crossing an intersection, turning left or right, crossing lane lines, and deceleration.

^d"Other Vehicle in Large Truck's Lane" includes events which involved another vehicle in the same lane as the large truck, and the other vehicle did something to make the crash imminent.

^e"Other Vehicle's Encroachment into Large Truck's Lane" includes events in which encroachment by another vehicle from areas such as an adjacent lane (traveling in the same or opposite direction), crossing street, driveway, parking lane, or highway entrance made the crash imminent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 28. Large Trucks in Crashes by Critical Precrash Event and Crash Severity, 2019

Critical Precrash Event ^a	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	196	3.9%	4,000	3.2%	11,000	2.6%
Large Truck's Movement ^c	949	19.0%	33,000	27.7%	162,000	39.1%
Other Vehicle in Large Truck's Lane ^d	1,387	27.7%	41,000	34.5%	89,000	21.4%
Other Vehicle's Encroachment into Large Truck's Lane ^e	1,815	36.3%	31,000	26.3%	102,000	24.6%
Pedestrian	365	7.3%	1,000	1.1%	*	*
Pedalcyclist	95	1.9%	1,000	0.8%	*	*
Animal	10	0.2%	1,000	0.9%	8,000	1.8%
Foreign Object	30	0.6%	*	0.3%	4,000	1.0%
Other	144	2.9%	4,000	3.4%	31,000	7.4%
Unknown	14	0.3%	2,000	1.7%	8,000	2.0%
Total	5,005	100.0%	119,000	100.0%	414,000	100.0%

*Less than 500 or less than 0.05 percent.

^aThe critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

^b"Large Truck's Loss of Control" includes events such as loss of control due to a blow out/flat tire, stalled engine, poor road conditions, traveling too fast for conditions, and other disabling (e.g., wheel fell off) or non-disabling (e.g., hood flew up) vehicle problems.

^c"Large Truck's Movement" includes events such as crossing an intersection, turning left or right, crossing lane lines, and deceleration.

^d"Other Vehicle in Large Truck's Lane" includes events which involved another vehicle in the same lane as the large truck, and the other vehicle did something to make the crash imminent.

^e"Other Vehicle's Encroachment into Large Truck's Lane" includes events in which encroachment by another vehicle from areas such as an adjacent lane (traveling in the same or opposite direction), crossing street, driveway, parking lane, or highway entrance made the crash imminent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 29. Large Trucks in Fatal Crashes by Manner of Collision, 2017-2019

Manner of Collision	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	1,187	24.7%	1,242	25.3%	1,286	25.7%
Front-to-Rear	1,141	23.7%	1,181	24.1%	1,163	23.2%
Front-to-Front	685	14.3%	754	15.4%	753	15.0%
Angle	1,388	28.9%	1,331	27.1%	1,404	28.1%
Sideswipe, Same Direction	165	3.4%	170	3.5%	179	3.6%
Sideswipe, Opposite Direction	143	3.0%	143	2.9%	143	2.9%
Rear-to-Side	23	0.5%	22	0.4%	22	0.4%
Rear-to-Rear	0	0.0%	0	0.0%	32	0.6%
Other	49	1.0%	49	1.0%	19	0.4%
Unknown	24	0.5%	17	0.3%	4	0.1%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2019

Manner of Collision	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	1,286	25.7%	19,000	15.8%	90,000	21.6%
Front-to-Rear	1,163	23.2%	43,000	35.9%	102,000	24.8%
Front-to-Front	753	15.0%	3,000	2.9%	2,000	0.6%
Angle	1,404	28.1%	28,000	24.0%	57,000	13.8%
Sideswipe, Same Direction	179	3.6%	20,000	16.6%	126,000	30.3%
Sideswipe, Opposite Direction	143	2.9%	3,000	2.3%	13,000	3.2%
Rear-to-Side	22	0.4%	1,000	0.5%	8,000	2.0%
Rear-to-Rear	32	0.6%	*	*	*	0.1%
Other	19	0.4%	1,000	1.2%	13,000	3.1%
Unknown	4	0.1%	1,000	0.8%	2,000	0.5%
Total	5,005	100.0%	119,000	100.0%	414,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2017-2019

Vehicle-Related Factors	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	85	1.8%	88	1.8%	78	1.6%
Tires	61	1.3%	68	1.4%	60	1.2%
Brake System	47	1.0%	46	0.9%	55	1.1%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	10	0.2%	15	0.3%	14	0.3%
Power Train	8	0.2%	10	0.2%	7	0.1%
Headlights	2	0.0%	5	0.1%	6	0.1%
Vehicle Contributing Factors - No Details	9	0.2%	3	0.1%	6	0.1%
Police, Fire, or EMS Vehicle at Scene	2	0.0%	4	0.1%	5	0.1%
Truck Coupling / Trailer Hitch / Safety Chains	7	0.1%	3	0.1%	5	0.1%
Steering	5	0.1%	2	*	5	0.1%
At Least One Vehicle-Related Factor Recorded	251	5.2%	286	5.8%	263	5.3%
No Vehicle-Related Factors Recorded	4,554	94.8%	4,623	94.2%	4,742	94.7%
Total	4,805	100.0%	4,909	100.0%	5,005	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 32. Large Trucks in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2019

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	16	1.7%	62	1.5%	78	1.6%
Tires	33	3.5%	27	0.7%	60	1.2%
Brake System	21	2.2%	34	0.8%	55	1.1%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	3	0.3%	11	0.3%	14	0.3%
Power Train	0	0.0%	7	0.2%	7	0.1%
Headlights	1	0.1%	5	0.1%	6	0.1%
Vehicle Contributing Factors - No Details	1	0.1%	5	0.1%	6	0.1%
Police, Fire, or EMS Vehicle at Scene	0	0.0%	5	0.1%	5	0.1%
Truck Coupling / Trailer Hitch / Safety Chains	2	0.2%	3	0.1%	5	0.1%
Steering	2	0.2%	3	0.1%	5	0.1%
At Least One Vehicle-Related Factor Recorded	88	9.2%	175	4.3%	263	5.3%
No Vehicle-Related Factors Recorded	865	90.8%	3,877	95.7%	4,742	94.7%
Total	953	100.0%	4,052	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 33. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors, 2017-2019

Vehicle-Related Factors	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Tires	515	1.2%	453	1.1%	420	1.1%
Vehicle Registration for Handicapped	365	0.9%	289	0.7%	260	0.7%
Brake System	51	0.1%	42	0.1%	48	0.1%
Headlights	34	0.1%	25	0.1%	39	0.1%
Safety Systems	9	0.0%	8	0.0%	21	0.1%
Steering	25	0.1%	24	0.1%	19	*
Power Train	16	*	12	*	15	*
Wheels	13	*	12	*	15	*
Vehicle Contributing Factors - No Details	22	0.1%	24	0.1%	14	*
Windows/Windshield	10	*	13	*	14	*
Body, Doors	8	*	11	*	14	*
At Least One Vehicle-Related Factor Recorded	1,205	2.9%	1,090	2.7%	1,037	2.6%
No Vehicle-Related Factors Recorded	40,083	97.1%	39,406	97.3%	38,375	97.4%
Total	41,288	100.0%	40,496	100.0%	39,412	100.0%

*Less than 0.05 percent.

Note: A passenger vehicle is defined here as a car or light truck (including pickups, vans, and sport utility vehicles).

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Vehicles Table 34. Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2019

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	267	1.8%	153	0.6%	420	1.1%
Vehicle Registration for Handicapped	77	0.5%	183	0.7%	260	0.7%
Brake System	24	0.2%	24	0.1%	48	0.1%
Headlights	9	0.1%	30	0.1%	39	0.1%
Safety Systems	10	0.1%	11	*	21	0.1%
Steering	13	0.1%	6	*	19	*
Power Train	5	*	10	*	15	*
Wheels	10	0.1%	5	*	15	*
Vehicle Contributing Factors - No Details	8	0.1%	6	*	14	*
Windows/Windshield	9	0.1%	5	*	14	*
Body, Doors	8	0.1%	6	*	14	*
At Least One Vehicle-Related Factor Recorded	498	3.3%	539	2.2%	1,037	2.6%
No Vehicle-Related Factors Recorded	14,416	96.7%	23,959	97.8%	38,375	97.4%
Total	14,914	100.0%	24,498	100.0%	39,412	100.0%

*Less than 0.05 percent.

Note: A passenger vehicle is defined here as a car or light truck (including pickups, vans, and sport utility vehicles).

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

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People

This chapter contains information on drivers of large trucks and buses in fatal, injury, and property damage only crashes and on people killed or injured in large truck crashes. Some statistics for passenger vehicle drivers are also listed to allow comparisons. It is important to note that the number of large truck or bus drivers in crashes is not exactly equal to the number of large trucks or buses in crashes, because some vehicles did not have drivers at the time of their crash. Below is a summary of some of the information in this section:

- ◆ Of the 4,949 drivers of large trucks involved in fatal crashes in 2019, 354 (7 percent) were 25 years of age or younger, and 361 (7 percent) were 66 years of age or older. In comparison, 3 (1 percent) of the 232 drivers of buses in fatal crashes were 25 years of age or younger, and 33 (14 percent) were 66 years of age or older.
- ◆ In 2019, 13 percent (795) of large truck occupants in fatal crashes were not wearing a safety belt, of which 337 (42 percent) were killed in the crash. In contrast, only 393 (8 percent) of the 4,712 large truck occupants wearing safety belts in fatal crashes were killed. Nine percent of the 4,949 drivers of large trucks involved in fatal crashes (454) were not wearing a safety belt at the time of the crash.
- ◆ In 2019, 299 of the 4,949 large truck drivers in fatal crashes (6 percent) tested positive for at least one drug, although 59 percent of them were not tested. Conversely, 8,413 of the 50,931 drivers of all vehicles in fatal crashes (17 percent) tested positive for at least one drug, although 47 percent of them were not tested. A driver is more likely to be tested for drugs if there is information from the crash indicating that drugs may have been a factor.
- ◆ In 2019, at least one driver-related factor was recorded for 33 percent of the large truck drivers in fatal crashes, compared to 53 percent of the passenger vehicle drivers in fatal crashes. “Speeding of Any Kind” was the most frequent driver-related factor for drivers of both vehicle types; “Distraction/Inattention” was the second most common for large truck drivers, and “Impairment (Fatigue, Alcohol, Illness, etc.)” was the second most common for passenger vehicle drivers.
- ◆ There were 892 large truck occupant fatalities in 2019, an increase of less than 1 percent from the 890 fatalities in 2018. In 2019, 86 percent of these occupant fatalities were drivers of large trucks, and 14 percent were passengers in large trucks.

People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2017-2019

Age Group (Years)	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
17 and under	295	6.0%	251	5.0%	241	4.8%
18 - 25	778	15.9%	742	14.8%	777	15.5%
26 - 35	807	16.4%	902	18.0%	858	17.1%
36 - 45	715	14.6%	721	14.4%	721	14.4%
46 - 55	716	14.6%	743	14.8%	725	14.5%
56 - 65	722	14.7%	745	14.9%	745	14.9%
66 - 75	428	8.7%	476	9.5%	502	10.0%
76 and over	437	8.9%	416	8.3%	431	8.6%
Unknown	8	0.2%	10	0.2%	5	0.1%
Total	4,906	100.0%	5,006	100.0%	5,005	100.0%
Average Age (Years)	44.7		45.1		45.3	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2019

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	117	3.3%	124	8.8%	0	0.0%	241	4.8%
18 - 25	534	14.9%	243	17.2%	0	0.0%	777	15.5%
26 - 35	629	17.5%	229	16.2%	0	0.0%	858	17.1%
36 - 45	555	15.5%	166	11.7%	0	0.0%	721	14.4%
46 - 55	546	15.2%	179	12.7%	0	0.0%	725	14.5%
56 - 65	583	16.2%	162	11.5%	0	0.0%	745	14.9%
66 - 75	354	9.9%	147	10.4%	1	50.0%	502	10.0%
76 and over	269	7.5%	161	11.4%	1	50.0%	431	8.6%
Unknown	3	0.1%	2	0.1%	0	0.0%	5	0.1%
Total	3,590	100.0%	1,413	100.0%	2	100.0%	5,005	100.0%
Average Age (Years)	45.7		44.3		78.5		45.3	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2017-2019

Age Group (Years)	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
17 and under	2,087	6.4%	1,894	5.9%	1,816	5.8%
18 - 25	5,802	17.7%	5,486	17.1%	5,116	16.3%
26 - 35	5,676	17.3%	5,714	17.8%	5,421	17.3%
36 - 45	4,284	13.1%	4,165	13.0%	4,211	13.4%
46 - 55	4,512	13.8%	4,346	13.5%	4,211	13.4%
56 - 65	4,369	13.3%	4,427	13.8%	4,315	13.8%
66 - 75	2,835	8.7%	3,040	9.5%	3,108	9.9%
76 and over	3,107	9.5%	3,000	9.3%	3,086	9.8%
Unknown	99	0.3%	59	0.2%	47	0.2%
Total	32,771	100.0%	32,131	100.0%	31,331	100.0%
Average Age (Years)	44.1		44.5		45.1	

Note: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 4. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2019

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,040	4.8%	774	7.9%	2	5.4%	1,816	5.8%
18 - 25	3,599	16.7%	1,509	15.4%	8	21.6%	5,116	16.3%
26 - 35	3,853	17.9%	1,561	16.0%	7	18.9%	5,421	17.3%
36 - 45	3,020	14.0%	1,188	12.2%	3	8.1%	4,211	13.4%
46 - 55	2,968	13.8%	1,240	12.7%	3	8.1%	4,211	13.4%
56 - 65	3,154	14.7%	1,158	11.9%	3	8.1%	4,315	13.8%
66 - 75	2,039	9.5%	1,066	10.9%	3	8.1%	3,108	9.9%
76 and over	1,818	8.4%	1,265	13.0%	3	8.1%	3,086	9.8%
Unknown	35	0.2%	7	0.1%	5	13.5%	47	0.2%
Total	21,526	100.0%	9,768	100.0%	37	100.0%	31,331	100.0%
Average Age (Years)	44.7		45.9		40.9		45.1	

Note: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 5. Persons Injured in Crashes Involving Large Trucks by Age and Sex, 2019

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	6,000	6.0%	5,000	8.3%	11,000	6.9%
18 - 25	15,000	15.2%	12,000	20.2%	27,000	17.1%
26 - 35	19,000	19.2%	11,000	18.2%	30,000	18.8%
36 - 45	17,000	17.7%	11,000	18.3%	28,000	17.9%
46 - 55	19,000	19.1%	9,000	14.8%	28,000	17.4%
56 - 65	14,000	13.9%	7,000	10.7%	20,000	12.7%
66 - 75	6,000	5.7%	4,000	6.6%	10,000	6.1%
76 and over	3,000	3.1%	2,000	2.8%	5,000	3.0%
Total	98,000	100.0%	61,000	100.0%	158,000	100.0%
Average Age (Years)	41.3		39.3		40.5	

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Source: National Highway Traffic Safety Administration (NHTSA), Crash Report Sampling System (CRSS).

People Table 6. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex, 2019

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	149,000	11.8%	153,000	11.1%	302,000	11.4%
18 - 25	239,000	18.9%	272,000	19.7%	511,000	19.3%
26 - 35	255,000	20.2%	265,000	19.2%	520,000	19.7%
36 - 45	184,000	14.6%	210,000	15.3%	395,000	15.0%
46 - 55	169,000	13.4%	190,000	13.8%	359,000	13.6%
56 - 65	146,000	11.6%	150,000	10.9%	296,000	11.2%
66 - 75	78,000	6.2%	89,000	6.5%	167,000	6.3%
76 and over	42,000	3.3%	47,000	3.4%	90,000	3.4%
Total	1,262,000	100.0%	1,378,000	100.0%	2,639,000	100.0%
Average Age (Years)	38.0		38.3		38.2	

Notes: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Source: National Highway Traffic Safety Administration (NHTSA), Crash Report Sampling System (CRSS).

People Table 7. Drivers of Large Trucks in Fatal Crashes by Age, 2017-2019

Age Group (Years)	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
17 and under	11	0.2%	13	0.3%	9	0.2%
18 - 25	278	5.9%	323	6.7%	345	7.0%
26 - 35	847	17.8%	867	17.9%	904	18.3%
36 - 45	1,038	21.9%	1,056	21.9%	1,010	20.4%
46 - 55	1,288	27.1%	1,271	26.3%	1,239	25.0%
56 - 65	952	20.1%	964	20.0%	1,048	21.2%
66 - 75	261	5.5%	252	5.2%	306	6.2%
76 and over	51	1.1%	46	1.0%	55	1.1%
Unknown	20	0.4%	40	0.8%	33	0.7%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%
Average Age (Years)	46.4		45.9		46.4	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 8. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2019

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	7	0.1%	2	1.2%	0	0.0%	9	0.2%
18 - 25	330	7.0%	15	8.9%	0	0.0%	345	7.0%
26 - 35	868	18.3%	36	21.3%	0	0.0%	904	18.3%
36 - 45	974	20.5%	35	20.7%	1	2.9%	1,010	20.4%
46 - 55	1,197	25.2%	39	23.1%	3	8.6%	1,239	25.0%
56 - 65	1,009	21.3%	38	22.5%	1	2.9%	1,048	21.2%
66 - 75	302	6.4%	4	2.4%	0	0.0%	306	6.2%
76 and over	55	1.2%	0	0.0%	0	0.0%	55	1.1%
Unknown	3	0.1%	0	0.0%	30	85.7%	33	0.7%
Total	4,745	100.0%	169	100.0%	35	100.0%	4,949	100.0%
Average Age (Years)	46.5		43.7		50.2		46.4	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 9. Drivers of Buses in Fatal Crashes by Age, 2017-2019

Age Group (Years)	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
17 and under	0	0.0%	0	0.0%	0	0.0%
18 - 25	3	1.3%	3	1.3%	3	1.3%
26 - 35	28	12.1%	28	12.0%	27	11.6%
36 - 45	41	17.7%	30	12.8%	35	15.1%
46 - 55	64	27.6%	70	29.9%	61	26.3%
56 - 65	63	27.2%	69	29.5%	71	30.6%
66 - 75	29	12.5%	28	12.0%	24	10.3%
76 and over	4	1.7%	6	2.6%	9	3.9%
Unknown	0	0.0%	0	0.0%	2	0.9%
Total	232	100.0%	234	100.0%	232	100.0%
Average Age (Years)	51.7		52.6		52.2	

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 10. Drivers of Buses in Fatal Crashes by Age and Sex, 2019

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	0	0.0%	0	0.0%	0	0.0%	0	0.0%
18 - 25	2	1.3%	1	1.4%	0	0.0%	3	1.3%
26 - 35	14	9.0%	13	17.8%	0	0.0%	27	11.6%
36 - 45	23	14.7%	11	15.1%	1	33.3%	35	15.1%
46 - 55	39	25.0%	22	30.1%	0	0.0%	61	26.3%
56 - 65	48	30.8%	23	31.5%	0	0.0%	71	30.6%
66 - 75	21	13.5%	3	4.1%	0	0.0%	24	10.3%
76 and over	9	5.8%	0	0.0%	0	0.0%	9	3.9%
Unknown	0	0.0%	0	0.0%	2	66.7%	2	0.9%
Total	156	100.0%	73	100.0%	3	100.0%	232	100.0%
Average Age (Years)	54.2		48.1		39.0		52.2	

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 11. Persons Killed in Crashes Involving Large Trucks by Time of Day, 2017-2019

Time of Day	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	364	7.4%	358	7.2%	375	7.5%
3am - 6am	479	9.8%	522	10.4%	498	10.0%
6am - 9am	714	14.6%	739	14.8%	725	14.5%
9am - 12pm	729	14.9%	759	15.2%	777	15.5%
12pm - 3pm	920	18.8%	935	18.7%	894	17.9%
3pm - 6pm	809	16.5%	791	15.8%	802	16.0%
6pm - 9pm	501	10.2%	515	10.3%	521	10.4%
9pm - 12am	382	7.8%	383	7.7%	404	8.1%
Unknown	8	0.2%	4	0.1%	9	0.2%
<i>Daytime (6am - 6pm)</i>	<i>3,172</i>	<i>64.7%</i>	<i>3,224</i>	<i>64.4%</i>	<i>3,198</i>	<i>63.9%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,726</i>	<i>35.2%</i>	<i>1,778</i>	<i>35.5%</i>	<i>1,798</i>	<i>35.9%</i>
Total	4,906	100.0%	5,006	100.0%	5,005	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2019

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	375	7.5%	5,000	3.1%
3am - 6am	498	10.0%	8,000	5.3%
6am - 9am	725	14.5%	24,000	15.0%
9am - 12pm	777	15.5%	28,000	17.8%
12pm - 3pm	894	17.9%	36,000	22.7%
3pm - 6pm	802	16.0%	34,000	21.2%
6pm - 9pm	521	10.4%	15,000	9.6%
9pm - 12am	404	8.1%	8,000	5.2%
Unknown	9	0.2%	*	*
<i>Daytime (6am - 6pm)</i>	<i>3,198</i>	<i>63.9%</i>	<i>122,000</i>	<i>76.8%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,798</i>	<i>35.9%</i>	<i>37,000</i>	<i>23.2%</i>
Total	5,005	100.0%	158,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Persons Killed: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Persons Injured: NHTSA, Crash Report Sampling System (CRSS).

People Table 13. Persons Killed in Crashes Involving Large Trucks, 2017-2019

Person Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	740	15.1%	740	14.8%	767	15.3%
Driver of Other Motor Vehicle	2,705	55.1%	2,735	54.6%	2,760	55.1%
Passenger of Large Truck in Transport	138	2.8%	149	3.0%	123	2.5%
Passenger of Other Motor Vehicle in Transport	828	16.9%	828	16.5%	778	15.5%
Occupant of Motor Vehicle Not in Transport	5	0.1%	11	0.2%	10	0.2%
Occupant of Non-Motor Vehicle Transport Device**	7	0.1%	1	*	1	*
Pedestrian	391	8.0%	452	9.0%	454	9.1%
Bicyclist	77	1.6%	78	1.6%	88	1.8%
Other Cyclist	1	*	0	0.0%	2	*
Other Person on Personal Conveyance/In Building	12	0.2%	11	0.2%	14	0.3%
Unknown Occupant Type in Motor Vehicle in Transport	2	*	1	*	8	0.2%
Total	4,906	100.0%	5,006	100.0%	5,005	100.0%

*Less than 0.05 percent.

**Refers to a person riding in an animal-drawn conveyance or on an animal, or an occupant of a railway train, etc.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 14. Persons Killed and Injured in Crashes Involving Large Trucks by Number of Vehicles Involved, 2019

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	430	44.0%	337	8.4%	767	15.3%
Driver of Other Motor Vehicle	0	0.0%	2,760	68.5%	2,760	55.1%
Passenger of Large Truck in Transport	65	6.6%	58	1.4%	123	2.5%
Passenger of Other Motor Vehicle in Transport	0	0.0%	778	19.3%	778	15.5%
Occupant of Motor Vehicle Not in Transport	8	0.8%	2	*	10	0.2%
Occupant of Non-Motor Vehicle Transport Device**	1	0.1%	0	0.0%	1	*
Pedestrian	371	37.9%	83	2.1%	454	9.1%
Bicyclist	87	8.9%	1	*	88	1.8%
Other Cyclist	2	0.2%	0	0.0%	2	*
Other Person on Personal Conveyance/In Building	14	1.4%	0	0.0%	14	0.3%
Unknown Occupant Type in Motor Vehicle in Transport	0	0.0%	8	0.2%	8	0.2%
Total Persons Killed	978	100.0%	4,027	100.0%	5,005	100.0%
Persons Injured						
Driver of Large Truck	13,000	66.8%	25,000	18.1%	38,000	23.9%
Driver of Other Motor Vehicle	*	*	83,000	59.5%	83,000	52.4%
Passenger of Large Truck in Transport	2,000	13.0%	5,000	3.4%	7,000	4.6%
Passenger of Other Motor Vehicle in Transport	*	*	26,000	18.8%	26,000	16.6%
Occupant of Motor Vehicle Not in Transport	1,000	2.9%	*	*	1,000	0.4%
Occupant of Non-Motor Vehicle Transport Device**	1,000	*	*	*	1,000	0.3%
Pedestrian	2,000	9.0%	*	0.1%	2,000	1.2%
Bicyclist	1,000	5.0%	*	*	1,000	0.6%
Other Nonoccupant	*	0.6%	*	*	*	0.1%
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	*	*
Total Persons Injured	19,000	100.0%	139,000	100.0%	158,000	100.0%

*Less than 500 or less than 0.05 percent.

**Refers to a person riding in an animal-drawn conveyance or on an animal, or an occupant of a railway train, etc.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Persons Killed: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Persons Injured: NHTSA, Crash Report Sampling System (CRSS).

People Table 15. Large Truck Occupants Killed by Person Type, 2017-2019

Person Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Driver	740	84.3%	740	83.1%	767	86.0%
Passenger	138	15.7%	149	16.7%	123	13.8%
Unknown Occupant Type	0	0.0%	1	0.1%	2	0.2%
Total	878	100.0%	890	100.0%	892	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 16. Large Truck Occupants Killed and Injured by Person Type, 2019

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	767	86.0%	38,000	84.0%
Passenger	123	13.8%	7,000	16.0%
Unknown Occupant Type	2	0.2%	*	*
Total	892	100.0%	45,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Sources: Persons Killed: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Persons Injured: NHTSA, Crash Report Sampling System (CRSS).

People Table 17. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Large Truck Crashes, 2019

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	1,970	20.8%	2,853	21.6%	1,645	32.9%
Light Truck	2,074	21.9%	3,259	24.7%	1,570	31.4%
Large Truck (Single-Vehicle Crash)	953	10.1%	1,172	8.9%	495	9.9%
Large Truck (Multiple-Vehicle Crash)	4,052	42.9%	4,787	36.2%	397	7.9%
Bus	14	0.1%	113	0.9%	4	0.1%
Motorcycle	317	3.4%	336	2.5%	299	6.0%
Other Vehicle Type	73	0.8%	44	0.3%	26	0.5%
Total Vehicles/Vehicle Occupants	9,453	100.0%	12,564	95.1%	4,436	88.6%
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	49	0.4%	10	0.2%
Occupant of a Non-Motor Vehicle Transport Device	—	—	1	*	1	*
Pedestrian	—	—	486	3.7%	454	9.1%
Bicyclist	—	—	89	0.7%	88	1.8%
Person on a Personal Conveyance	—	—	18	0.1%	16	0.3%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	—	—	643	4.9%	569	11.4%
Total	9,453	100.0%	13,207	100.0%	5,005	100.0%

— Not applicable.

*Less than 0.05 percent.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons.

A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Vehicles with unknown numbers of occupants are assumed here to have one occupant.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 18. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Bus Crashes, 2019

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	91	19.9%	136	8.1%	69	26.7%
Light Truck	91	19.9%	133	7.9%	51	19.8%
Large Truck	17	3.7%	25	1.5%	5	1.9%
Bus (Single-Vehicle Crash)	78	17.0%	373	22.1%	17	6.6%
Bus (Multiple-Vehicle Crash)	154	33.6%	908	53.9%	18	7.0%
Motorcycle	23	5.0%	24	1.4%	24	9.3%
Other Vehicle Type	4	0.9%	2	0.1%	1	0.4%
Total Vehicles/Vehicle Occupants	458	100.0%	1,601	95.0%	185	71.7%
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	6	0.4%	0	0.0%
Occupant of a Non-Motor Vehicle Transport Device	—	—	0	0.0%	0	0.0%
Pedestrian	—	—	63	3.7%	58	22.5%
Bicyclist	—	—	12	0.7%	12	4.7%
Person on a Personal Conveyance	—	—	3	0.2%	3	1.2%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	—	—	84	5.0%	73	28.3%
Total	458	100.0%	1,685	100.0%	258	100.0%

— Not applicable.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a GVWR greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Vehicles with unknown numbers of occupants are assumed here to have one occupant.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 19. Pedestrians and Bicyclists Killed in Large Truck, Bus, and All Crashes, 2017-2019

Crash Type	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Pedestrian Fatalities						
Large Truck Crash	391	6.4%	452	7.1%	454	7.3%
Bus Crash	42	0.7%	54	0.8%	58	0.9%
All Crashes	6,075	100.0%	6,374	100.0%	6,205	100.0%
Bicyclist Fatalities						
Large Truck Crash	77	9.6%	78	9.0%	88	10.4%
Bus Crash	11	1.4%	7	0.8%	12	1.4%
All Crashes	800	100.0%	868	100.0%	843	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 20. Drivers of Large Trucks in Fatal Crashes by Restraint Use, 2017-2019

Restraint Use	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
None	463	9.8%	465	9.6%	454	9.2%
Yes	3,966	83.6%	4,005	82.9%	4,108	83.0%
Shoulder Belt Only	8	0.2%	33	0.7%	29	0.6%
Lap Belt Only	31	0.7%	40	0.8%	26	0.5%
Lap and Shoulder Belt	3,908	82.3%	3,916	81.0%	4,023	81.3%
Type Unknown	19	0.4%	16	0.3%	30	0.6%
Unknown	317	6.7%	362	7.5%	387	7.8%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 21. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2019

Restraint Use	Ejection from the Vehicle								Total	
	Not Ejected		Totally Ejected		Partially Ejected		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
None	320	6.7%	98	73.7%	35	63.6%	1	5.3%	454	9.2%
Yes	4,074	85.9%	13	9.8%	15	27.3%	6	31.6%	4,108	83.0%
Shoulder Belt Only	29	0.6%	0	0.0%	0	0.0%	0	0.0%	29	0.6%
Lap Belt Only	26	0.5%	0	0.0%	0	0.0%	0	0.0%	26	0.5%
Lap and Shoulder Belt	3,990	84.1%	13	9.8%	14	25.5%	6	31.6%	4,023	81.3%
Type Unknown	29	0.6%	0	0.0%	1	1.8%	0	0.0%	30	0.6%
Unknown	348	7.3%	22	16.5%	5	9.1%	12	63.2%	387	7.8%
Total	4,742	100.0%	133	100.0%	55	100.0%	19	100.0%	4,949	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 22. Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2019

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	337	42.4%	393	8.3%	162	35.8%	892	15.0%
Injury	169	21.3%	694	14.7%	44	9.7%	907	15.2%
Unknown Injury Severity	74	9.3%	550	11.7%	60	13.2%	684	11.5%
No Apparent Injury	215	27.0%	3,075	65.3%	187	41.3%	3,477	58.3%
Died Prior to Crash	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Total	795	100.0%	4,712	100.0%	453	100.0%	5,960	100.0%

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Restraint uses of "Shoulder Belt Only," "Lap Belt Only," "Lap and Shoulder Belt," and "Type Unknown" are grouped together as "Yes." Injury severities of "Suspected Minor Injury," "Suspected Serious Injury," and "Injured, Severity Unknown" are grouped together as "Injury." Injury severities of "Possible Injury" and "Unknown" are grouped together as "Unknown Injury Severity."

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 23. Drivers of Large Trucks in Fatal Crashes by Commercial Driver's License (CDL) Status, 2017-2019

CDL Status	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,643	76.8%	3,616	74.8%	3,734	75.4%
No CDL	900	19.0%	990	20.5%	982	19.8%
Suspended	33	0.7%	28	0.6%	23	0.5%
Revoked, Expired, Canceled, Disqualified	42	0.9%	44	0.9%	46	0.9%
Other Not Valid	13	0.3%	22	0.5%	14	0.3%
Unknown	115	2.4%	132	2.7%	150	3.0%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 24. Drivers of Large Trucks in Fatal Crashes by License Compliance, 2017-2019

License Compliance	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	4,386	92.4%	4,462	92.3%	4,573	92.4%
Not Licensed	33	0.7%	26	0.5%	26	0.5%
No License Required for Class of Vehicle	3	0.1%	4	0.1%	4	0.1%
No Valid License for Class of Vehicle	188	4.0%	175	3.6%	160	3.2%
Unknown if Required for Class of Vehicle	21	0.4%	22	0.5%	19	0.4%
Unknown	115	2.4%	143	3.0%	167	3.4%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 25. Large Truck Drivers in Fatal Crashes by License Compliance and Commercial Driver's License (CDL) Status, 2017-2019

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2017										
Valid License for Class of Vehicle	3,610	99.1%	746	82.9%	27	30.7%	3	2.6%	4,386	92.4%
Not Licensed	0	0.0%	33	3.7%	0	0.0%	0	0.0%	33	0.7%
No License Required for Class of Vehicle	1	*	2	0.2%	0	0.0%	0	0.0%	3	0.1%
No Valid License for Class of Vehicle	17	0.5%	109	12.1%	61	69.3%	1	0.9%	188	4.0%
Unknown if Required for Class of Vehicle	12	0.3%	9	1.0%	0	0.0%	0	0.0%	21	0.4%
Unknown	3	0.1%	1	0.1%	0	0.0%	111	96.5%	115	2.4%
Total	3,643	100.0%	900	100.0%	88	100.0%	115	100.0%	4,746	100.0%
2018										
Valid License for Class of Vehicle	3,574	98.8%	844	85.3%	43	45.7%	1	0.8%	4,462	92.3%
Not Licensed	0	0.0%	26	2.6%	0	0.0%	0	0.0%	26	0.5%
No License Required for Class of Vehicle	1	*	3	0.3%	0	0.0%	0	0.0%	4	0.1%
No Valid License for Class of Vehicle	15	0.4%	108	10.9%	51	54.3%	1	0.8%	175	3.6%
Unknown if Required for Class of Vehicle	16	0.4%	6	0.6%	0	0.0%	0	0.0%	22	0.5%
Unknown	10	0.3%	3	0.3%	0	0.0%	130	98.5%	143	3.0%
Total	3,616	100.0%	990	100.0%	94	100.0%	132	100.0%	4,832	100.0%
2019										
Valid License for Class of Vehicle	3,695	99.0%	845	86.0%	32	38.6%	1	0.7%	4,573	92.4%
Not Licensed	0	0.0%	26	2.6%	0	0.0%	0	0.0%	26	0.5%
No License Required for Class of Vehicle	2	0.1%	2	0.2%	0	0.0%	0	0.0%	4	0.1%
No Valid License for Class of Vehicle	13	0.3%	98	10.0%	49	59.0%	0	0.0%	160	3.2%
Unknown if Required for Class of Vehicle	12	0.3%	7	0.7%	0	0.0%	0	0.0%	19	0.4%
Unknown	12	0.3%	4	0.4%	2	2.4%	149	99.3%	167	3.4%
Total	3,734	100.0%	982	100.0%	83	100.0%	150	100.0%	4,949	100.0%

*Less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The CDL status category of "Not Valid" includes "Expired," "Suspended," "Disqualified," "Cancelled or Denied," "Revoked," and "Other Not Valid."

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 26. Large Truck Injury Crash Data by Injury Severity, 2019

Injury Severity	Injury Crashes		Large Trucks Involved in Injury Crashes		Persons Injured in Large Truck Crashes	
	Number	Percent	Number	Percent	Number	Percent
Suspected Serious Injury	13,000	11.3%	14,000	11.8%	16,000	9.9%
Suspected Minor Injury	37,000	32.0%	38,000	31.9%	48,000	30.5%
Possible Injury	63,000	55.1%	65,000	54.7%	92,000	57.7%
Injured, Severity Unknown	2,000	1.6%	2,000	1.6%	3,000	1.9%
Total	114,000	100.0%	119,000	100.0%	158,000	100.0%

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

Source: National Highway Traffic Safety Administration (NHTSA), Crash Report Sampling System (CRSS).

People Table 27. Drug Test Results for Large Truck Drivers in Fatal Crashes, 2017-2019

Drug Test Result	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,839	59.8%	2,949	61.0%	2,907	58.7%
No Drugs Reported/Negative	1,003	21.1%	1,030	21.3%	960	19.4%
Unknown	377	7.9%	422	8.7%	465	9.4%
Tested for Drugs, Results Unknown	139	2.9%	85	1.8%	49	1.0%
Unknown if Tested	92	1.9%	20	0.4%	269	5.4%
At Least One Positive Drug Test Result:	296	6.2%	326	6.7%	299	6.0%
<i>Narcotic</i>	49	1.0%	63	1.3%	63	1.3%
<i>Depressant</i>	36	0.8%	40	0.8%	39	0.8%
<i>Stimulant</i>	161	3.4%	113	2.3%	134	2.7%
<i>Hallucinogen</i>	8	0.2%	4	0.1%	7	0.1%
<i>Cannabinoid</i>	99	2.1%	149	3.1%	115	2.3%
<i>Phencyclidine (PCP)</i>	0	0.0%	0	0.0%	0	0.0%
<i>Inhalant</i>	0	0.0%	0	0.0%	0	0.0%
<i>Other Drugs</i>	96	2.0%	164	3.4%	147	3.0%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	11	0.2%	17	0.4%	15	0.3%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%

Notes: Drivers can test positive for more than one drug. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2017-2019

Drug Test Result	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	26,356	50.0%	26,188	50.5%	24,120	47.4%
No Drugs Reported/Negative	11,293	21.4%	10,642	20.5%	9,419	18.5%
Unknown	4,041	7.7%	4,824	9.3%	4,618	9.1%
Tested for Drugs, Results Unknown	1,165	2.2%	986	1.9%	588	1.2%
Unknown if Tested	991	1.9%	400	0.8%	3,773	7.4%
At Least One Positive Drug Test Result:	8,906	16.9%	8,865	17.1%	8,413	16.5%
<i>Narcotic</i>	2,213	4.2%	2,061	4.0%	1,851	3.6%
<i>Depressant</i>	1,900	3.6%	1,970	3.8%	1,578	3.1%
<i>Stimulant</i>	4,031	7.6%	3,893	7.5%	3,820	7.5%
<i>Hallucinogen</i>	211	0.4%	162	0.3%	215	0.4%
<i>Cannabinoid</i>	4,827	9.2%	4,798	9.2%	4,642	9.1%
<i>Phencyclidine (PCP)</i>	42	0.1%	46	0.1%	39	0.1%
<i>Anabolic Steroid</i>	1	*	2	*	3	*
<i>Inhalant</i>	6	*	8	*	13	*
<i>Other Drugs</i>	2,313	4.4%	3,134	6.0%	3,565	7.0%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	400	0.8%	441	0.8%	399	0.8%
Total	52,752	100.0%	51,905	100.0%	50,931	100.0%

*Less than 0.05 percent.

Note: Drivers can test positive for more than one drug.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 29. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2017-2019

Driver-Related Factors	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	320	6.7%	333	6.9%	374	7.6%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) ^a	274	5.8%	253	5.2%	261	5.3%
Impairment (Fatigue, Alcohol, Illness, etc.) ^a	209	4.4%	220	4.6%	232	4.7%
Failure to Yield Right of Way	220	4.6%	226	4.7%	229	4.6%
Careless Driving	193	4.1%	199	4.1%	219	4.4%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	171	3.6%	149	3.1%	167	3.4%
Improper Lane Usage ^b	145	3.1%	166	3.4%	146	3.0%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	130	2.7%	110	2.3%	116	2.3%
Following Improperly	99	2.1%	107	2.2%	108	2.2%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	40	0.8%	46	1.0%	77	1.6%
Overcorrecting	81	1.7%	65	1.3%	62	1.3%
Driver has a Driving Record or Driver's License from More than One State	51	1.1%	59	1.2%	58	1.2%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	49	1.0%	56	1.2%	50	1.0%
Making Improper Turn	34	0.7%	42	0.9%	43	0.9%
Stopping in Roadway (Vehicle Not Abandoned)	37	0.8%	35	0.7%	42	0.8%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	42	0.9%	37	0.8%	41	0.8%
Driving on Wrong Side of Road (Intentional or Unintentional)	33	0.7%	41	0.8%	39	0.8%
Improper or Erratic Lane Changing	38	0.8%	35	0.7%	27	0.5%
Severe Crosswind	2	*	4	0.1%	26	0.5%
Starting or Backing Improperly	25	0.5%	14	0.3%	21	0.4%
Operating Without Required Equipment	27	0.6%	19	0.4%	20	0.4%
Vehicle in Road	18	0.4%	20	0.4%	18	0.4%
Tire Blowout or Flat	15	0.3%	21	0.4%	18	0.4%
Looked But Did Not See ^c	—	—	23	0.5%	16	0.3%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	9	0.2%	13	0.3%	14	0.3%
Overloading or Improper Loading of Vehicle with Passengers or Cargo	16	0.3%	10	0.2%	12	0.2%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	5	0.1%	6	0.1%	10	0.2%
Phantom Vehicle	3	0.1%	13	0.3%	10	0.2%
Driver Has Not Complied With Physical or Other Imposed Restrictions	14	0.3%	11	0.2%	9	0.2%
Alcohol and/or Drug Test Refused	8	0.2%	8	0.2%	9	0.2%
Aggressive Driving / Road Rage	8	0.2%	5	0.1%	9	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass	6	0.1%	8	0.2%	9	0.2%
Driving Less Than Posted Minimum	4	0.1%	8	0.2%	7	0.1%
Fire Personnel ^d	—	—	—	—	7	0.1%
Tow Operator ^e	—	—	—	—	7	0.1%
At Least One Driver-Related Factor Recorded	1,541	32.5%	1,572	32.5%	1,628	32.9%
No Driver-Related Factors Recorded	3,205	67.5%	3,260	67.5%	3,321	67.1%
Total^f	4,746	100.0%	4,832	100.0%	4,949	100.0%
At Least One Moving Violation Recorded	416	8.8%	441	9.1%	464	9.4%
No Moving Violations Recorded	4,330	91.2%	4,391	90.9%	4,485	90.6%
Total^f	4,746	100.0%	4,832	100.0%	4,949	100.0%

— Not applicable.

*Less than 0.05 percent.

^a For more detail on driver distractions and impairments, see People Tables 31 and 32.

^b "Improper Lane Usage" was formerly known as "Failure to Keep in Proper Lane."

^c "Looked But Did Not See" was removed from the list of driver distraction-related factors and listed as a driver-related factor for the first time in 2018.

^d "Fire Personnel" was listed as a driver-related factor for the first time in 2019.

^e "Tow Operator" was listed as a driver-related factor for the first time in 2019.

^f The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 30. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2019

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	114	12.1%	260	6.5%	374	7.6%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) ^a	83	8.8%	178	4.4%	261	5.3%
Impairment (Fatigue, Alcohol, Illness, etc.) ^a	117	12.4%	115	2.9%	232	4.7%
Failure to Yield Right of Way	42	4.4%	187	4.7%	229	4.6%
Careless Driving	75	7.9%	144	3.6%	219	4.4%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	45	4.8%	122	3.0%	167	3.4%
Improper Lane Usage ^b	24	2.5%	122	3.0%	146	3.0%
Failure to Obey Actual Traffic Sign, Traffic Control Devices, or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	23	2.4%	93	2.3%	116	2.3%
Following Improperly	2	0.2%	106	2.6%	108	2.2%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	21	2.2%	56	1.4%	77	1.6%
Overcorrecting	44	4.7%	18	0.4%	62	1.3%
Driver has a Driving Record or Driver's License from More than One State	13	1.4%	45	1.1%	58	1.2%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	13	1.4%	37	0.9%	50	1.0%
Making Improper Turn	5	0.5%	38	0.9%	43	0.9%
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	42	1.0%	42	0.8%
Non-Traffic Violation Charged - Manslaughter or Homicide or Other Assault	7	0.7%	34	0.8%	41	0.8%
Driving on Wrong Side of Road (Intentional or Unintentional)	3	0.3%	36	0.9%	39	0.8%
Improper or Erratic Lane Changing	6	0.6%	21	0.5%	27	0.5%
Severe Crosswind	1	0.1%	25	0.6%	26	0.5%
Starting or Backing Improperly	9	1.0%	12	0.3%	21	0.4%
Operating Without Required Equipment	3	0.3%	17	0.4%	20	0.4%
Tire Blow-Out or Flat	10	1.1%	8	0.2%	18	0.4%
Vehicle in Road	2	0.2%	16	0.4%	18	0.4%
Looked But Did Not See	6	0.6%	10	0.2%	16	0.3%
Passing with Insufficient Distance or Inadequate Visibility	0	0.0%	14	0.3%	14	0.3%
Overloading or Improper Loading of Vehicle with Passenger or Cargo	4	0.4%	8	0.2%	12	0.2%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	4	0.4%	6	0.1%	10	0.2%
Phantom Vehicle	3	0.3%	7	0.2%	10	0.2%
Aggressive Driving / Road Rage	1	0.1%	8	0.2%	9	0.2%
Alcohol and/or Drug Test Refused	1	0.1%	8	0.2%	9	0.2%
Driver Has Not Complied With Physical or Other Imposed Restrictions	3	0.3%	6	0.1%	9	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, Curve, or School Bus Displaying Warning Not to Pass	0	0.0%	9	0.2%	9	0.2%
Driving Less Than Posted Minimum	0	0.0%	7	0.2%	7	0.1%
Fire Personnel	1	0.1%	6	0.1%	7	0.1%
Tow Operator	1	0.1%	6	0.1%	7	0.1%
At Least One Driver-Related Factor Recorded	468	49.6%	1,160	29.0%	1,628	32.9%
No Driver-Related Factors Recorded	476	50.4%	2,845	71.0%	3,321	67.1%
Total^c	944	100.0%	4,005	100.0%	4,949	100.0%
At Least One Moving Violation Recorded	95	10.1%	369	9.2%	464	9.4%
No Moving Violations Recorded	849	89.9%	3,636	90.8%	4,485	90.6%
Total^c	944	100.0%	4,005	100.0%	4,949	100.0%

^a For more detail on driver distractions and impairments, see People Tables 31 and 32.^b "Improper Lane Usage" was formerly known as "Failure to Keep in Proper Lane."^c The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 31. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2017-2019

Driver Distraction-Related Factors	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	75	1.6%	95	2.0%	95	1.9%
Distraction/Inattention	29	0.6%	32	0.7%	27	0.5%
Distracted, Details Unknown	24	0.5%	16	0.3%	25	0.5%
Distracted by Outside Person, Object, or Event	20	0.4%	16	0.3%	21	0.4%
Other Distraction	21	0.4%	18	0.4%	19	0.4%
Using or Reaching For Device/Object Brought Into Vehicle	17	0.4%	11	0.2%	17	0.3%
Other Cellular Phone Related	8	0.2%	10	0.2%	16	0.3%
Talking or Listening to Cellular Phone	11	0.2%	15	0.3%	13	0.3%
Eating or Drinking	7	0.1%	7	0.1%	8	0.2%
Dialing Cellular Phone	8	0.2%	7	0.1%	7	0.1%
Distracted By Other Occupant(s)	7	0.1%	2	*	5	0.1%
Careless/Inattentive	3	0.1%	12	0.2%	4	0.1%
Distracted By Moving Object in Vehicle	1	*	2	*	2	*
Lost In Thought/Day Dreaming	0	0.0%	1	*	2	*
Adjusting Audio and/or Climate Controls	2	*	2	*	0	0.0%
Distraction/Careless	2	*	0	0.0%	0	0.0%
Looked But Did Not See ^a	32	0.7%	—	—	—	—
Smoking Related	0	0.0%	1	*	0	0.0%
Using Other Device/Controls Integral to Vehicle	7	0.1%	6	0.1%	0	0.0%
At Least One Driver Distraction-Related Factor Recorded	274	5.8%	253	5.2%	261	5.3%
No Driver Distraction-Related Factors Recorded	4,472	94.2%	4,579	94.8%	4,688	94.7%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%
Driver Impairment-Related Factors	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Under the Influence of Alcohol, Drugs or Medication	92	1.7%	111	2.3%	92	1.9%
Asleep or Fatigued	66	1.3%	62	1.3%	71	1.4%
Ill, Blackout	22	0.5%	22	0.5%	34	0.7%
Emotional (Depressed, Angry, Disturbed, etc.)	8	0.2%	5	0.1%	17	0.3%
Physical Impairment – No Details	5	0.1%	11	0.2%	13	0.3%
Other Physical Impairment	16	0.3%	9	0.2%	5	0.1%
At Least One Driver Impairment-Related Factor Recorded	209	4.4%	220	4.6%	232	4.7%
No Driver Impairment-Related Factors Recorded	4,537	95.6%	4,612	95.4%	4,717	95.3%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%

— Not applicable.

*Less than 0.05 percent.

^a "Looked But Did Not See" was removed from the list of driver distraction-related factors and listed as a driver-related factor for the first time in 2018.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 32. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved and Distraction-Related and Impairment-Related Factors, 2019

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	28	3.0%	67	1.7%	95	1.9%
Distraction/Inattention	15	1.6%	12	0.3%	27	0.5%
Distracted, Details Unknown	10	1.1%	15	0.4%	25	0.5%
Distracted by Outside Person, Object, or Event	5	0.5%	16	0.4%	21	0.4%
Other Distraction	7	0.7%	12	0.3%	19	0.4%
Using or Reaching For Device/Object Brought Into Vehicle	1	0.1%	16	0.4%	17	0.3%
Other Cellular Phone Related	5	0.5%	11	0.3%	16	0.3%
Talking or Listening to Cellular Phone	7	0.7%	6	0.1%	13	0.3%
Eating or Drinking	1	0.1%	7	0.2%	8	0.2%
Dialing Cellular Phone	2	0.2%	5	0.1%	7	0.1%
Distracted By Other Occupant(s)	1	0.1%	4	0.1%	5	0.1%
Careless/Inattentive	0	0.0%	4	0.1%	4	0.1%
Distracted By Moving Object in Vehicle	1	0.1%	1	*	2	*
Lost In Thought/Day Dreaming	0	0.0%	2	*	2	*
At Least One Driver Distraction-Related Factor Recorded	83	8.8%	178	4.4%	261	5.3%
No Driver Distraction-Related Factors Recorded	861	91.2%	3,827	95.6%	4,688	94.7%
Total	944	100.0%	4,005	100.0%	4,949	100.0%
Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Under the Influence of Alcohol, Drugs, or Medication	92	1.7%	111	2.3%	92	1.9%
Asleep or Fatigued	66	1.3%	62	1.3%	71	1.4%
Ill, Blackout	22	0.5%	22	0.5%	34	0.7%
Emotional (Depressed, Angry, Disturbed, etc.)	8	0.2%	5	0.1%	17	0.3%
Physical Impairment – No Details	5	0.1%	11	0.2%	13	0.3%
Other Physical Impairment	16	0.3%	9	0.2%	5	0.1%
At Least One Driver Impairment-Related Factor Recorded	209	4.4%	220	4.6%	232	4.7%
No Driver Impairment-Related Factors Recorded	4,537	95.6%	4,612	95.4%	4,717	95.3%
Total	4,746	100.0%	4,832	100.0%	4,949	100.0%

*Less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 33. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2017-2019

Driver-Related Factors	2017		2018		2019	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	6,818	16.6%	6,621	16.5%	6,496	16.6%
Impairment (Fatigue, Alcohol, Illness, etc.)	6,653	16.2%	6,230	15.5%	5,898	15.1%
Failure to Yield Right of Way	3,322	8.1%	3,196	7.9%	3,272	8.4%
Improper Lane Usage ^a	3,403	8.3%	3,246	8.1%	2,920	7.5%
Careless Driving	2,419	5.9%	2,259	5.6%	2,585	6.6%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	2,870	7.0%	2,215	5.5%	2,458	6.3%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	1,794	4.4%	1,693	4.2%	1,717	4.4%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	1,642	4.0%	1,568	3.9%	1,462	3.7%
Overcorrecting	1,700	4.1%	1,494	3.7%	1,407	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	1,259	3.1%	1,237	3.1%	1,213	3.1%
Driving on Wrong Side of Road (Intentional or Unintentional)	1,007	2.5%	1,005	2.5%	970	2.5%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	695	1.7%	608	1.5%	613	1.6%
Improper or Erratic Lane Changing	835	2.0%	552	1.4%	541	1.4%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	474	1.2%	565	1.4%	521	1.3%
Following Improperly	411	1.0%	389	1.0%	425	1.1%
Aggressive Driving / Road Rage	317	0.8%	322	0.8%	322	0.8%
Making Improper Turn	416	1.0%	523	1.3%	322	0.8%
Passing with Insufficient Distance or Inadequate Visibility or Failing	228	0.6%	206	0.5%	263	0.7%
Driver has a Driving Record or Driver's License from More than One State	284	0.7%	301	0.7%	233	0.6%
Police Pursuing this Driver or Police Officer in Pursuit	218	0.5%	209	0.5%	228	0.6%
Looked But Did Not See ^b	—	—	303	0.8%	216	0.6%
Driver Has Not Complied With Physical or Other Imposed Restrictions	177	0.4%	154	0.4%	176	0.4%
Driving Wrong Way on One-Way Trafficway	97	0.2%	124	0.3%	145	0.4%
Stopping in Roadway (Vehicle Not Abandoned)	132	0.3%	146	0.4%	143	0.4%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	133	0.3%	101	0.3%	127	0.3%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass	167	0.4%	155	0.4%	98	0.3%
Alcohol and/or Drug Test Refused	80	0.2%	87	0.2%	94	0.2%
Operator Inexperience	100	0.2%	88	0.2%	90	0.2%
Vehicle in Road	72	0.2%	70	0.2%	67	0.2%
Tire Blowout or Flat	100	0.2%	80	0.2%	57	0.1%
Starting or Backing Improperly	47	0.1%	50	0.1%	51	0.1%
Passing on Right Side	39	0.1%	48	0.1%	50	0.1%
Phantom Vehicle	56	0.1%	70	0.2%	50	0.1%
Police or Law Enforcement Officer	56	0.1%	50	0.1%	49	0.1%
Slippery or Loose Surface	25	0.1%	44	0.1%	49	0.1%
At Least One Driver-Related Factor Recorded	22,236	54.2%	21,535	53.5%	20,923	53.4%
No Driver-Related Factors Recorded	18,775	45.8%	18,687	46.5%	18,250	46.6%
Total^c	41,011	100.0%	40,222	100.0%	39,173	100.0%
At Least One Moving Violation Recorded	4,551	11.1%	4,623	11.5%	4,713	12.0%
No Moving Violations Recorded	36,460	88.9%	35,599	88.5%	34,460	88.0%
Total^c	41,011	100.0%	40,222	100.0%	39,173	100.0%

— Not applicable.

^a "Improper Lane Usage" was formerly known as "Failure to Keep in Proper Lane."^b "Looked But Did Not See" was removed from the list of driver distraction-related factors and listed as a driver-related factor for the first time in 2018.^c The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.

Note: A passenger vehicle is defined here as a car or light truck (including pickups, vans, and sport utility vehicles).

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 34. Drivers of Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2019

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	3,939	26.5%	2,557	10.5%	6,496	16.6%
Impairment (Fatigue, Alcohol, Illness, etc.)	3,313	22.3%	2,585	10.6%	5,898	15.1%
Failure to Yield Right of Way	429	2.9%	2,843	11.7%	3,272	8.4%
Improper Lane Usage ^a	572	3.8%	2,348	9.7%	2,920	7.5%
Careless Driving	1,336	9.0%	1,249	5.1%	2,585	6.6%
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,117	7.5%	1,341	5.5%	2,458	6.3%
Failure to Obey Actual Traffic Sign, Traffic Control Devices, or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	355	2.4%	1,362	5.6%	1,717	4.4%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	802	5.4%	660	2.7%	1,462	3.7%
Overcorrecting	1,160	7.8%	247	1.0%	1,407	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	536	3.6%	677	2.8%	1,213	3.1%
Driving on Wrong Side of Road (Intentional or Unintentional)	100	0.7%	870	3.6%	970	2.5%
Non-Traffic Violation Charged - Manslaughter or Homicide or Other Assault	285	1.9%	328	1.3%	613	1.6%
Improper or Erratic Lane Changing	164	1.1%	377	1.6%	541	1.4%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	229	1.5%	292	1.2%	521	1.3%
Following Improperly	26	0.2%	399	1.6%	425	1.1%
Aggressive Driving / Road Rage	185	1.2%	137	0.6%	322	0.8%
Making Improper Turn	66	0.4%	256	1.1%	322	0.8%
Passing with Insufficient Distance or Inadequate Visibility	48	0.3%	215	0.9%	263	0.7%
Driver has a Driving Record or Driver's License from More than One State	83	0.6%	150	0.6%	233	0.6%
Police Pursuing this Driver or Police Officer in Pursuit	139	0.9%	89	0.4%	228	0.6%
Looked But Did Not See	90	0.6%	126	0.5%	216	0.6%
Driver Has Not Complied With Physical or Other Imposed Restrictions	95	0.6%	81	0.3%	176	0.4%
Driving Wrong Way on One-Way Trafficway	12	0.1%	133	0.5%	145	0.4%
Stopping in Roadway (Vehicle Not Abandoned)	6	*	137	0.6%	143	0.4%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	67	0.5%	60	0.2%	127	0.3%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, Curve, or School Bus Displaying Warning Not to Pass	17	0.1%	81	0.3%	98	0.3%
Alcohol and/or Drug Test Refused	44	0.3%	50	0.2%	94	0.2%
Operator Inexperience	45	0.3%	45	0.2%	90	0.2%
Vehicle in Road	15	0.1%	52	0.2%	67	0.2%
Tire Blow-Out or Flat	45	0.3%	12	0.0%	57	0.1%
Starting or Backing Improperly	34	0.2%	17	0.1%	51	0.1%
Passing on Right Side	18	0.1%	32	0.1%	50	0.1%
Phantom Vehicle	30	0.2%	20	0.1%	50	0.1%
Police or Law Enforcement Officer	10	0.1%	39	0.2%	49	0.1%
Slippery or Loose Surface	26	0.2%	23	0.1%	49	0.1%
At Least One Driver-Related Factor Recorded	9,129	61.4%	11,794	48.5%	20,923	53.4%
No Driver-Related Factors Recorded	5,740	38.6%	12,510	51.5%	18,250	46.6%
Total^b	14,869	100.0%	24,304	100.0%	39,173	100.0%
At Least One Moving Violation Recorded	1,816	12.2%	2,897	11.9%	4,713	12.0%
No Moving Violations Recorded	13,053	87.8%	21,407	88.1%	34,460	88.0%
Total^b	14,869	100.0%	24,304	100.0%	39,173	100.0%

*Less than 0.05 percent.

^a "Improper Lane Usage" was formerly known as "Failure to Keep in Proper Lane."

^b The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.

Note: A passenger vehicle is defined here as a car or light truck (including pickups, vans, and sport utility vehicles).

Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

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