U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2018

Federal Motor Carrier Safety Administration
Analysis Division

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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 2018. 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 2018 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 2016 and 2017 are reflected in this report. Updated final counts for 2018 will be reflected in the 2019 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/2018.

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2018 in the context of available historical data for past years. In the other chapters, the 2018 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 2018. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2018. Nonfatal crash statistics are presented for 1998 through 2018. From 1998 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 2018, 5,096 large trucks and buses were involved in fatal crashes, a 1-percent increase from 2017. Although the number of large trucks and buses in fatal crashes has increased by 48 percent from its low of 3,432 in 2009, the 2018 number is still 3 percent lower than the 21st-century peak of 5,231 in 2005. From 2017 to 2018, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles remained constant at 0.160, 22 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 45 percent between 2009 and 2018. From 2017 to 2018, the number of fatal crashes involving large trucks or buses increased by 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 2018, according to NHTSA's CRSS data, large truck and bus injury crashes increased 8 percent (from 112,000 in 2016 to 121,000 in 2018).
- On average, from 2008 to 2018, intercity buses accounted for 12 percent, and school buses and transit buses accounted for 40 percent and 35 percent, respectively, of all buses involved in fatal crashes.
- In 2018, there were 85 school buses and 15 intercity buses involved in fatal crashes, both of which were the second-lowest numbers recorded since FARS began in 1975, with 2017's counts of 73 and 13, respectively, being the lowest.
- Over the past year (from 2017 to 2018):
  - The number of large trucks involved in fatal crashes increased 1 percent, from 4,804 to 4,862, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) decreased 1 percent, from 1.61 to 1.59.
  - The number of large trucks involved in injury crashes increased by 5 percent, from 107,000 to 112,000.
  - The number of large trucks involved in property damage only crashes increased by 14 percent, from 363,000 to 414,000.
  - The number of buses involved in fatal crashes remained steady at 234.

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, 1975-2018

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†	4,586	5,038	921	5,151	3,212,347	0.143	0.157	0.160	13,212,447
2018†	4,630	5,096	928	5,184	3,240,327	0.143	0.157	0.160	14,226,062

†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 2018.* Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 2. Large Truck and Bus Injury Crash Statistics, 1998-2018

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	
1998	98,000	101,000	156,000	2,631,522	3.71	3.85	5.91	8,447,810
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

*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1998-2018

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	
1998	341,000	359,000	2,631,522	13.0	13.6	8,447,810
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

*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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2018

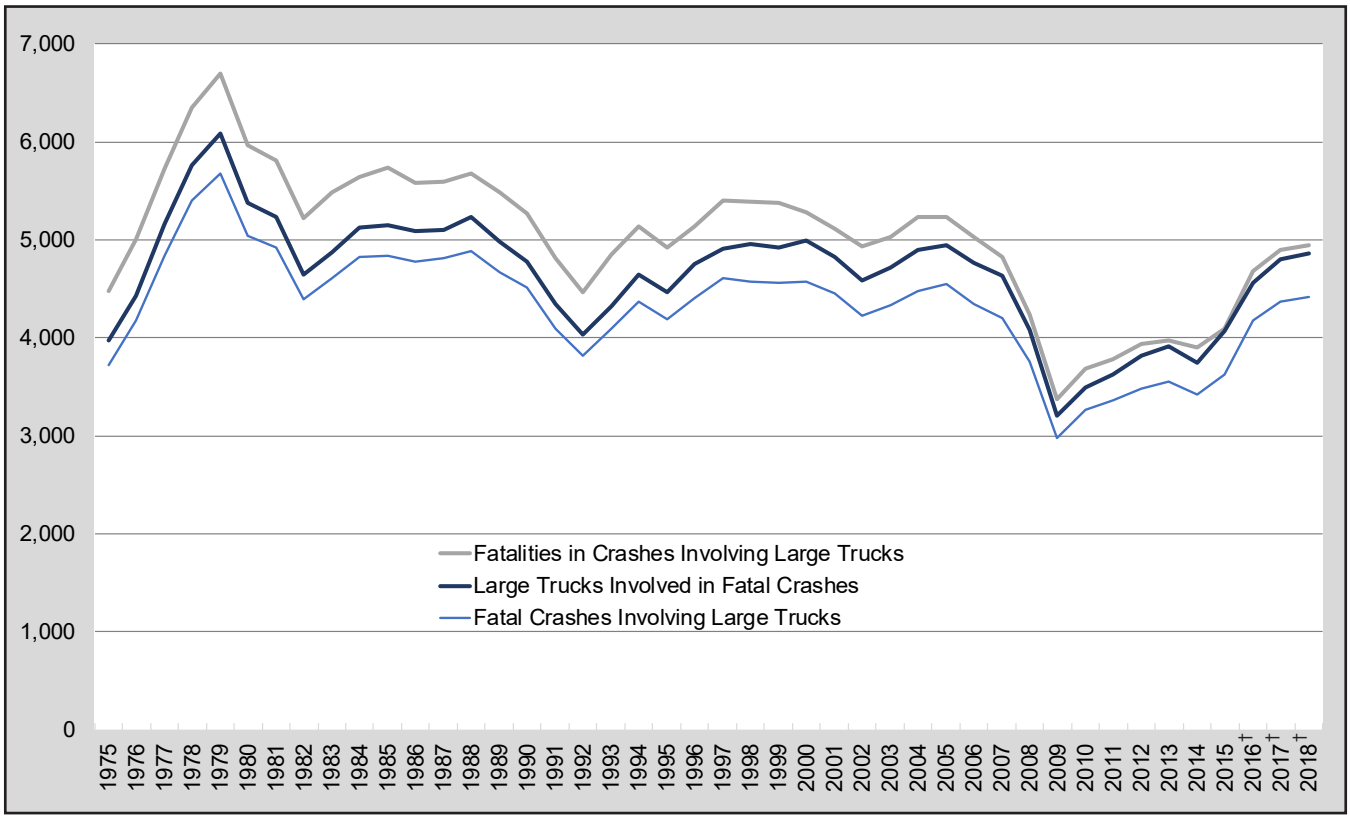
Year	Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks			Large Trucks Registered
						Fatal Crashes 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†	4,366	4,804	878	4,905	297,593	1.47	1.61	1.65	12,229,216
2018†	4,415	4,862	885	4,951	304,864	1.45	1.59	1.62	13,233,910

†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 2018*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2018



†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, 1975-2018

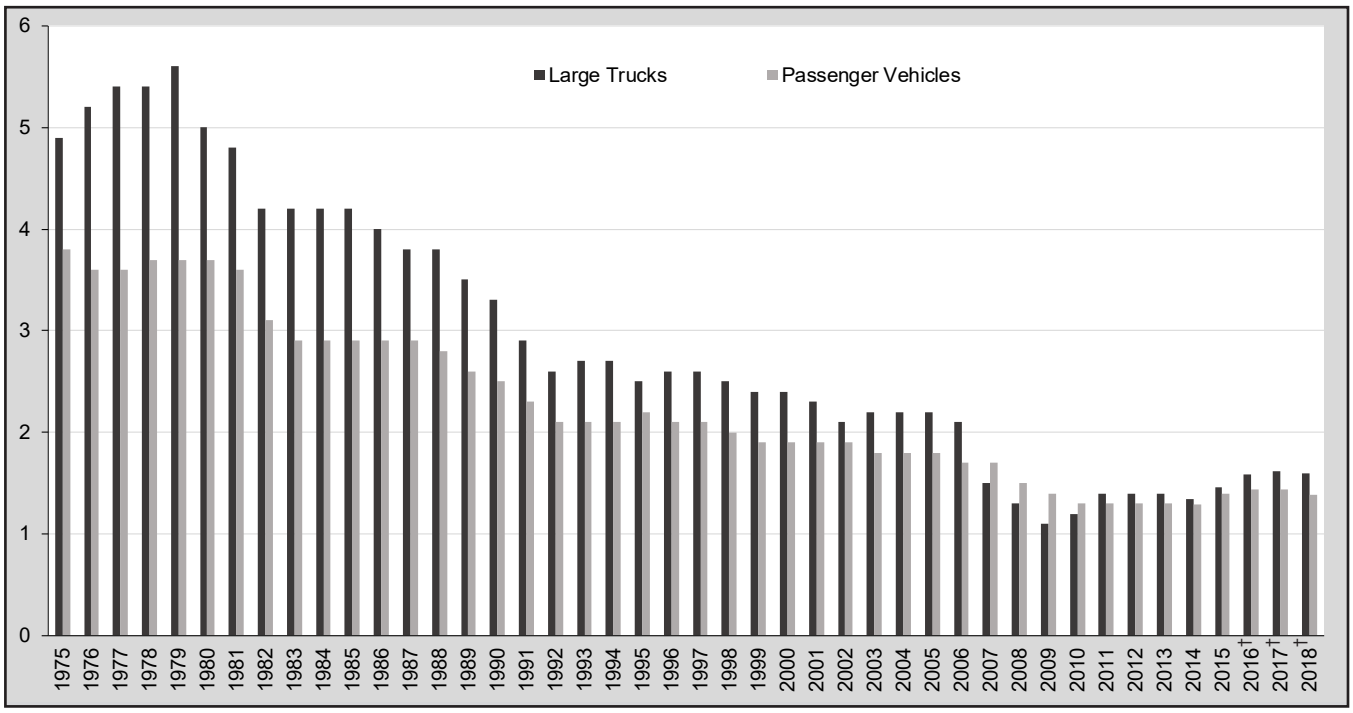
Year	Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Passenger Vehicle Occupant Fatalities	Total Fatalities in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger 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	240,155,237
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†	29,059	40,108	22,697	31,825	2,897,083	1.00	1.38	1.10	250,709,853

†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 2018*. 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, 1975-2018

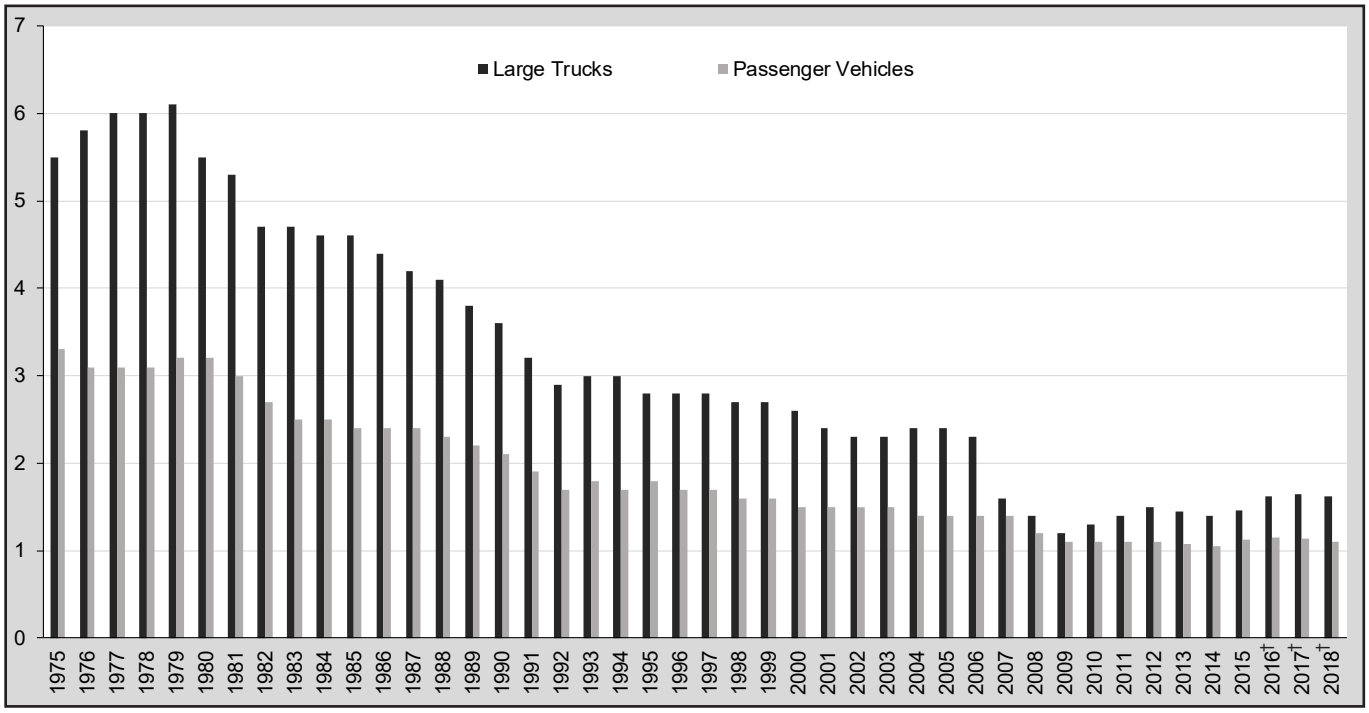


†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology 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 2018*. 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, 1975-2018



†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 2018*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2018

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	33,654	51,872	29,206	36,560	3,240,327	1.04	1.60	1.13	273,602,100

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 2018*. 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, 1998-2018

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	
1998	85,000	89,000	127,000	196,380	43.3	45.1	64.8	7,732,270
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

*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1998-2018

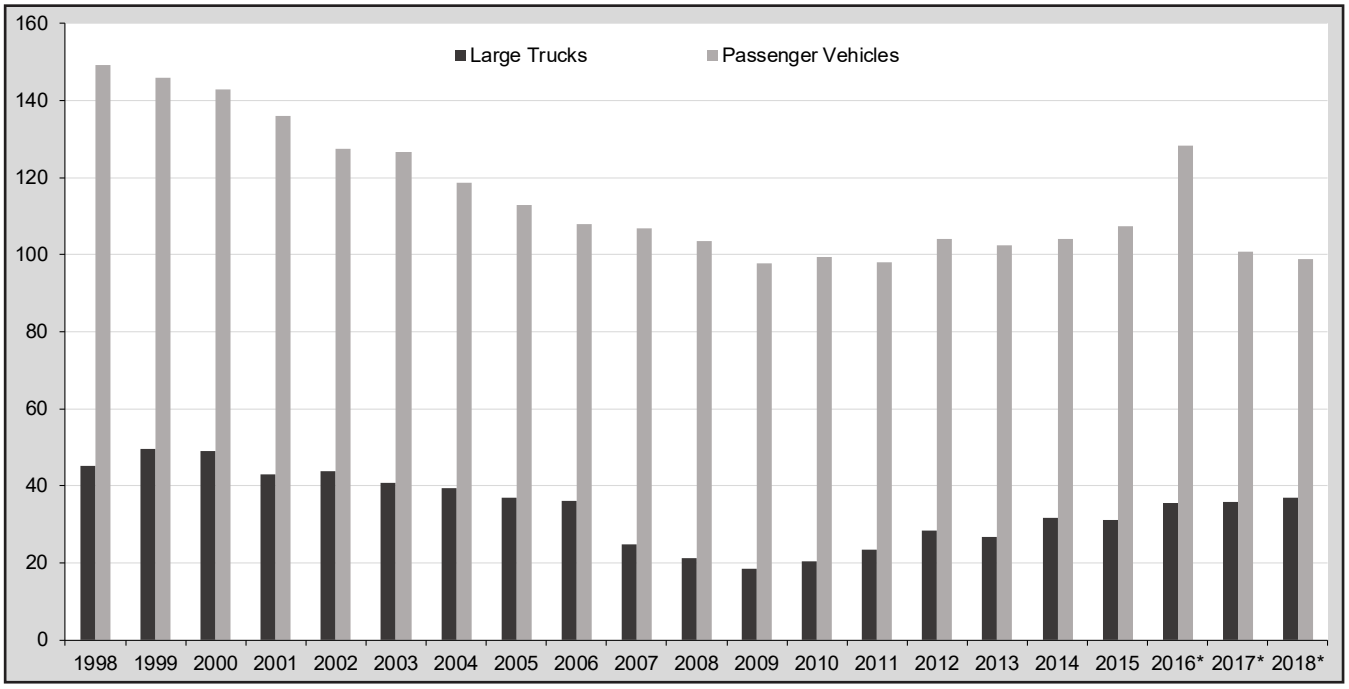
Year	Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
					Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	
1998	1,987,000	3,604,000	3,141,000	2,417,852	82.2	149.1	129.9	195,749,209
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	240,155,237
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

*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1998-2018

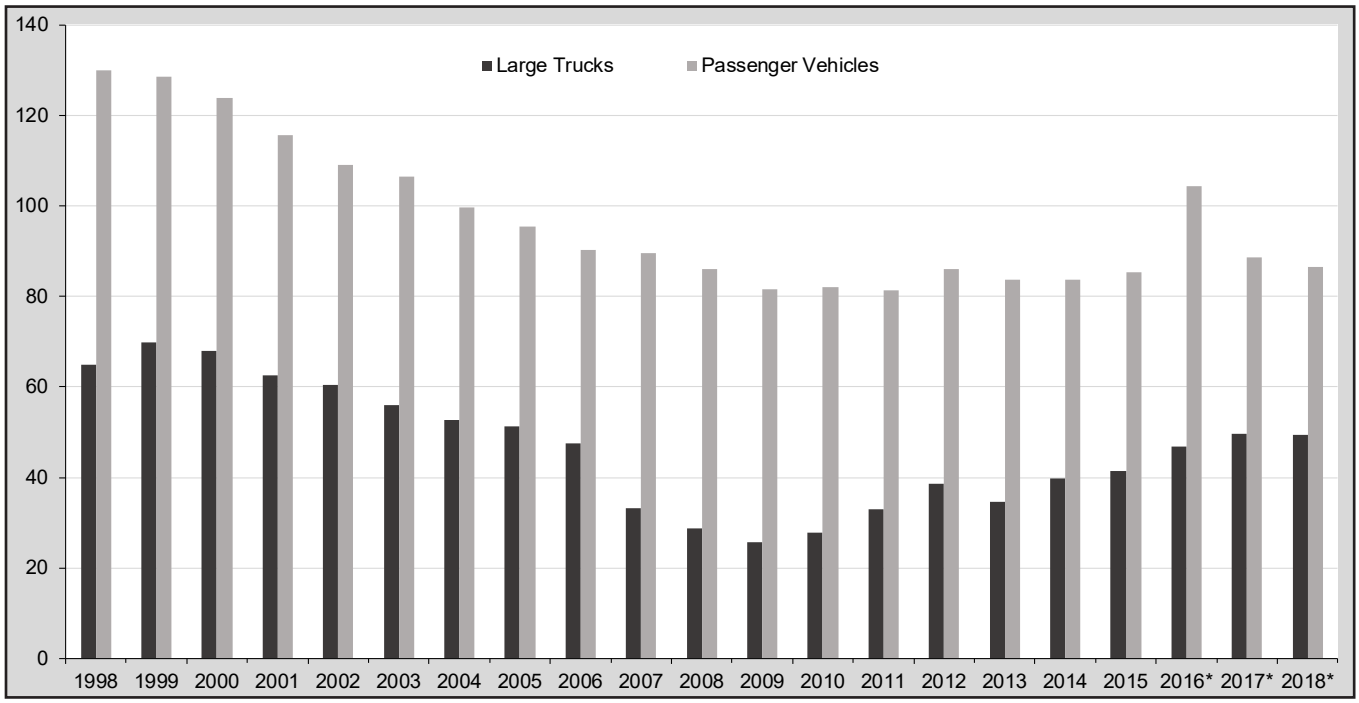


*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

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 2018*. Injury Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1998-2018



*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 2018*. Injury Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1998-2018

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	
1998	2,029,000	3,757,000	3,192,000	2,631,522	77.1	142.8	121.3	208,076,469
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

*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1998-2018

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	
1998	302,000	318,000	196,380	153.8	162.0	7,732,270
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

*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 travled (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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1998-2018

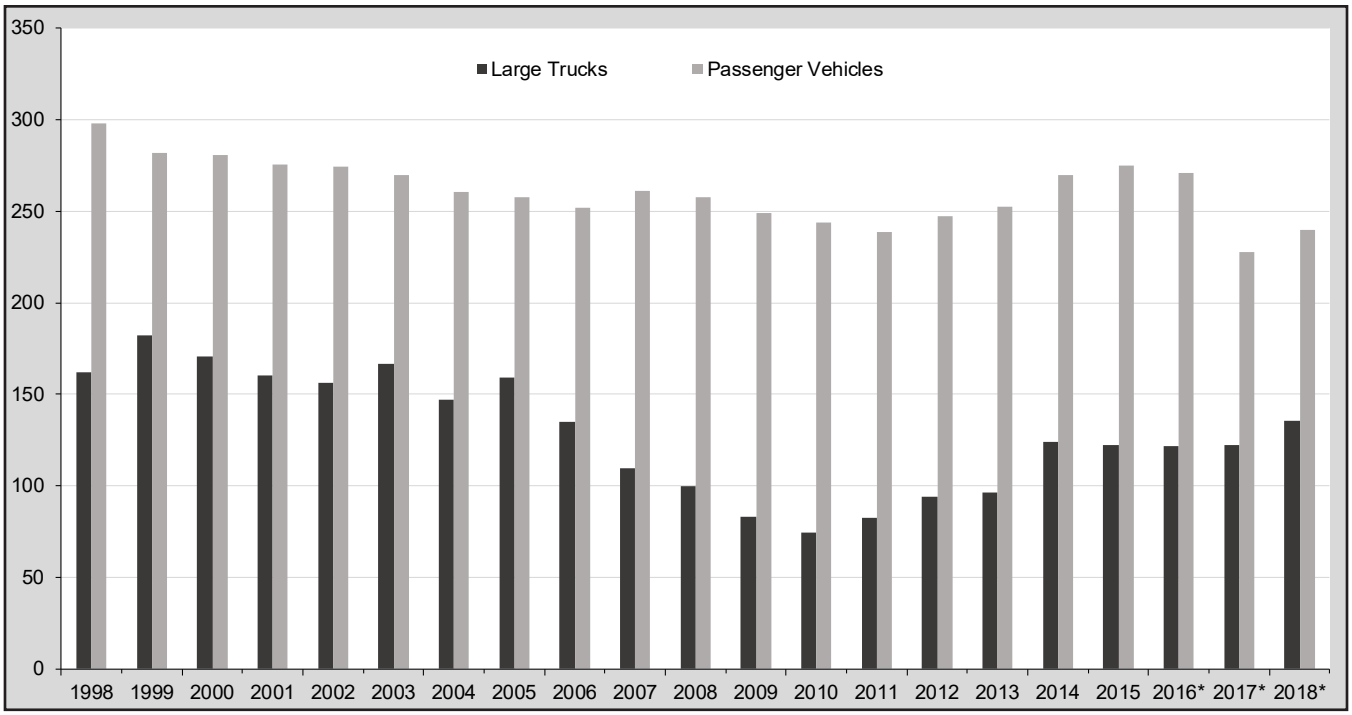
Year	PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles		Passenger Vehicles Registered
				PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	
1998	4,168,000	7,211,000	2,417,852	172.4	298.2	195,749,209
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	240,155,237
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

*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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1998-2018



*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 2018.* PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1998-2018

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	
1998	4,269,000	7,587,000	2,631,522	162.2	288.3	208,076,469
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

*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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2018

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	284	17	23	**4,412**
2018†	1,673	1,524	535	350	284	25	19	**4,410**

†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, 1975-2018

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	22	**414**	3,680	**4,094**
2016†	397	98	17	**512**	4,166	**4,678**
2017†	391	78	24	**493**	4,412	**4,905**
2018†	442	76	23	**541**	4,409	**4,950**

†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, 1998-2018

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1998	4,905	2.5%	1.5%	28,907	25.6%	21.3%
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†	4,786	4.6%	3.1%	20,175	24.4%	20.9%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1998	19,247	26.2%	22.2%	2,333	41.1%	34.4%
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%	5,375	34.0%	26.8%
2018†	19,663	22.5%	19.2%	5,108	33.3%	25.3%

†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, 1975-2018

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†	2,897	3,189	505	3,285	184,165	1.57	1.73	1.78	2,906,011

†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, 1975-2018

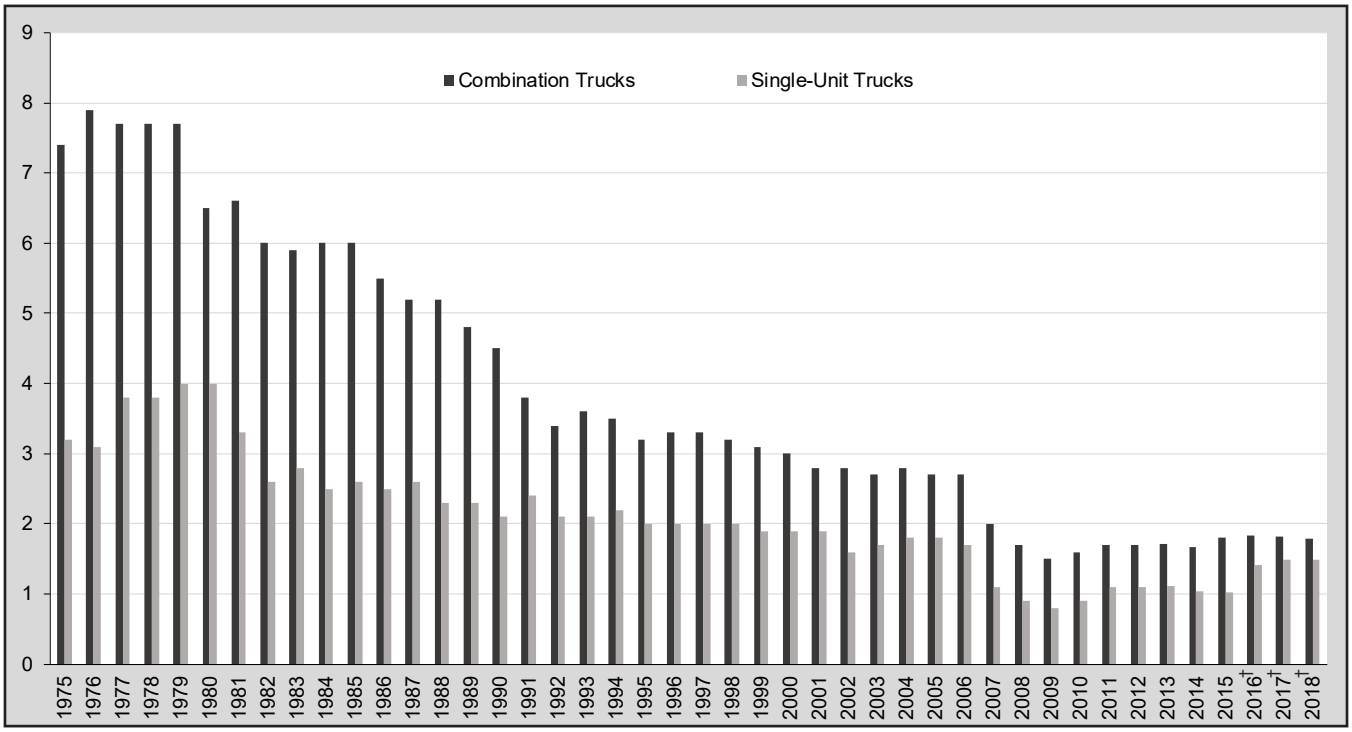
Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Single-Unit Truck Occupant Fatalities	Total Fatalities in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit 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†	1,548	1,583	359	1,727	116,102	1.33	1.36	1.49	9,336,998
2018†	1,636	1,673	380	1,799	120,699	1.36	1.39	1.49	10,327,899

†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, 1975-2018



†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 2018*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 18. Combination Truck Injury Crash Statistics, 1998-2018

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	
1998	49,000	51,000	75,000	128,359	37.9	39.4	58.3	1,997,345
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

*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1998-2018

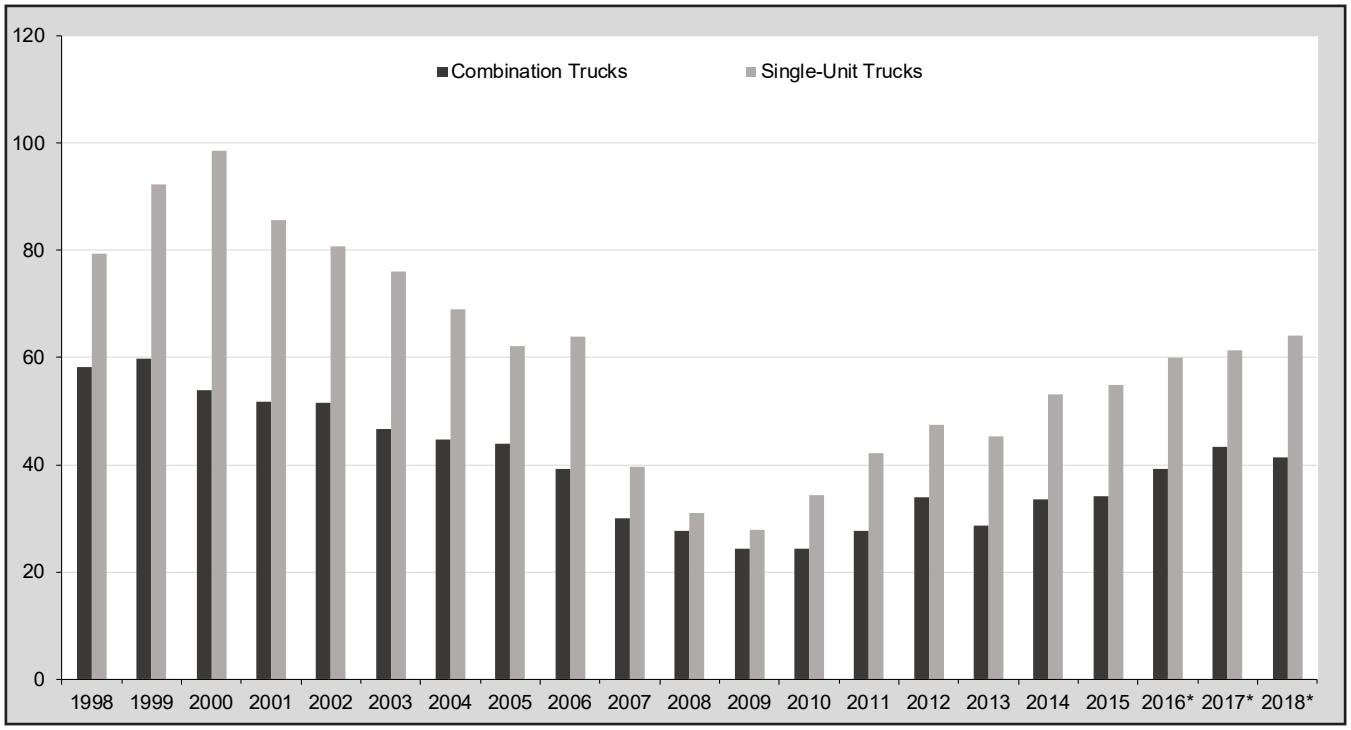
Year	Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
					Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	
1998	38,000	38,000	54,000	68,021	55.2	56.0	79.4	5,734,925
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

*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1998-2018



*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 2018*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1998-2018

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	
1998	170,000	178,000	128,359	132.3	138.9	1,997,345
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

*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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1998-2018

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	
1998	138,000	140,000	68,021	202.5	205.5	5,734,925
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

*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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2018

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	230	234	43	262	18,303	1.26	1.28	1.43	992,152

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 2018.* Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1998-2018

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	
1998	13,000	13,000	30,000	7,007	181.2	181.9	426.5	715,540
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

*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 2018.* Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1998-2018

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	
1998	40,000	40,000	7,007	576.6	577.4	715,540
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

*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 2018*. PDO Crashes and Vehicles Involved: NHTSA, GES (1998-2015) and CRSS (2016-2018).

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2018

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	84	15	83	26	20	3	**230**

[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, 1975-2018

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	95	32	15	4	**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, 1975-2018

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	94	25	89	29	22	4	**262**

[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, 1975-2018

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	12	13	2	10	6	0	**43**

[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, 2008-2018

State	2008	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†
Alabama	131	80	114	100	107	109	84	101	149	99	122
Alaska	5	3	7	0	4	4	5	1	7	6	10
Arizona	98	66	65	68	85	63	67	91	84	95	90
Arkansas	76	79	83	88	91	83	78	70	76	89	86
California	318	275	236	282	261	259	301	305	375	383	352
Colorado	68	40	49	51	58	56	63	64	88	87	91
Connecticut	24	13	23	14	16	20	21	37	31	23	31
Delaware	7	11	9	10	9	10	12	12	9	15	15
District of Columbia	1	1	3	2	1	3	5	2	0	0	3
Florida	264	181	181	213	213	197	190	225	320	298	321
Georgia	180	153	153	174	153	163	155	182	203	228	187
Hawaii	6	5	4	3	6	7	4	5	6	9	7
Idaho	30	20	15	21	13	34	23	26	36	48	53
Illinois	154	146	88	122	122	142	111	103	151	149	166
Indiana	137	96	115	136	112	117	128	118	118	152	146
Iowa	73	65	88	60	60	61	48	61	74	67	63
Kansas	63	59	86	65	64	68	46	65	81	95	85
Kentucky	113	112	100	88	82	78	68	81	106	91	106
Louisiana	111	83	107	80	108	84	80	79	92	102	103
Maine	23	22	14	17	11	18	10	11	20	25	16
Maryland	52	50	44	39	66	58	49	58	65	55	70
Massachusetts	23	20	19	35	18	31	27	28	31	28	37
Michigan	88	67	85	61	73	88	98	75	113	90	105
Minnesota	70	59	90	52	60	75	66	64	62	61	44
Mississippi	70	61	55	73	51	63	81	72	90	105	108
Missouri	124	86	84	101	92	85	100	105	118	112	129
Montana	25	24	14	31	11	20	12	20	25	24	17
Nebraska	43	43	55	31	44	29	52	40	58	41	51
Nevada	22	19	15	35	19	18	17	27	29	37	24
New Hampshire	13	8	6	8	6	13	12	6	9	13	22
New Jersey	47	69	52	53	60	60	74	50	59	53	91
New Mexico	45	36	46	48	42	54	72	46	44	72	68
New York	119	107	120	114	100	118	98	126	119	126	99
North Carolina	162	128	117	117	127	139	121	129	163	165	177
North Dakota	20	31	18	40	48	63	49	47	13	28	30
Ohio	143	114	132	117	152	131	130	167	141	171	182
Oklahoma	115	94	91	112	124	112	134	106	127	134	115
Oregon	37	30	46	50	28	33	32	53	56	54	71
Pennsylvania	192	134	164	160	166	155	162	161	169	168	142
Rhode Island	2	5	2	1	4	5	2	1	2	8	2
South Carolina	85	82	65	89	84	64	63	114	111	96	122
South Dakota	14	16	25	12	20	18	21	13	8	22	27
Tennessee	95	92	92	108	112	127	110	116	121	135	130
Texas	453	318	400	432	573	535	553	567	602	657	664
Utah	29	21	35	22	18	20	18	39	29	37	37
Vermont	7	6	10	6	5	8	11	8	7	10	11
Virginia	81	77	77	76	84	89	90	71	100	104	107
Washington	55	31	30	33	45	40	36	40	52	79	62
West Virginia	47	34	50	34	45	46	30	22	31	55	52
Wisconsin	63	55	56	71	65	83	55	56	73	85	73
Wyoming	30	11	27	26	26	25	34	28	25	19	29
Total	**4,245**	**3,380**	**3,686**	**3,781**	**3,944**	**3,981**	**3,908**	**4,094**	**4,678**	**4,905**	**4,951**

†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, 2008-2018

State	2008	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†
Alabama	114	73	102	88	100	101	74	94	131	85	109
Alaska	5	3	5	0	4	3	5	1	6	5	8
Arizona	83	58	52	57	66	56	59	79	70	84	78
Arkansas	69	70	74	82	82	74	68	58	68	80	76
California	283	240	219	249	233	240	266	280	324	340	314
Colorado	53	35	42	42	47	50	57	56	83	80	82
Connecticut	23	13	23	13	16	20	17	32	30	20	29
Delaware	7	7	9	9	8	10	11	12	9	15	11
District of Columbia	1	1	3	2	1	3	4	2	0	0	3
Florida	237	170	170	194	182	179	168	197	286	281	295
Georgia	168	129	138	155	139	142	128	161	192	207	174
Hawaii	6	4	4	3	6	7	4	5	5	6	7
Idaho	26	18	15	18	13	31	20	23	34	46	45
Illinois	126	85	100	109	106	123	102	93	140	126	145
Indiana	114	82	101	111	101	99	112	106	110	132	133
Iowa	63	56	79	48	52	57	46	48	61	63	57
Kansas	53	50	68	56	55	63	42	58	68	78	73
Kentucky	93	101	84	82	76	69	63	76	98	77	90
Louisiana	97	68	88	71	90	70	72	67	82	89	93
Maine	20	20	13	16	10	16	10	10	14	24	15
Maryland	48	45	39	37	54	53	47	48	60	51	64
Massachusetts	21	18	19	33	17	30	26	27	30	27	35
Michigan	82	62	80	58	67	74	87	69	100	78	97
Minnesota	62	48	74	49	53	70	60	58	51	59	42
Mississippi	66	53	52	58	39	55	66	64	81	95	93
Missouri	107	79	76	90	84	71	85	96	109	105	114
Montana	24	21	12	23	11	19	7	17	22	21	16
Nebraska	38	40	45	27	34	25	41	35	43	39	40
Nevada	20	18	15	24	19	17	15	25	27	35	21
New Hampshire	12	7	6	8	6	11	12	6	8	12	18
New Jersey	44	60	52	51	55	57	69	48	58	51	77
New Mexico	40	33	41	41	38	47	56	42	37	56	52
New York	109	100	111	107	90	108	91	113	111	117	95
North Carolina	140	112	98	108	117	122	109	114	152	139	160
North Dakota	19	28	14	30	40	54	41	37	12	23	25
Ohio	129	101	114	105	138	120	114	156	128	150	158
Oklahoma	100	71	87	95	108	104	109	97	115	121	108
Oregon	35	27	42	48	27	32	27	47	52	51	65
Pennsylvania	174	120	152	150	149	144	146	139	146	158	124
Rhode Island	2	4	2	1	3	5	2	1	2	7	2
South Carolina	73	76	57	77	79	60	59	95	102	89	114
South Dakota	13	12	19	10	15	17	19	13	8	16	22
Tennessee	83	82	82	97	97	109	93	101	105	120	118
Texas	392	273	349	386	496	456	481	480	525	563	589
Utah	28	21	27	20	16	19	17	33	25	35	32
Vermont	6	6	9	6	5	7	9	5	7	7	8
Virginia	70	68	72	69	75	81	82	69	89	92	100
Washington	52	29	27	28	41	34	33	32	49	75	55
West Virginia	38	29	39	32	44	44	23	22	27	42	45
Wisconsin	59	46	51	68	57	75	50	53	63	75	63
Wyoming	27	11	19	24	25	21	25	22	22	19	26
Total	**3,754**	**2,983**	**3,271**	**3,365**	**3,486**	**3,554**	**3,429**	**3,622**	**4,177**	**4,366**	**4,415**

†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, 2008-2018

State	2008	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†
Alabama	124	81	105	96	111	107	76	103	141	94	115
Alaska	5	3	5	0	4	4	5	1	7	5	8
Arizona	100	67	54	65	73	69	61	88	80	94	89
Arkansas	76	80	79	101	88	86	75	65	72	89	91
California	304	263	240	265	251	265	282	300	358	361	339
Colorado	58	40	46	46	51	51	60	66	89	87	89
Connecticut	28	15	23	14	16	20	19	33	34	21	30
Delaware	7	7	9	10	10	10	11	12	9	15	11
District of Columbia	1	1	3	2	1	3	4	2	0	0	3
Florida	270	179	179	201	193	187	179	215	306	302	325
Georgia	180	135	145	169	149	157	135	178	207	238	193
Hawaii	6	4	4	3	6	7	4	5	5	6	7
Idaho	32	18	15	18	17	31	21	25	38	50	49
Illinois	138	90	113	120	115	136	116	105	154	140	165
Indiana	129	108	111	130	115	116	138	134	124	146	144
Iowa	69	63	90	49	65	59	47	50	64	71	65
Kansas	57	51	71	58	59	66	47	64	70	86	80
Kentucky	98	109	90	88	88	71	67	92	100	81	105
Louisiana	104	74	93	81	102	74	84	75	89	101	101
Maine	21	21	13	17	10	16	10	10	15	26	16
Maryland	49	52	39	38	57	60	49	52	64	54	67
Massachusetts	22	19	19	33	17	30	27	30	31	28	39
Michigan	90	64	83	61	70	88	90	105	110	91	105
Minnesota	62	50	77	53	54	74	63	62	53	61	45
Mississippi	70	54	55	62	44	57	72	71	91	100	100
Missouri	117	83	76	95	89	77	95	107	113	114	135
Montana	28	21	13	24	11	19	7	18	22	21	18
Nebraska	41	42	49	29	42	27	45	37	49	40	47
Nevada	21	19	16	28	21	24	15	26	28	38	22
New Hampshire	12	7	6	8	6	11	12	6	8	12	19
New Jersey	48	65	59	59	62	64	81	57	61	53	80
New Mexico	43	33	43	44	39	55	66	53	47	81	68
New York	113	101	116	112	97	114	104	117	116	120	98
North Carolina	143	116	104	118	132	125	111	119	162	149	168
North Dakota	21	28	17	32	44	64	45	42	14	26	27
Ohio	133	108	123	113	145	151	130	186	141	167	176
Oklahoma	108	78	88	100	124	116	123	109	126	132	121
Oregon	39	29	49	48	28	34	31	51	55	58	69
Pennsylvania	195	131	159	163	175	170	164	168	172	185	139
Rhode Island	2	4	2	1	3	5	2	2	2	9	2
South Carolina	81	78	61	79	81	66	61	102	109	92	122
South Dakota	13	12	19	10	16	18	19	13	9	18	22
Tennessee	92	86	89	101	108	121	107	113	115	129	136
Texas	432	299	376	414	548	492	532	537	586	629	658
Utah	32	25	28	24	17	21	20	38	29	39	34
Vermont	6	6	11	6	6	7	9	5	7	7	8
Virginia	74	75	87	74	88	100	90	76	99	106	107
Washington	54	30	27	35	43	38	35	32	52	82	58
West Virginia	46	29	40	32	47	48	25	22	34	48	50
Wisconsin	67	46	53	77	60	85	52	57	65	78	70
Wyoming	28	12	22	27	27	25	26	38	30	24	27
Total	**4,089**	**3,211**	**3,494**	**3,633**	**3,825**	**3,921**	**3,749**	**4,074**	**4,562**	**4,804**	**4,862**

†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, 2008-2018

State	2008	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†
Alabama	18	15	9	11	13	24	15	19	32	20	21
Alaska	1	1	0	0	1	0	1	0	3	2	2
Arizona	15	18	6	14	19	15	16	17	17	19	19
Arkansas	13	15	16	18	20	20	11	15	16	24	16
California	56	48	60	63	57	70	64	59	86	91	74
Colorado	14	10	6	12	8	17	12	11	23	18	15
Connecticut	7	2	8	2	5	4	5	13	7	4	8
Delaware	0	3	1	1	3	3	2	4	2	4	1
District of Columbia	1	1	3	1	1	1	1	2	0	0	1
Florida	43	34	35	54	38	39	34	39	59	58	77
Georgia	34	33	19	29	25	32	31	27	44	28	34
Hawaii	3	1	0	1	2	6	4	1	1	1	3
Idaho	7	4	5	3	1	7	6	4	3	13	10
Illinois	21	9	18	26	17	20	20	16	28	21	34
Indiana	15	12	9	20	15	17	20	16	18	21	26
Iowa	12	8	12	12	7	11	9	7	11	18	6
Kansas	7	5	9	9	19	12	4	9	16	13	10
Kentucky	20	16	10	19	16	12	11	7	21	13	12
Louisiana	24	8	16	11	21	12	13	3	14	26	23
Maine	7	0	4	3	2	3	1	1	0	4	1
Maryland	7	9	6	9	8	8	8	12	17	16	17
Massachusetts	9	6	5	6	7	11	10	10	13	10	9
Michigan	10	13	16	7	8	8	12	12	17	8	8
Minnesota	13	10	11	10	10	8	8	6	10	12	1
Mississippi	13	10	5	9	5	16	14	14	15	15	15
Missouri	13	12	15	25	22	20	18	22	26	19	27
Montana	7	8	1	2	4	4	1	1	5	3	6
Nebraska	3	2	10	2	3	7	5	6	7	5	9
Nevada	3	7	3	9	4	4	1	4	10	8	7
New Hampshire	0	1	0	2	0	3	5	2	1	4	5
New Jersey	9	14	12	13	18	11	13	21	15	15	22
New Mexico	15	10	8	12	16	14	19	12	3	15	6
New York	40	31	35	40	27	40	29	36	48	44	37
North Carolina	33	18	23	20	29	28	27	17	30	21	34
North Dakota	4	5	3	4	7	12	5	9	8	7	4
Ohio	23	10	14	18	15	18	15	22	17	24	27
Oklahoma	17	18	21	23	27	23	26	19	26	19	26
Oregon	8	8	14	18	6	9	8	11	8	14	14
Pennsylvania	29	22	38	26	16	28	27	34	30	32	26
Rhode Island	0	1	0	0	0	2	1	0	2	1	0
South Carolina	20	15	9	26	15	10	11	16	25	24	24
South Dakota	1	3	6	2	0	1	4	2	1	6	6
Tennessee	13	21	18	19	18	17	14	17	16	19	23
Texas	77	53	52	75	120	97	101	84	100	105	120
Utah	5	7	3	7	2	7	4	10	5	5	10
Vermont	0	2	1	2	1	1	1	2	1	2	1
Virginia	17	13	20	16	23	17	23	24	30	16	23
Washington	15	9	6	6	9	7	8	8	16	11	15
West Virginia	7	8	6	4	7	13	5	4	6	9	13
Wisconsin	7	2	10	6	9	11	8	7	14	6	10
Wyoming	9	5	3	5	7	3	4	5	8	7	9
Total	**745**	**596**	**620**	**732**	**733**	**783**	**715**	**719**	**931**	**900**	**947**

†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, 2008-2018

State	2008	2009	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†
Alabama	96	58	93	77	87	77	59	75	99	65	88
Alaska	4	2	5	0	3	3	4	1	3	3	6
Arizona	68	40	46	43	47	41	43	62	53	65	59
Arkansas	56	55	58	64	62	54	57	43	52	56	60
California	227	192	159	186	176	170	202	221	238	249	240
Colorado	39	25	36	30	39	33	45	45	60	62	67
Connecticut	16	11	15	11	11	16	12	19	23	16	21
Delaware	7	4	8	8	5	7	9	8	7	11	10
District of Columbia	0	0	0	1	0	2	3	0	0	0	2
Florida	194	136	135	140	144	140	134	158	227	223	218
Georgia	134	96	119	126	114	110	97	134	148	179	140
Hawaii	3	3	4	2	4	1	0	4	4	5	4
Idaho	19	14	10	15	12	24	14	19	31	33	35
Illinois	105	76	82	83	89	103	82	77	112	105	111
Indiana	99	70	92	91	86	82	92	90	92	111	107
Iowa	51	48	67	36	45	46	37	41	50	45	51
Kansas	46	45	59	47	36	51	38	49	52	65	63
Kentucky	73	85	74	63	60	57	52	69	77	64	78
Louisiana	73	60	72	60	69	58	59	64	68	63	70
Maine	13	20	9	13	8	13	9	9	14	20	14
Maryland	41	36	33	28	46	45	39	36	43	35	47
Massachusetts	12	12	14	27	10	19	16	17	17	17	26
Michigan	72	49	64	51	59	66	75	57	83	70	89
Minnesota	49	38	63	39	43	62	52	52	41	47	41
Mississippi	53	43	47	49	34	39	52	50	66	80	78
Missouri	94	67	61	65	62	51	67	74	83	86	87
Montana	17	13	11	21	7	15	6	16	17	18	10
Nebraska	35	38	35	25	31	18	36	29	36	34	31
Nevada	17	11	12	15	15	13	14	21	17	27	14
New Hampshire	12	6	6	6	6	8	7	4	7	8	13
New Jersey	35	46	40	38	37	46	56	27	43	36	55
New Mexico	25	23	33	29	22	33	37	30	34	41	46
New York	69	69	76	67	63	68	62	77	63	73	58
North Carolina	107	94	75	88	88	94	82	97	122	118	126
North Dakota	15	23	11	26	33	42	36	28	4	16	21
Ohio	106	91	100	87	123	102	99	134	111	126	131
Oklahoma	83	53	66	72	81	81	83	78	89	102	82
Oregon	27	19	28	30	21	23	19	36	44	37	51
Pennsylvania	145	98	114	124	133	116	119	105	116	126	98
Rhode Island	2	3	2	1	3	3	1	1	0	6	2
South Carolina	53	61	48	51	64	50	48	79	77	65	90
South Dakota	12	9	13	8	15	16	15	11	7	10	16
Tennessee	70	61	64	78	79	92	79	84	89	101	95
Texas	315	220	297	311	376	359	380	396	425	458	469
Utah	23	14	24	13	14	12	13	23	20	30	22
Vermont	6	4	8	4	4	6	8	3	6	5	7
Virginia	53	55	52	53	52	64	59	45	59	76	77
Washington	37	20	21	22	32	27	25	24	33	64	40
West Virginia	31	21	33	28	37	31	18	18	21	33	32
Wisconsin	52	44	41	62	48	64	42	46	49	69	53
Wyoming	18	6	16	19	18	18	21	17	14	12	17
Total	**3,009**	**2,387**	**2,651**	**2,633**	**2,753**	**2,771**	**2,714**	**2,903**	**3,246**	**3,466**	**3,468**

†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 2018 in this section:

- Of the approximately 499,000 police-reported crashes involving large trucks in 2018, there were 4,415 (1 percent) fatal crashes and 107,000 (21 percent) injury crashes.
- Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 21 percent of all fatal crashes, 13 percent of all injury crashes, and 23 percent of all property damage only crashes involving large trucks in 2018. 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, 26 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, 23 percent of all injury crashes, and 19 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 (88 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 76 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 2018, 30 percent of work zone fatal crashes and 10 percent of work zone injury crashes involved at least one large truck.
- There were 13.5 fatal large truck crashes per million people in the United States in 2018, a 27-percent increase from 10.6 in 2010.
- In 2018, on average, there were 1.12 fatalities in fatal crashes involving large trucks. In 90 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, 2016-2018

First Harmful Event	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,015	72.2%	3,219	73.7%	3,227	73.1%
Collision with Fixed Object	399	9.6%	406	9.3%	430	9.7%
Collision with Pedestrian	336	8.0%	332	7.6%	362	8.2%
Overturn (Rollover)	211	5.1%	184	4.2%	186	4.2%
Collision with Pedalcycle or Other Personal Conveyance	105	2.5%	95	2.2%	88	2.0%
Collision with Parked Motor Vehicle	43	1.0%	43	1.0%	48	1.1%
Collision with Train	14	0.3%	14	0.3%	18	0.4%
Collision with Other Object	11	0.3%	9	0.2%	10	0.2%
Collision with Animal	7	0.2%	16	0.4%	3	0.1%
Explosion/Fire	1	*	1	*	1	*
Jackknife	8	0.2%	12	0.3%	9	0.2%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	6	0.1%	9	0.2%	2	*
Other	21	0.5%	26	0.6%	31	0.7%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

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%	3,227	93.1%	**3,227**	**73.1%**
Collision with Fixed Object	314	33.2%	116	3.3%	**430**	**9.7%**
Collision with Pedestrian	318	33.6%	44	1.3%	**362**	**8.2%**
Overturn (Rollover)	137	14.5%	49	1.4%	**186**	**4.2%**
Collision with Pedalcycle or Other Personal Conveyance	83	8.8%	5	0.1%	**88**	**2.0%**
Collision with Parked Motor Vehicle	40	4.2%	8	0.2%	**48**	**1.1%**
Collision with Train	18	1.9%	0	0.0%	**18**	**0.4%**
Collision with Other Object	8	0.8%	2	0.1%	**10**	**0.2%**
Collision with Animal	1	0.1%	2	0.1%	**3**	**0.1%**
Explosion/Fire	1	0.1%	0	0.0%	**1**	*
Jackknife	3	0.3%	6	0.2%	**9**	**0.2%**
Pavement Surface Irregularity	0	0.0%	0	0.0%	**0**	**0.0%**
Cargo Equipment Loss or Shift	1	0.1%	1	*	**2**	*
Other	23	2.4%	8	0.2%	**31**	**0.7%**
Total Fatal Crashes	**947**	**100.0%**	**3,468**	**100.0%**	**4,415**	**100.0%**
Injury Crashes						
Collision with Vehicle in Transport	*	*	90,000	97.5%	**90,000**	**84.3%**
Collision with Fixed Object	6,000	43.4%	2,000	2.0%	**8,000**	**7.6%**
Collision with Pedestrian	1,000	8.9%	*	*	**1,000**	**1.2%**
Overturn (Rollover)	4,000	25.0%	*	0.4%	**4,000**	**3.7%**
Collision with Pedalcycle or Other Personal Conveyance	1,000	4.9%	*	*	**1,000**	**0.7%**
Collision with Parked Motor Vehicle	1,000	8.2%	*	*	**1,000**	**1.1%**
Collision with Train	*	*	*	*	*	*
Collision with Other Object	1,000	3.7%	*	*	**1,000**	**0.5%**
Collision with Animal	*	2.7%	*	*	*	**0.4%**
Explosion/Fire	*	*	*	*	*	*
Jackknife	*	2.3%	*	*	*	**0.3%**
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	*	*	0.1%	*	**0.1%**
Other	*	0.9%	*	*	*	**0.1%**
Total Injury Crashes	**14,000**	**100.0%**	**92,000**	**100.0%**	**107,000**	**100.0%**
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	294,000	98.0%	**294,000**	**75.7%**
Collision with Fixed Object	45,000	51.3%	3,000	1.0%	**48,000**	**12.5%**
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	6,000	6.9%	*	*	**6,000**	**1.6%**
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	21,000	23.6%	*	*	**21,000**	**5.4%**
Collision with Train	*	0.1%	*	*	*	*
Collision with Other Object	3,000	3.2%	1,000	0.2%	**4,000**	**0.9%**
Collision with Animal	7,000	7.7%	*	0.1%	**7,000**	**1.8%**
Explosion/Fire	1,000	0.6%	*	*	**1,000**	**0.1%**
Jackknife	4,000	4.3%	*	*	**4,000**	**1.0%**
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	1,000	1.1%	1,000	0.3%	**2,000**	**0.4%**
Other	1,000	1.2%	1,000	0.2%	**2,000**	**0.5%**
Total Property Damage Only Crashes	**88,000**	**100.0%**	**299,000**	**100.0%**	**388,000**	**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, 2016-2018

Speed Limit	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	113	2.7%	131	3.0%	114	2.6%
30 - 35 mph	308	7.4%	307	7.0%	285	6.5%
40 - 45 mph	562	13.5%	626	14.3%	623	14.1%
50 - 55 mph	1,467	35.1%	1,449	33.2%	1,444	32.7%
60 - 65 mph	827	19.8%	889	20.4%	907	20.5%
70 - 75 mph	750	18.0%	797	18.3%	886	20.1%
80 - 85 mph	37	0.9%	30	0.7%	28	0.6%
No Statutory Limit	36	0.9%	49	1.1%	38	0.9%
Unknown	77	1.8%	88	2.0%	90	2.0%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**100.0%**
Average Speed Limit	55.2 mph		55.0 mph		55.8 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, 2018

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	72	7.6%	42	1.2%	**114**	**2.6%**
30 - 35 mph	111	11.7%	174	5.0%	**285**	**6.5%**
40 - 45 mph	124	13.1%	499	14.4%	**623**	**14.1%**
50 - 55 mph	240	25.3%	1,204	34.7%	**1,444**	**32.7%**
60 - 65 mph	167	17.6%	740	21.3%	**907**	**20.5%**
70 - 75 mph	185	19.5%	701	20.2%	**886**	**20.1%**
80 - 85 mph	11	1.2%	17	0.5%	**28**	**0.6%**
No Statutory Limit	9	1.0%	29	0.8%	**38**	**0.9%**
Unknown	28	3.0%	62	1.8%	**90**	**2.0%**
Total	**947**	**100.0%**	**3,468**	**100.0%**	**4,415**	**100.0%**
Average Speed Limit	52.6 mph		56.7 mph		**55.8 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, 2016-2018

Functional System	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	589	14.1%	570	13.1%	552	12.5%
Freeway/Expressway	87	2.1%	62	1.4%	66	1.5%
Other Principal Arterial	887	21.2%	840	19.2%	878	19.9%
Minor Arterial	441	10.6%	481	11.0%	485	11.0%
Major Collector	359	8.6%	359	8.2%	359	8.1%
Minor Collector	52	1.2%	65	1.5%	55	1.2%
Local Roads	104	2.5%	130	3.0%	108	2.4%
Unknown	2	*	2	*	1	*
Total Rural Crashes	***2,521***	***60.4%***	***2,509***	***57.5%***	***2,504***	***56.7%***
Urban Crashes						
Interstate	506	12.1%	560	12.8%	585	13.3%
Freeway/Expressway	123	2.9%	133	3.0%	149	3.4%
Other Principal Arterial	547	13.1%	631	14.5%	621	14.1%
Minor Arterial	259	6.2%	286	6.6%	292	6.6%
Major Collector	110	2.6%	97	2.2%	97	2.2%
Minor Collector	17	0.4%	21	0.5%	24	0.5%
Local Roads	88	2.1%	123	2.8%	114	2.6%
Unknown	1	*	1	*	0	0.0%
Total Urban Crashes	***1,651***	***39.5%***	***1,852***	***42.4%***	***1,882***	***42.6%***
Unknown Whether Rural or Urban	5	0.1%	5	0.1%	29	0.7%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Functional System	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	148	15.6%	404	11.6%	**552**	**12.5%**
Freeway/Expressway	12	1.3%	54	1.6%	**66**	**1.5%**
Other Principal Arterial	114	12.0%	764	22.0%	**878**	**19.9%**
Minor Arterial	62	6.5%	423	12.2%	**485**	**11.0%**
Major Collector	80	8.4%	279	8.0%	**359**	**8.1%**
Minor Collector	17	1.8%	38	1.1%	**55**	**1.2%**
Local Roads	38	4.0%	70	2.0%	**108**	**2.4%**
Unknown	0	0.0%	1	*	**1**	*
Total Rural Crashes	***471***	***49.7%***	***2,033***	***58.6%***	***2,504***	***56.7%***
Urban Crashes						
Interstate	131	13.8%	454	13.1%	**585**	**13.3%**
Freeway/Expressway	37	3.9%	112	3.2%	**149**	**3.4%**
Other Principal Arterial	140	14.8%	481	13.9%	**621**	**14.1%**
Minor Arterial	65	6.9%	227	6.5%	**292**	**6.6%**
Major Collector	28	3.0%	69	2.0%	**97**	**2.2%**
Minor Collector	8	0.8%	16	0.5%	**24**	**0.5%**
Local Roads	59	6.2%	55	1.6%	**114**	**2.6%**
Unknown	0	0.0%	0	0.0%	**0**	**0.0%**
Total Urban Crashes	***468***	***49.4%***	***1,414***	***40.8%***	**1,882**	**42.6%**
Unknown Whether Rural or Urban	8	0.8%	21	0.6%	**29**	**0.7%**
Total	**947**	**100.0%**	**3,468**	**100.0%**	**4,415**	**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, 2016-2018

Time of Day	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	367	8.8%	331	7.6%	317	7.2%
3am - 6am	450	10.8%	434	9.9%	473	10.7%
6am - 9am	631	15.1%	657	15.0%	644	14.6%
9am - 12pm	677	16.2%	657	15.0%	670	15.2%
12pm - 3pm	705	16.9%	799	18.3%	814	18.4%
3pm - 6pm	625	15.0%	697	16.0%	684	15.5%
6pm - 9pm	397	9.5%	438	10.0%	469	10.6%
9pm - 12am	317	7.6%	346	7.9%	337	7.6%
Unknown	8	0.2%	7	0.2%	7	0.2%
Daytime (6am - 6pm)	*2,638*	*63.2%*	*2,810*	*64.4%*	*2,812*	*63.7%*
Nighttime (6pm - 6am)	*1,539*	*36.8%*	*1,556*	*35.6%*	*1,603*	*36.3%*
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	317	7.2%	4,000	3.4%	8,000	2.0%
3am - 6am	473	10.7%	6,000	6.1%	15,000	3.8%
6am - 9am	644	14.6%	18,000	16.7%	70,000	18.1%
9am - 12pm	670	15.2%	20,000	18.6%	83,000	21.4%
12pm - 3pm	814	18.4%	22,000	20.6%	85,000	21.9%
3pm - 6pm	684	15.5%	22,000	21.0%	77,000	19.9%
6pm - 9pm	469	10.6%	10,000	9.1%	31,000	8.0%
9pm - 12am	337	7.6%	5,000	4.5%	19,000	4.8%
Unknown	7	0.2%	*	*	*	*
Daytime (6am - 6pm)	*2,812*	*63.7%*	*82,000*	*76.9%*	*316,000*	*81.4%*
Nighttime (6pm - 6am)	*1,603*	*36.3%*	*25,000*	*23.1%*	*72,000*	*18.6%*
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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, 2016-2018

Day of Week	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Sunday	285	6.8%	299	6.8%	323	7.3%
Monday	713	17.1%	708	16.2%	736	16.7%
Tuesday	629	15.1%	726	16.6%	736	16.7%
Wednesday	743	17.8%	687	15.7%	735	16.6%
Thursday	695	16.6%	771	17.7%	727	16.5%
Friday	702	16.8%	736	16.9%	713	16.1%
Saturday	410	9.8%	439	10.1%	445	10.1%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	323	7.3%	6,000	5.4%	17,000	4.4%
Monday	736	16.7%	19,000	17.5%	66,000	17.0%
Tuesday	736	16.7%	17,000	16.0%	71,000	18.3%
Wednesday	735	16.6%	18,000	16.6%	75,000	19.5%
Thursday	727	16.5%	21,000	19.2%	63,000	16.3%
Friday	713	16.1%	18,000	16.7%	69,000	17.9%
Saturday	445	10.1%	9,000	8.6%	26,000	6.7%
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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, 2016-2018

Trafficway Flow	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,045	49.0%	2,124	48.6%	2,170	49.2%
Two-Way, Divided, Unprotected Median	863	20.7%	981	22.5%	962	21.8%
Two-Way, Divided, Positive Median Barrier	961	23.0%	906	20.8%	961	21.8%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	169	4.0%	198	4.5%	168	3.8%
Entrance/Exit Ramp	52	1.2%	47	1.1%	58	1.3%
One-Way Trafficway	49	1.2%	54	1.2%	45	1.0%
Non-Trafficway Area	34	0.8%	49	1.1%	37	0.8%
Unknown	4	0.1%	7	0.2%	14	0.3%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,170	49.2%	35,000	32.5%	122,000	31.5%
Two-Way, Divided, Unprotected Median	962	21.8%	16,000	14.5%	46,000	11.8%
Two-Way, Divided, Positive Median Barrier	961	21.8%	31,000	29.3%	110,000	28.2%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	168	3.8%	4,000	3.9%	11,000	2.9%
Entrance/Exit Ramp	58	1.3%	3,000	2.5%	14,000	3.6%
One-Way Trafficway	45	1.0%	2,000	1.5%	12,000	3.0%
Non-Trafficway Area	37	0.8%	2,000	1.4%	8,000	2.0%
Unknown	14	0.3%	15,000	14.4%	65,000	16.9%
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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, 2016-2018

Relation to Junction	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,660	63.7%	2,703	61.9%	2,836	64.2%
Intersection	812	19.4%	904	20.7%	793	18.0%
Intersection Related	214	5.1%	228	5.2%	278	6.3%
Driveway Access	20	0.5%	17	0.4%	21	0.5%
Driveway Access Related	177	4.2%	217	5.0%	181	4.1%
Entrance/Exit Ramp	1	*	4	0.1%	5	0.1%
Entrance/Exit Ramp Related	11	0.3%	13	0.3%	14	0.3%
Railway Grade Crossing	17	0.4%	16	0.4%	19	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	24	0.6%	27	0.6%	30	0.7%
Other	0	0.0%	0	0.0%	1	*
Unknown	1	*	0	0.0%	4	0.1%
Total Non-Interchange Area	***3,937***	***94.2%***	***4,129***	***94.6%***	***4,182***	***94.7%***
Interchange Area						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	50	1.2%	51	1.2%	33	0.7%
Intersection Related	18	0.4%	12	0.3%	11	0.2%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	0	0.0%	1	*	3	0.1%
Entrance/Exit Ramp	10	0.2%	19	0.4%	18	0.4%
Entrance/Exit Ramp Related	42	1.0%	33	0.8%	54	1.2%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	8	0.2%	6	0.1%	6	0.1%
Through Roadway	81	1.9%	92	2.1%	88	2.0%
Crossover Related	0	0.0%	0	0.0%	0	0.0%
Other	31	0.7%	22	0.5%	20	0.5%
Unknown	0	0.0%	1	*	0	0.0%
Total Interchange Area	***240***	***5.7%***	***237***	***5.4%***	***233***	***5.3%***
Unknown Relation to Junction	0	0.0%	0	0.0%	0	0.0%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,836	64.2%	53,000	49.7%	201,000	51.9%
Intersection	793	18.0%	25,000	23.2%	53,000	13.8%
Intersection Related	278	6.3%	16,000	15.2%	82,000	21.3%
Driveway Access	21	0.5%	*	0.3%	2,000	0.6%
Driveway Access Related	181	4.1%	6,000	5.5%	25,000	6.5%
Entrance/Exit Ramp	5	0.1%	*	0.1%	2,000	0.4%
Entrance/Exit Ramp Related	14	0.3%	1,000	0.9%	3,000	0.7%
Railway Grade Crossing	19	0.4%	*	*	1,000	0.3%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	30	0.7%	1,000	0.6%	1,000	0.2%
Other	1	*	*	*	*	*
Unknown	4	0.1%	*	*	*	*
Total Non-Interchange Area	***4,182***	***94.7%***	***102,000***	***95.5%***	***371,000***	***95.6%***
Interchange Area						
Non-Junction	0	0.0%	*	*	*	*
Intersection	33	0.7%	1,000	1.0%	2,000	0.5%
Intersection Related	11	0.2%	1,000	0.6%	2,000	0.5%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	3	0.1%	*	*	*	*
Entrance/Exit Ramp	18	0.4%	1,000	0.8%	4,000	1.0%
Entrance/Exit Ramp Related	54	1.2%	1,000	1.3%	5,000	1.3%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	6	0.1%	*	*	1,000	0.1%
Through Roadway	88	2.0%	1,000	0.6%	3,000	0.8%
Crossover Related	0	0.0%	*	*	*	*
Other	20	0.5%	*	*	*	0.1%
Unknown	0	0.0%	*	*	*	*
Total Interchange Area	***233***	***5.3%***	***5,000***	***4.5%***	***17,000***	***4.4%***
Unknown Relation to Junction	0	0.0%	*	*	*	*
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2016-2018

Relation to Roadway	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	3,500	83.8%	3,737	85.6%	3,753	85.0%
On Shoulder	99	2.4%	69	1.6%	89	2.0%
On Median	121	2.9%	116	2.7%	109	2.5%
On Roadside	406	9.7%	389	8.9%	397	9.0%
Outside Trafficway	28	0.7%	28	0.6%	32	0.7%
Off Roadway, Location Unknown	2	*	4	0.1%	3	0.1%
In Parking Lane	0	0.0%	4	0.1%	4	0.1%
Gore	8	0.2%	11	0.3%	14	0.3%
Separator	7	0.2%	3	0.1%	6	0.1%
Continuous Left-Turn Lane	5	0.1%	4	0.1%	3	0.1%
Unknown	1	*	1	*	5	0.1%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	469	49.5%	3,284	94.7%	**3,753**	**85.0%**
On Shoulder	50	5.3%	39	1.1%	**89**	**2.0%**
On Median	53	5.6%	56	1.6%	**109**	**2.5%**
On Roadside	321	33.9%	76	2.2%	**397**	**9.0%**
Outside Trafficway	29	3.1%	3	0.1%	**32**	**0.7%**
Off Roadway, Location Unknown	3	0.3%	0	0.0%	**3**	**0.1%**
In Parking Lane	3	0.3%	1	*	**4**	**0.1%**
Gore	10	1.1%	4	0.1%	**14**	**0.3%**
Separator	5	0.5%	1	*	**6**	**0.1%**
Continuous Left-Turn Lane	0	0.0%	3	0.1%	**3**	**0.1%**
Unknown	4	0.4%	1	*	**5**	**0.1%**
Total	**947**	**100.0%**	**3,468**	**100.0%**	**4,415**	**100.0%**
Injury Crashes						
On Roadway	4,000	29.9%	90,000	97.4%	**94,000**	**88.3%**
On Shoulder	1,000	5.2%	*	0.2%	**1,000**	**0.9%**
On Median	1,000	7.4%	1,000	1.2%	**2,000**	**2.1%**
On Roadside	7,000	47.3%	1,000	0.9%	**8,000**	**7.1%**
Outside Trafficway	*	3.1%	*	*	*	**0.4%**
Off Roadway, Location Unknown	*	*	*	*	*	*
In Parking Lane	1,000	6.4%	*	*	**1,000**	**0.9%**
Gore	*	*	*	*	*	*
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	0.2%	*	*	*	*
Pedestrian Refuge Island	*	*	*	*	*	*
Unknown	*	0.4%	*	0.3%	*	**0.3%**
Total	**14,000**	**100.0%**	**92,000**	**100.0%**	**107,000**	**100.0%**
Property Damage Only Crashes						
On Roadway	26,000	29.0%	296,000	98.7%	**321,000**	**82.8%**
On Shoulder	4,000	4.4%	*	0.1%	**4,000**	**1.1%**
On Median	5,000	5.9%	2,000	0.5%	**7,000**	**1.8%**
On Roadside	34,000	38.7%	1,000	0.3%	**35,000**	**9.1%**
Outside Trafficway	1,000	1.7%	*	*	**1,000**	**0.4%**
Off Roadway, Location Unknown	1,000	0.8%	*	*	**1,000**	**0.2%**
In Parking Lane	16,000	18.1%	*	*	**16,000**	**4.2%**
Gore	1,000	0.8%	*	0.1%	**1,000**	**0.2%**
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.1%	*	**0.1%**
Pedestrian Refuge Island	*	0.2%	*	*	*	*
Unknown	*	0.5%	*	*	**1,000**	**0.1%**
Total	**88,000**	**100.0%**	**299,000**	**100.0%**	**388,000**	**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, 2016-2018

Intersection Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,083	73.8%	3,171	72.6%	3,297	74.7%
Four-Way Intersection	767	18.4%	809	18.5%	759	17.2%
T-Intersection	292	7.0%	348	8.0%	320	7.2%
Y-Intersection	28	0.7%	28	0.6%	23	0.5%
Traffic Circle	1	*	2	*	0	0.0%
Roundabout	0	0.0%	0	0.0%	1	*
Five Point, or More	2	*	4	0.1%	6	0.1%
L-Intersection	1	*	2	*	1	*
Unknown	3	0.1%	2	*	8	0.2%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,297	74.7%	64,000	59.8%	248,000	63.9%
Four-Way Intersection	759	17.2%	24,000	22.3%	62,000	16.0%
T-Intersection	320	7.2%	9,000	8.6%	35,000	9.0%
Y-Intersection	23	0.5%	*	0.4%	1,000	0.2%
Traffic Circle	0	0.0%	*	*	*	0.1%
Roundabout	1	*	*	*	1,000	0.4%
Five Point, or More	6	0.1%	*	0.2%	1,000	0.1%
L-Intersection	1	*	*	*	1,000	0.2%
Unknown	8	0.2%	9,000	8.7%	39,000	10.1%
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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, 2016-2018

Weather Conditions	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,945	70.5%	2,898	66.4%	2,908	65.9%
Cloudy	625	15.0%	630	14.4%	662	15.0%
Rain	260	6.2%	358	8.2%	370	8.4%
Sleet, Hail	13	0.3%	10	0.2%	13	0.3%
Snow	63	1.5%	69	1.6%	81	1.8%
Fog, Smog, Smoke	58	1.4%	77	1.8%	63	1.4%
Severe Crosswinds	8	0.2%	16	0.4%	7	0.2%
Blowing Sand, Soil, Dirt	4	0.1%	5	0.1%	2	*
Blowing Snow	2	*	6	0.1%	7	0.2%
Freezing Rain or Drizzle	2	*	4	0.1%	6	0.1%
Other	5	0.1%	4	0.1%	3	0.1%
Unknown	192	4.6%	289	6.6%	293	6.6%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,908	65.9%	76,000	71.0%	273,000	70.5%
Cloudy	662	15.0%	18,000	16.8%	64,000	16.5%
Rain	370	8.4%	10,000	9.8%	36,000	9.3%
Sleet, Hail	13	0.3%	*	*	1,000	0.3%
Snow	81	1.8%	2,000	1.8%	11,000	2.7%
Fog, Smog, Smoke	63	1.4%	*	0.2%	1,000	0.3%
Severe Crosswinds	7	0.2%	*	*	1,000	0.3%
Blowing Sand, Soil, Dirt	2	*	*	*	*	*
Blowing Snow	7	0.2%	*	*	1,000	0.2%
Freezing Rain or Drizzle	6	0.1%	*	*	*	*
Other	3	0.1%	*	*	*	*
Unknown	293	6.6%	*	*	*	*
Total	**4,415**	**100.0%**	107,000	100.0%	388,000	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, 2016-2018

Road Surface Conditions	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,563	85.3%	3,609	82.7%	3,605	81.7%
Wet	432	10.3%	552	12.6%	552	12.5%
Snow	55	1.3%	47	1.1%	64	1.4%
Ice/Frost	51	1.2%	56	1.3%	75	1.7%
Slush	7	0.2%	11	0.3%	15	0.3%
Water (Standing, Moving)	7	0.2%	6	0.1%	10	0.2%
Mud, Dirt, Gravel	9	0.2%	4	0.1%	6	0.1%
Sand	2	*	0	0.0%	1	*
Non-Trafficway Area	34	0.8%	49	1.1%	37	0.8%
Other	1	*	3	0.1%	5	0.1%
Unknown	16	0.4%	29	0.7%	45	1.0%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,605	81.7%	85,000	79.6%	305,000	78.5%
Wet	552	12.5%	14,000	13.4%	53,000	13.6%
Snow	64	1.4%	2,000	1.7%	7,000	1.8%
Ice/Frost	75	1.7%	1,000	1.1%	9,000	2.2%
Slush	15	0.3%	*	0.2%	1,000	0.2%
Water (Standing, Moving)	10	0.2%	1,000	0.6%	1,000	0.2%
Mud, Dirt, Gravel	6	0.1%	*	*	*	0.1%
Sand	1	*	*	*	*	*
Non-Trafficway Area	37	0.8%	2,000	1.4%	8,000	2.0%
Other	5	0.1%	*	*	*	*
Unknown	45	1.0%	2,000	2.0%	5,000	1.2%
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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, 2016-2018

Light Conditions	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,552	61.1%	2,680	61.4%	2,680	60.7%
Dark, Not Lighted	1,026	24.6%	1,049	24.0%	1,053	23.9%
Dark But Lighted	430	10.3%	427	9.8%	441	10.0%
Dark, Unknown Lighting	12	0.3%	6	0.1%	26	0.6%
Dawn	98	2.3%	126	2.9%	142	3.2%
Dusk	56	1.3%	76	1.7%	69	1.6%
Unknown	3	0.1%	2	*	4	0.1%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2018

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,680	60.7%	81,000	75.7%	308,000	79.6%
Dark, Not Lighted	1,053	23.9%	12,000	10.8%	34,000	8.7%
Dark But Lighted	441	10.0%	10,000	9.3%	32,000	8.3%
Dark, Unknown Lighting	26	0.6%	1,000	1.0%	1,000	0.3%
Dawn	142	3.2%	3,000	2.5%	7,000	1.7%
Dusk	69	1.6%	1,000	0.6%	5,000	1.4%
Unknown	4	0.1%	*	*	*	*
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**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 Syste (CRSS).

Crashes Table 25. Fatal Crashes by Work Zone, 2016-2018

Work Zone	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Large Trucks						
No	3,983	95.4%	4,145	94.9%	4,212	95.4%
Yes	194	4.6%	221	5.1%	203	4.6%
Construction Zone	*133*	*3.2%*	*151*	*3.5%*	*127*	*2.9%*
Maintenance Zone	*12*	*0.3%*	*15*	*0.3%*	*22*	*0.5%*
Utility Work Zone	*8*	*0.2%*	*3*	*0.1%*	*0*	*0.0%*
Work Zone, Type Unknown	*41*	*1.0%*	*52*	*1.2%*	*54*	*1.2%*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**100.0%**
All Fatal Crashes						
No	34,061	98.0%	33,840	97.9%	32,983	98.0%
Yes	687	2.0%	720	2.1%	671	2.0%
Construction Zone	*451*	*1.3%*	*448*	*1.3%*	*431*	*1.3%*
Maintenance Zone	*50*	*0.1%*	*48*	*0.1%*	*47*	*0.1%*
Utility Work Zone	*16*	*	*11*	*	*1*	*
Work Zone, Type Unknown	*170*	*0.5%*	*213*	*0.6%*	*192*	*0.6%*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**34,748**	**100.0%**	**34,560**	**100.0%**	**33,654**	**100.0%**
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		28.2%		30.7%		30.3%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		12.0%		12.6%		13.1%

*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, 2018

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	4,212	95.4%	104,000	97.0%	372,000	95.9%
Yes	203	4.6%	3,000	3.0%	16,000	4.1%
Construction Zone	*127*	*2.9%*	*2,000*	*1.8%*	*10,000*	*2.5%*
Maintenance Zone	*22*	*0.5%*	*	*0.2%*	*1,000*	*0.2%*
Utility Work Zone	*0*	*0.0%*	*	*	*	*0.1%*
Work Zone, Type Unknown	*54*	*1.2%*	*1,000*	*0.9%*	*5,000*	*1.4%*
Unknown	0	0.0%	*	*	*	*
Total	**4,415**	**100.0%**	**107,000**	**100.0%**	**388,000**	**100.0%**
All Crashes						
No	32,983	98.0%	1,863,000	98.4%	4,715,000	98.1%
Yes	671	2.0%	31,000	1.6%	92,000	1.9%
Construction Zone	*431*	*1.3%*	*18,000*	*1.0%*	*50,000*	*1.0%*
Maintenance Zone	*47*	*0.1%*	*2,000*	*0.1%*	*8,000*	*0.2%*
Utility Work Zone	*1*	*	*1,000*	*0.1%*	*1,000*	*
Work Zone, Type Unknown	*192*	*0.6%*	*9,000*	*0.5%*	*33,000*	*0.7%*
Unknown	0	0.0%	*	*	*	*
Total	**33,654**	**100.0%**	**1,894,000**	**100.0%**	**4,807,000**	**100.0%**
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		30.3%		10.2%		17.4%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		13.1%		5.6%		8.1%

*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 2018

State	2010			2018		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2018 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	109	4,887,871	22.30
Alaska	5	710,231	7.04	8	737,438	10.85
Arizona	52	6,392,017	8.14	78	7,171,646	10.88
Arkansas	74	2,915,918	25.38	76	3,013,825	25.22
California	219	37,253,956	5.88	314	39,557,045	7.94
Colorado	42	5,029,196	8.35	82	5,695,564	14.40
Connecticut	23	3,574,097	6.44	29	3,572,665	8.12
Delaware	9	897,934	10.02	11	967,171	11.37
District of Columbia	3	601,723	4.99	3	702,455	4.27
Florida	170	18,801,310	9.04	295	21,299,325	13.85
Georgia	138	9,687,653	14.24	174	10,519,475	16.54
Hawaii	4	1,360,301	2.94	7	1,420,491	4.93
Idaho	15	1,567,582	9.57	45	1,754,208	25.65
Illinois	100	12,830,632	7.79	145	12,741,080	11.38
Indiana	101	6,483,802	15.58	133	6,691,878	19.87
Iowa	79	3,046,355	25.93	57	3,156,145	18.06
Kansas	68	2,853,118	23.83	73	2,911,505	25.07
Kentucky	84	4,339,367	19.36	90	4,468,402	20.14
Louisiana	88	4,533,372	19.41	93	4,659,978	19.96
Maine	13	1,328,361	9.79	15	1,338,404	11.21
Maryland	39	5,773,552	6.75	64	6,042,718	10.59
Massachusetts	19	6,547,629	2.90	35	6,902,149	5.07
Michigan	80	9,883,640	8.09	97	9,995,915	9.70
Minnesota	74	5,303,925	13.95	42	5,611,179	7.49
Mississippi	52	2,967,297	17.52	93	2,986,530	31.14
Missouri	76	5,988,927	12.69	114	6,126,452	18.61
Montana	12	989,415	12.13	16	1,062,305	15.06
Nebraska	45	1,826,341	24.64	40	1,929,268	20.73
Nevada	15	2,700,551	5.55	21	3,034,392	6.92
New Hampshire	6	1,316,470	4.56	18	1,356,458	13.27
New Jersey	52	8,791,894	5.91	77	8,908,520	8.64
New Mexico	41	2,059,179	19.91	52	2,095,428	24.82
New York	111	19,378,102	5.73	95	19,542,209	4.86
North Carolina	98	9,535,483	10.28	160	10,383,620	15.41
North Dakota	14	672,591	20.82	25	760,077	32.89
Ohio	114	11,536,504	9.88	158	11,689,442	13.52
Oklahoma	87	3,751,351	23.19	108	3,943,079	27.39
Oregon	42	3,831,074	10.96	65	4,190,713	15.51
Pennsylvania	152	12,702,379	11.97	124	12,807,060	9.68
Rhode Island	2	1,052,567	1.90	2	1,057,315	1.89
South Carolina	57	4,625,364	12.32	114	5,084,127	22.42
South Dakota	19	814,180	23.34	22	882,235	24.94
Tennessee	82	6,346,105	12.92	118	6,770,010	17.43
Texas	349	25,145,561	13.88	589	28,701,845	20.52
Utah	27	2,763,885	9.77	32	3,161,105	10.12
Vermont	9	625,741	14.38	8	626,299	12.77
Virginia	72	8,001,024	9.00	100	8,517,685	11.74
Washington	27	6,724,540	4.02	55	7,535,591	7.30
West Virginia	39	1,852,994	21.05	45	1,805,832	24.92
Wisconsin	51	5,686,986	8.97	63	5,813,568	10.84
Wyoming	19	563,626	33.71	26	577,737	45.00
Total	**3,271**	**308,745,538**	**10.59**	**4,415**	**327,167,434**	**13.49**

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; 2018 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2018.

Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2016-2018

Number of Vehicles Involved	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	931	22.3%	900	20.6%	947	21.4%
Two vehicles	2,559	61.3%	2,729	62.5%	2,721	61.6%
Three vehicles	461	11.0%	491	11.2%	503	11.4%
Four vehicles	113	2.7%	132	3.0%	134	3.0%
Five vehicles	64	1.5%	54	1.2%	49	1.1%
Six vehicles	20	0.5%	30	0.7%	34	0.8%
Seven vehicles	14	0.3%	14	0.3%	6	0.1%
Eight vehicles	6	0.1%	5	0.1%	8	0.2%
Nine vehicles	3	0.1%	5	0.1%	5	0.1%
Ten or more vehicles	6	0.1%	6	0.1%	8	0.2%
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**100.0%**
Average number of vehicles involved	2.07		2.08		2.07	

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, 2016-2018

Number of Vehicles Involved	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	20,264	58.3%	19,714	57.0%	19,116	56.8%
Two vehicles	12,054	34.7%	12,270	35.5%	12,004	35.7%
Three vehicles	1,826	5.3%	1,917	5.5%	1,862	5.5%
Four vehicles	384	1.1%	433	1.3%	420	1.2%
Five vehicles	133	0.4%	125	0.4%	153	0.5%
Six vehicles	44	0.1%	49	0.1%	55	0.2%
Seven vehicles	24	0.1%	28	0.1%	15	*
Eight vehicles	7	*	6	*	13	*
Nine vehicles	5	*	6	*	6	*
Ten or more vehicles	7	*	12	*	10	*
Total	**34,748**	**100.0%**	**34,560**	**100.0%**	**33,654**	**100.0%**
Average number of vehicles involved	1.52		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, 2016-2018

Number of Fatalities	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
One fatality	3,791	90.8%	3,963	90.8%	3,983	90.2%
Two fatalities	314	7.5%	322	7.4%	360	8.2%
Three fatalities	49	1.2%	50	1.1%	50	1.1%
Four fatalities	15	0.4%	18	0.4%	16	0.4%
Five fatalities	3	0.1%	9	0.2%	4	0.1%
Six fatalities	4	0.1%	3	0.1%	1	*
Seven fatalities	0	0.0%	0	0.0%	0	0.0%
Eight or more fatalities	1	*	1	*	1	*
Total	**4,177**	**100.0%**	**4,366**	**100.0%**	**4,415**	**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, 2016-2018

Number of Fatalities	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
One fatality	32,280	92.9%	32,202	93.2%	31,269	92.9%
Two fatalities	2,040	5.9%	1,950	5.6%	2,004	6.0%
Three fatalities	317	0.9%	301	0.9%	288	0.9%
Four fatalities	81	0.2%	78	0.2%	72	0.2%
Five fatalities	19	0.1%	25	0.1%	15	*
Six fatalities	9	*	3	*	2	*
Seven fatalities	0	0.0%	0	0.0%	0	0.0%
Eight or more fatalities	2	*	1	*	4	*
Total	**34,748**	**100.0%**	**34,560**	**100.0%**	**33,654**	**100.0%**
Average number of fatalities	1.09		1.08		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 2018 in this section:

- In 2018, 4,862 large trucks were involved in fatal crashes. According to MCMIS, 59,933 large trucks were involved in injury crashes, and 111,291 were involved in towaway crashes.
- Hazardous materials (HM) cargo was present on 3 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 16 percent of the placarded trucks in these crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 54 percent of the HM releases from cargo compartments in fatal crashes and 49 percent of the HM releases in injury and towaway crashes.
- "Collision with vehicle in transport" was recorded as the most harmful event for 74 percent of the large trucks involved in fatal crashes and for 78 percent of the large trucks involved in injury and towaway 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 2018; doubles (tractors pulling two trailers) made up 3 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 6 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 2015 to 2018:
  - The number of large trucks in fatal crashes weighing 10,001 to 14,000 pounds increased 330 percent, from 144 to 619.
  - The number of medium/heavy pickup trucks in fatal crashes increased 201 percent, from 133 to 400.
  - The number of large trucks with no issuing authority in fatal crashes increased 147 percent, from 295 to 730.

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2016-2018

Vehicle Configuration	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	997	21.9%	1,064	22.1%	1,142	23.5%
Single-Unit, 3+ Axles	438	9.6%	464	9.7%	496	10.2%
Truck/Trailer(s)	220	4.8%	252	5.2%	224	4.6%
Truck Tractor (Bobtail)	72	1.6%	72	1.5%	89	1.8%
Tractor/Semi-trailer	2,636	57.8%	2,743	57.1%	2,683	55.2%
Tractor/Double	112	2.5%	104	2.2%	128	2.6%
Tractor/Triple	2	*	12	0.2%	7	0.1%
Unknown	85	1.9%	93	1.9%	93	1.9%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	1,142	23.5%	13,444	22.4%	22,831	20.5%
Single-Unit, 3+ Axles	496	10.2%	7,789	13.0%	12,310	11.1%
Truck/Trailer(s)	224	4.6%	5,521	9.2%	10,284	9.2%
Truck Tractor (Bobtail)	89	1.8%	1,725	2.9%	3,024	2.7%
Tractor/Semi-trailer	2,683	55.2%	28,673	47.8%	57,249	51.4%
Tractor/Double	128	2.6%	958	1.6%	2,405	2.2%
Tractor/Triple	7	0.1%	28	*	95	0.1%
Light Truck (HM Placard)	—	—	22	*	86	0.1%
Unknown	93	1.9%	1,539	2.6%	2,732	2.5%
Missing	—	—	234	0.4%	275	0.2%
Total	**4,862**	**100.0%**	**59,933**	**100.0%**	**111,291**	**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 (NHTSA), FARS. Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS), data snapshot as of September 27, 2019.

Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2016-2018

Cargo Body Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,918	42.0%	1,891	39.4%	1,876	38.6%
Cargo Tank	345	7.6%	371	7.7%	377	7.8%
Flatbed	451	9.9%	564	11.7%	592	12.2%
Dump	367	8.0%	382	8.0%	383	7.9%
Concrete Mixer	38	0.8%	34	0.7%	26	0.5%
Auto Transporter	32	0.7%	41	0.9%	37	0.8%
Garbage/Refuse	93	2.0%	108	2.2%	124	2.6%
Grain, Gravel, etc.	149	3.3%	177	3.7%	145	3.0%
Pole	13	0.3%	12	0.2%	24	0.5%
Log	83	1.8%	98	2.0%	94	1.9%
Intermodal Container Chassis	37	0.8%	54	1.1%	31	0.6%
Vehicle Towing Another Vehicle	18	0.4%	21	0.4%	16	0.3%
No Cargo Body	181	4.0%	179	3.7%	248	5.1%
Other	501	11.0%	609	12.7%	640	13.2%
Unknown	336	7.4%	263	5.5%	248	5.1%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,861**	**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, 2018

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,876	38.6%	24,711	41.2%	49,756	44.7%
Cargo Tank	377	7.8%	3,632	6.1%	6,112	5.5%
Flatbed	592	12.2%	6,879	11.5%	13,301	12.0%
Dump	383	7.9%	5,829	9.7%	8,881	8.0%
Concrete Mixer	26	0.5%	638	1.1%	889	0.8%
Auto Transporter	37	0.8%	693	1.2%	1,505	1.4%
Garbage/Refuse	124	2.6%	1,471	2.5%	2,569	2.3%
Grain, Gravel, etc.	145	3.0%	1,490	2.5%	2,311	2.1%
Pole	24	0.5%	231	0.4%	320	0.3%
Log	94	1.9%	713	1.2%	973	0.9%
Intermodal Container Chassis	31	0.6%	798	1.3%	1,263	1.1%
Vehicle Towing Another Vehicle	16	0.3%	357	0.6%	662	0.6%
No Cargo Body	248	5.1%	2,534	4.2%	4,910	4.4%
Other	640	13.2%	9,538	15.9%	17,222	15.5%
Unknown	248	5.1%	419	0.7%	617	0.6%
Total	**4,861**	**100.0%**	**59,933**	**100.0%**	**111,291**	**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, Motor Carrier Management Information System (MCMIS), data snapshot as of September 27, 2019.

Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2016-2018

Gross Vehicle Weight Rating	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	1,032	22.6%	1,095	22.8%	1,209	24.9%
≥26,001 lb	3,522	77.2%	3,701	77.0%	3,645	75.0%
Unknown	8	0.2%	8	0.2%	8	0.2%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

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%	33	0.1%	86	0.1%
10,001 - 26,000 lb	1,209	24.9%	14,512	24.2%	24,886	22.4%
≥ 26,001 lb	3,645	75.0%	45,321	75.6%	86,191	77.4%
Unknown	8	0.2%	67	0.1%	128	0.1%
Total	**4,862**	**100.0%**	**59,933**	**100.0%**	**111,291**	**100.0%**

*Less than 0.05 percent.

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, Motor Carrier Management Information System (MCMIS), data snapshot as of September 27, 2019.

Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2016-2018

Truck Weight Rating	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	0	0.0%	0	0.0%	1	*
Class 2: 6,001 - 10,000 lb	3	0.1%	1	*	1	*
Class 3: 10,001 - 14,000 lb	478	10.5%	592	12.3%	619	12.7%
Class 4: 14,001 - 16,000 lb	116	2.5%	102	2.1%	108	2.2%
Class 5: 16,001 - 19,500 lb	112	2.5%	151	3.1%	170	3.5%
Class 6: 19,501 - 26,000 lb	249	5.5%	246	5.1%	287	5.9%
Class 7: 26,001 - 33,000 lb	225	4.9%	271	5.6%	226	4.6%
Class 8: > 33,000 lb	3,082	67.6%	3,319	69.1%	3,307	68.0%
Unknown	297	6.5%	122	2.5%	143	2.9%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2016-2018

HM Cargo	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Yes	151	3.3%	141	2.9%	152	3.1%
No	4,411	96.7%	4,663	97.1%	4,710	96.9%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	152	3.1%	1,445	2.4%	2,468	2.2%
No	4,710	96.9%	43,555	72.7%	77,962	70.1%
Unknown	0	0.0%	14,933	24.9%	30,861	27.7%
Total	**4,862**	**100.0%**	**59,933**	**100.0%**	**111,291**	**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, Motor Carrier Management Information System (MCMIS), data snapshot as of September 27, 2019.

Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2016-2018

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2016								
Explosives	4	6.2%	0	0.0%	0	0.0%	**4**	**2.6%**
Gases	5	7.7%	13	16.7%	0	0.0%	**18**	**11.9%**
Flammable Liquids	38	58.5%	44	56.4%	3	37.5%	**85**	**56.3%**
Flammable Solids	1	1.5%	1	1.3%	0	0.0%	**2**	**1.3%**
Oxidizing Substances	2	3.1%	1	1.3%	1	12.5%	**4**	**2.6%**
Poisonous and Infectious Substances	0	0.0%	2	2.6%	1	12.5%	**3**	**2.0%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	9	13.8%	7	9.0%	0	0.0%	**16**	**10.6%**
Miscellaneous Dangerous Goods	3	4.6%	6	7.7%	0	0.0%	**9**	**6.0%**
Unknown	3	4.6%	4	5.1%	3	37.5%	**10**	**6.6%**
Total	**65**	**100.0%**	**78**	**100.0%**	**8**	**100.0%**	**151**	**100.0%**
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	10.8%	22	22.2%	2	12.5%	**28**	**18.4%**
Flammable Liquids	24	64.9%	53	53.5%	5	31.3%	**82**	**53.9%**
Flammable Solids	1	2.7%	0	0.0%	0	0.0%	**1**	**0.7%**
Oxidizing Substances	1	2.7%	0	0.0%	0	0.0%	**1**	**0.7%**
Poisonous and Infectious Substances	2	5.4%	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	5.4%	4	4.0%	1	6.3%	**7**	**4.6%**
Miscellaneous Dangerous Goods	2	5.4%	4	4.0%	0	0.0%	**6**	**3.9%**
Unknown	1	2.7%	10	10.1%	8	50.0%	**19**	**12.5%**
Total	**37**	**100.0%**	**99**	**100.0%**	**16**	**100.0%**	**152**	**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, 2018

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%	5	5.1%	0	0.0%	**5**	**3.3%**
Gases	4	10.8%	22	22.2%	2	12.5%	**28**	**18.4%**
Flammable Liquids	24	64.9%	53	53.5%	5	31.3%	**82**	**53.9%**
Flammable Solids	1	2.7%	0	0.0%	0	0.0%	**1**	**0.7%**
Oxidizing Substances	1	2.7%	0	0.0%	0	0.0%	**1**	**0.7%**
Poisonous and Infectious Substances	2	5.4%	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	5.4%	4	4.0%	1	6.3%	**7**	**4.6%**
Miscellaneous Dangerous Goods	2	5.4%	4	4.0%	0	0.0%	**6**	**3.9%**
Unknown	1	2.7%	10	10.1%	8	50.0%	**19**	**12.5%**
Total	**37**	**100.0%**	**99**	**100.0%**	**16**	**100.0%**	**152**	**100.0%**
Large Trucks in Nonfatal Crashes (MCMIS Data)								
Explosives	14	2.2%	77	2.7%	13	2.6%	**104**	**2.6%**
Gases	54	8.6%	497	17.4%	66	13.2%	**617**	**15.5%**
Flammable Liquids	323	51.7%	1,395	48.8%	239	47.9%	**1,957**	**49.2%**
Flammable Solids	7	1.1%	30	1.1%	5	1.0%	**42**	**1.1%**
Oxidizing Substances	11	1.8%	39	1.4%	4	0.8%	**54**	**1.4%**
Poisonous and Infectious Substances	6	1.0%	21	0.7%	3	0.6%	**30**	**0.8%**
Radioactive Materials	0	0.0%	2	0.1%	1	0.2%	**3**	**0.1%**
Corrosives	48	7.7%	220	7.7%	45	9.0%	**313**	**7.9%**
Miscellaneous Dangerous Goods	56	9.0%	233	8.2%	27	5.4%	**316**	**7.9%**
Unknown	106	17.0%	343	12.0%	96	19.2%	**545**	**13.7%**
Total	**625**	**100.0%**	**2,857**	**100.0%**	**499**	**100.0%**	**3,981**	**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, Motor Carrier Management Information System (MCMIS), data snapshot as of September 27, 2019.

Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2016-2018

Initial Point of Impact	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Front	2,614	57.3%	2,786	58.0%	2,881	59.3%
Rear	798	17.5%	920	19.2%	920	18.9%
Left	461	10.1%	417	8.7%	414	8.5%
Right	288	6.3%	288	6.0%	269	5.5%
Non-Collision	206	4.5%	195	4.1%	191	3.9%
Other	89	2.0%	83	1.7%	79	1.6%
Unknown	106	2.3%	115	2.4%	108	2.2%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,881	60.6%	55,000	48.9%	155,000	37.4%
Rear	920	19.4%	26,000	23.0%	98,000	23.6%
Left	414	8.7%	13,000	11.9%	57,000	13.9%
Right	269	5.7%	13,000	11.3%	75,000	18.2%
Non-Collision	191	4.0%	4,000	3.7%	13,000	3.1%
Other	79	1.7%	1,000	1.0%	16,000	3.8%
Unknown	108	2.3%	*	0.1%	*	0.1%
Total	**4,862**	**100.0%**	**112,000**	**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 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2016-2018

Most Harmful Event	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,356	73.6%	3,579	74.5%	3,596	74.0%
Collision with Fixed Object	205	4.5%	209	4.4%	239	4.9%
Collision with Pedestrian	351	7.7%	357	7.4%	399	8.2%
Overturn (Rollover)	306	6.7%	308	6.4%	287	5.9%
Collision with Pedalcycle or Other Personal Conveyance	105	2.3%	95	2.0%	87	1.8%
Collision with Parked Motor Vehicle	25	0.5%	27	0.6%	28	0.6%
Collision with Train	14	0.3%	14	0.3%	18	0.4%
Collision with Other Object	65	1.4%	63	1.3%	73	1.5%
Collision with Animal	103	2.3%	4	0.1%	0	0.0%
Jackknife	0	0.0%	4	0.1%	7	0.1%
Explosion/Fire	0	0.0%	108	2.2%	88	1.8%
Cargo/Equipment Loss or Shift	4	0.1%	8	0.2%	8	0.2%
Other	22	0.5%	25	0.5%	28	0.6%
Unknown	6	0.1%	3	0.1%	4	0.1%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,596	74.0%	95,000	84.3%	315,000	76.0%
Collision with Fixed Object	239	4.9%	5,000	4.8%	44,000	10.6%
Collision with Pedestrian	399	8.2%	1,000	1.2%	*	*
Overturn (Rollover)	287	5.9%	6,000	5.6%	10,000	2.5%
Collision with Pedalcycle or Other Personal Conveyance	87	1.8%	1,000	0.6%	*	*
Collision with Parked Motor Vehicle	28	0.6%	1,000	1.1%	21,000	5.0%
Collision with Train	18	0.4%	*	*	*	*
Collision with Other Object	73	1.5%	2,000	1.7%	11,000	2.8%
Collision with Animal	0	0.0%	*	0.2%	7,000	1.7%
Explosion/Fire	7	0.1%	*	0.1%	1,000	0.2%
Jackknife	88	1.8%	*	0.2%	3,000	0.8%
Pavement Surface Irregularity	0	0.0%	*	*	*	*
Cargo/Equipment Loss or Shift	8	0.2%	*	0.1%	1,000	0.2%
Other	28	0.6%	*	*	1,000	0.1%
Unknown	4	0.1%	*	*	*	0.1%
Total	**4,862**	**100.0%**	**112,000**	**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, 2016-2018

Jackknife	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,561	34.2%	1,651	34.4%	1,776	36.5%
No	2,802	61.4%	2,944	61.3%	2,898	59.6%
Yes	199	4.4%	209	4.4%	188	3.9%
First Event	*33*	*0.7%*	*31*	*0.6%*	*40*	*0.8%*
Subsequent Event	*166*	*3.6%*	*178*	*3.7%*	*148*	*3.0%*
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,776	36.5%	59,000	52.6%	210,000	50.8%
No	2,898	59.6%	52,000	46.0%	197,000	47.5%
Yes	188	3.9%	2,000	1.4%	7,000	1.7%
First Event	*40*	*0.8%*	1,000	0.5%	3,000	0.8%
Subsequent Event	*148*	*3.0%*	1,000	0.9%	4,000	0.9%
Total	**4,862**	**100.0%**	**112,000**	**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, 2016-2018

Crash Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	96	4.5%	98	4.2%	104	4.5%
Passenger Vehicle Rear-Ending Large Truck	327	15.3%	377	16.3%	379	16.4%
Large Truck Crossing Center Median (Head-On)	53	2.5%	36	1.6%	59	2.6%
Passenger Vehicle Crossing Center Median (Head-On)	357	16.7%	383	16.6%	406	17.6%
Large Truck Striking Passenger Vehicle (Other)	796	37.2%	891	38.5%	841	36.4%
Passenger Vehicle Striking Large Truck (Other)	354	16.5%	382	16.5%	385	16.7%
Other Collision	156	7.3%	145	6.3%	137	5.9%
Total	**2,139**	**100.0%**	**2,312**	**100.0%**	**2,311**	**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, 2018

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	104	4.5%	9,000	14.4%	29,000	13.7%
Passenger Vehicle Rear-Ending Large Truck	379	16.4%	12,000	18.8%	24,000	11.3%
Large Truck Crossing Center Median (Head-On)	59	2.6%	*	0.4%	*	*
Passenger Vehicle Crossing Center Median (Head-On)	406	17.6%	*	0.4%	*	0.2%
Large Truck Striking Passenger Vehicle (Other)	841	36.4%	23,000	36.4%	67,000	31.5%
Passenger Vehicle Striking Large Truck (Other)	385	16.7%	12,000	20.0%	58,000	26.9%
Other Collision	137	5.9%	6,000	9.6%	35,000	16.4%
Total	**2,311**	**100.0%**	**62,000**	**100.0%**	**215,000**	**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. 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, 2018

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	104	67	64.4%	40	38.5%
Passenger Vehicle Rear-Ending Large Truck	379	57	15.0%	304	80.2%
Large Truck Crossing Center Median (Head-On)	59	47	79.7%	7	11.9%
Passenger Vehicle Crossing Center Median (Head-On)	406	22	5.4%	368	90.6%
Large Truck Striking Passenger Vehicle (Other)	841	195	23.2%	661	78.6%
Passenger Vehicle Striking Large Truck (Other)	385	153	39.7%	246	63.9%
Other Collision	137	41	29.9%	97	70.8%
Total	**2,311**	**582**	**25.2%**	**1,723**	**74.6%**

[a]Only 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, 2016-2018

Vehicle Age	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	94	2.1%	103	2.1%	132	2.7%
Model Year Same as Crash Year	482	10.6%	340	7.1%	358	7.4%
1 to 5 Years	1,456	31.9%	1,807	37.6%	1,788	36.8%
6 to 10 Years	1,032	22.6%	855	17.8%	768	15.8%
11 to 15 Years	690	15.1%	799	16.6%	972	20.0%
16 to 20 Years	515	11.3%	578	12.0%	514	10.6%
21 to 25 Years	162	3.6%	197	4.1%	198	4.1%
26 Years or Older	93	2.0%	95	2.0%	90	1.9%
Model Year Unknown	38	0.8%	30	0.6%	42	0.9%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**100.0%**
Average Vehicle Age (Years)	8.08		8.27		8.17	

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, 2016-2018

Vehicle Age	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	205	0.4%	197	0.4%	223	0.4%
Model Year Same as Crash Year	2,172	4.1%	2,040	3.8%	1,936	3.7%
1 to 5 Years	11,900	22.6%	12,946	24.4%	13,123	25.3%
6 to 10 Years	12,203	23.1%	10,908	20.5%	9,553	18.4%
11 to 15 Years	13,931	26.4%	14,115	26.6%	13,506	26.0%
16 to 20 Years	7,407	14.1%	7,960	15.0%	8,143	15.7%
21 to 25 Years	2,431	4.6%	2,480	4.7%	2,662	5.1%
26 Years or Older	1,228	2.3%	1,267	2.4%	1,330	2.6%
Model Year Unknown	1,237	2.3%	1,215	2.3%	1,396	2.7%
Total	**52,714**	**100.0%**	**53,128**	**100.0%**	**51,872**	**100.0%**
Average Vehicle Age (Years)	10.5		10.5		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, 2016-2018

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
2016										
FARS State Code	148	11.6%	241	8.5%	2	0.5%	10	14.5%	**401**	**8.8%**
US DOT	623	48.7%	2,410	84.9%	20	5.3%	19	27.5%	**3,072**	**67.3%**
MC/MX (ICC)[a]	4	0.3%	11	0.4%	1	0.3%	0	0.0%	**16**	**0.4%**
Canada	0	0.0%	2	*	0	0.0%	0	0.0%	**2**	*
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
None	323	25.2%	44	1.6%	326	86.9%	18	26.1%	**711**	**15.6%**
Unknown	182	14.2%	130	4.6%	26	6.9%	22	31.9%	**360**	**7.9%**
Total	**1,280**	**100.0%**	**2,838**	**100.0%**	**375**	**100.0%**	**69**	**100.0%**	4,562	100.0%
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	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	304	22.8%	47	1.6%	350	81.8%	9	11.4%	**710**	**14.8%**
Unknown	185	13.9%	126	4.2%	43	10.0%	24	30.4%	**378**	**7.9%**
Total	**1,331**	**100.0%**	**2,966**	**100.0%**	**428**	**100.0%**	**79**	**100.0%**	4,804	100.0%
2018										
FARS State Code	154	10.6%	297	10.1%	0	0.0%	6	11.5%	**457**	**9.4%**
US DOT	704	48.4%	2,488	84.2%	21	5.3%	26	50.0%	**3,239**	**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	0.0%	0	0.0%	**3**	*
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
None	359	24.7%	38	1.3%	327	81.8%	6	11.5%	**730**	**15.0%**
Unknown	235	16.1%	122	4.1%	52	13.0%	14	26.9%	**423**	**8.7%**
Total	**1,456**	**100.0%**	**2,954**	**100.0%**	**400**	**100.0%**	**52**	**100.0%**	4,862	100.0%

*Less than 0.05 percent.

[a]MC/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, 2016-2018

Vehicle Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,915	22.2%	2,074	22.8%	1,985	21.7%
Light Truck	1,769	20.5%	1,884	20.7%	1,950	21.3%
Large Truck	4,562	52.9%	4,804	52.8%	4,862	53.2%
Bus	12	0.1%	11	0.1%	15	0.2%
Motorcycle	306	3.6%	289	3.2%	285	3.1%
Other	53	0.6%	41	0.5%	41	0.4%
Total	**8,617**	**100.0%**	**9,103**	**100.0%**	**9,138**	**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, 2018

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,985	21.7%	65,000	29.3%	169,000	23.7%
Light Truck	1,950	21.3%	29,000	13.0%	78,000	10.9%
Large Truck	4,862	53.2%	112,000	50.3%	414,000	58.0%
Bus	15	0.2%	*	0.1%	4,000	0.5%
Motorcycle	285	3.1%	1,000	0.6%	*	*
Other	41	0.4%	15,000	6.6%	49,000	6.9%
Total	**9,138**	**100.0%**	**223,000**	**100.0%**	**714,000**	**100.0%**

*Less than 500 or 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. 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, 2016-2018

Crash Statistic	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	190	4.4%	248	5.4%	214	4.7%
Fatal Crashes Involving Large Trucks In Transport	4,177	96.3%	4,366	95.3%	4,415	96.4%
Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks[a]	**4,338**	—	**4,582**	—	**4,581**	—
Parked or Working Large Trucks Involved in Fatal Crashes	204	4.3%	262	5.2%	221	4.3%
Large Trucks In Transport Involved in Fatal Crashes	4,562	95.7%	4,804	94.8%	4,862	95.7%
Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes	**4,766**	**100.0%**	**5,066**	**100.0%**	**5,083**	**100.0%**
Occupant Fatalities in Parked or Working Large Trucks	4	0.5%	2	0.2%	4	0.4%
Occupant Fatalities in Large Trucks In Transport	815	99.5%	878	99.8%	885	99.6%
Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks	**819**	**100.0%**	**880**	**100.0%**	**889**	**100.0%**
Fatalities in Crashes Involving Parked or Working Large Trucks	212	4.4%	275	5.3%	239	4.6%
Fatalities in Crashes Involving Large Trucks In Transport	4,678	96.3%	4,905	95.4%	4,951	96.3%
Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks[a]	**4,860**	—	**5,141**	—	**5,141**	—

[a]Individual 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, 2016-2018

Critical Precrash Event[a]	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control[b]	176	3.9%	155	3.2%	203	4.2%
Large Truck's Movement[c]	937	20.5%	964	20.1%	928	19.1%
Other Vehicle in Large Truck's Lane[d]	1,170	25.6%	1,308	27.2%	1,337	27.5%
Other Vehicle's Encroachment into Large Truck's Lane[e]	1,713	37.5%	1,762	36.7%	1,779	36.6%
Pedestrian	299	6.6%	318	6.6%	342	7.0%
Pedalcyclist	97	2.1%	91	1.9%	80	1.6%
Animal	5	0.1%	13	0.3%	1	*
Foreign Object	27	0.6%	22	0.5%	38	0.8%
Other	129	2.8%	163	3.4%	143	2.9%
Unknown	9	0.2%	8	0.2%	11	0.2%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**100.0%**

*Less than 0.05 percent.

[a]The 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, 2018

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]	203	4.2%	4,000	4.0%	11,000	2.6%
Large Truck's Movement[c]	928	19.1%	32,000	28.3%	158,000	38.3%
Other Vehicle in Large Truck's Lane[d]	1,337	27.5%	37,000	32.6%	84,000	20.3%
Other Vehicle's Encroachment into Large Truck's Lane[e]	1,779	36.6%	33,000	29.0%	106,000	25.7%
Pedestrian	342	7.0%	1,000	1.0%	*	*
Pedalcyclist	80	1.6%	1,000	0.7%	*	*
Animal	1	*	*	0.4%	8,000	1.9%
Foreign Object	38	0.8%	*	0.2%	5,000	1.2%
Other	143	2.9%	3,000	2.5%	26,000	6.4%
Unknown	11	0.2%	1,000	1.2%	15,000	3.6%
Total	**4,862**	**100.0%**	**112,000**	**100.0%**	**414,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

[a]The 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, 2016-2018

Manner of Collision	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	1,190	26.1%	1,187	24.7%	1,226	25.2%
Front-to-Rear	1,039	22.8%	1,140	23.7%	1,174	24.1%
Front-to-Front	670	14.7%	685	14.3%	748	15.4%
Angle	1,260	27.6%	1,388	28.9%	1,321	27.2%
Sideswipe, Same Direction	158	3.5%	165	3.4%	168	3.5%
Sideswipe, Opposite Direction	179	3.9%	143	3.0%	142	2.9%
Rear-to-Side	24	0.5%	23	0.5%	22	0.5%
Rear-to-Rear	1	*	0	0.0%	0	0.0%
Other	33	0.7%	49	1.0%	44	0.9%
Unknown	8	0.2%	24	0.5%	17	0.3%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2018

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	1,226	25.2%	17,000	15.5%	95,000	22.9%
Front-to-Rear	1,174	24.1%	39,000	34.4%	100,000	24.2%
Front-to-Front	748	15.4%	3,000	2.6%	4,000	1.0%
Angle	1,321	27.2%	29,000	26.1%	54,000	13.0%
Sideswipe, Same Direction	168	3.5%	18,000	16.4%	127,000	30.8%
Sideswipe, Opposite Direction	142	2.9%	3,000	2.3%	17,000	4.0%
Rear-to-Side	22	0.5%	*	0.2%	6,000	1.4%
Rear-to-Rear	0	0.0%	*	*	*	*
Other	44	0.9%	2,000	1.7%	9,000	2.2%
Unknown	17	0.3%	1,000	0.9%	2,000	0.5%
Total	**4,862**	**100.0%**	**112,000**	**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, 2016-2018

Vehicle-Related Factors	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	67	1.5%	85	1.8%	88	1.8%
Tires	55	1.2%	61	1.3%	67	1.4%
Brake System	37	0.8%	47	1.0%	45	0.9%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	11	0.2%	10	0.2%	15	0.3%
Power Train	10	0.2%	8	0.2%	10	0.2%
Other Lights	6	0.1%	8	0.2%	6	0.1%
Headlights	4	0.1%	2	*	5	0.1%
Police, Fire, or EMS Vehicle at Scene	3	0.1%	2	*	4	0.1%
Vehicle Contributing Factors - No Details	4	0.1%	9	0.2%	3	0.1%
Suspension	2	*	1	*	3	0.1%
Vehicle Registration for Handicapped	1	*	1	*	3	0.1%
At Least One Vehicle-Related Factor Recorded	225	4.9%	251	5.2%	282	5.8%
No Vehicle-Related Factors Recorded	4,337	95.1%	4,553	94.8%	4,580	94.2%
Total	**4,562**	**100.0%**	**4,804**	**100.0%**	**4,862**	**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, 2018

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)	13	1.4%	75	1.9%	**88**	**1.8%**
Tires	26	2.7%	41	1.0%	**67**	**1.4%**
Brake System	18	1.9%	27	0.7%	**45**	**0.9%**
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	3	0.3%	12	0.3%	**15**	**0.3%**
Power Train	1	0.1%	9	0.2%	**10**	**0.2%**
Other Lights	1	0.1%	5	0.1%	**6**	**0.1%**
Headlights	3	0.3%	2	0.1%	**5**	**0.1%**
Police, Fire, or EMS Vehicle at Scene...	0	0.0%	4	0.1%	**4**	**0.1%**
Vehicle Contributing Factors - No Details	0	0.0%	3	0.1%	**3**	**0.1%**
Suspension	0	0.0%	3	0.1%	**3**	**0.1%**
Vehicle Registration for Handicapped	1	0.1%	2	0.1%	**3**	**0.1%**
At Least One Vehicle-Related Factor Recorded	74	7.8%	208	5.3%	**282**	**5.8%**
No Vehicle-Related Factors Recorded	873	92.2%	3,707	94.7%	**4,580**	**94.2%**
Total	**947**	**100.0%**	**3,915**	**100.0%**	**4,862**	**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, 2016-2018

Vehicle-Related Factors	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Tires	526	1.3%	515	1.2%	449	1.1%
Vehicle Registration for Handicapped	365	0.9%	365	0.9%	286	0.7%
Brake System	60	0.1%	51	0.1%	41	0.1%
Headlights	37	0.1%	34	0.1%	24	0.1%
Steering	22	0.1%	25	0.1%	24	0.1%
Vehicle Contributing Factors - No Details	19	*	22	0.1%	24	0.1%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	14	*	13	*	16	*
Power Train	17	*	16	*	12	*
Other Lights	18	*	11	*	12	*
Windows/Windshield	12	*	10	*	12	*
Truck Coupling / Trailer Hitch / Safety Chains	5	*	9	*	12	*
At Least One Vehicle-Related Factor Recorded	1,244	3.0%	1,205	2.9%	1,077	2.7%
No Vehicle-Related Factors Recorded	39,753	97.0%	40,083	97.1%	39,031	97.3%
Total	**40,997**	**100.0%**	**41,288**	**100.0%**	**40,108**	**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, 2018

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	299	2.0%	150	0.6%	**449**	**1.1%**
Vehicle Registration for Handicapped	100	0.7%	186	0.7%	**286**	**0.7%**
Brake System	29	0.2%	12	0.0%	**41**	**0.1%**
Headlights	7	*	17	0.1%	**24**	**0.1%**
Steering	13	0.1%	11	*	**24**	**0.1%**
Vehicle Contributing Factors - No Details	8	*	16	0.1%	**24**	**0.1%**
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	1	*	15	0.1%	**16**	*
Power Train	3	*	9	*	**12**	*
Other Lights	2	*	10	*	**12**	*
Windows/Windshield	8	*	4	*	**12**	*
Truck Coupling / Trailer Hitch / Safety Chains	4	*	8	*	**12**	*
At Least One Vehicle-Related Factor Recorded	547	3.6%	530	2.1%	**1,077**	**2.7%**
No Vehicle-Related Factors Recorded	14,644	96.4%	24,387	97.9%	**39,031**	**97.3%**
Total	**15,191**	**100.0%**	**24,917**	**100.0%**	**40,108**	**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 4,786 drivers of large trucks involved in fatal crashes in 2018, 328 (7 percent) were 25 years of age or younger, and 294 (6 percent) were 66 years of age or older. In comparison, 3 (1 percent) of the 230 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 2018, 14 percent (786) of large truck occupants in fatal crashes were not wearing a safety belt, of which 356 (45 percent) were killed in the crash. In contrast, only 379 (8 percent) of the 4,545 large truck occupants wearing safety belts in fatal crashes were killed. Ten percent of the 4,786 drivers of large trucks involved in fatal crashes (463) were not wearing a safety belt at the time of the crash.
- In 2018, 305 of the 4,786 large truck drivers in fatal crashes (6 percent) tested positive for at least one drug, although 60 percent of them were not tested. Conversely, 8,189 of the 51,490 drivers of all vehicles in fatal crashes (16 percent) tested positive for at least one drug, although 50 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 2018, at least one driver-related factor was recorded for 32 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 885 large truck occupant fatalities in 2018, a 1-percent increase from the 878 fatalities in 2017. In 2018, 84 percent of these occupant fatalities were drivers of large trucks, and 16 percent were passengers in large trucks.

People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2016-2018

Age Group (Years)	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
17 and under	251	5.4%	295	6.0%	248	5.0%
18 - 25	730	15.6%	778	15.9%	737	14.9%
26 - 35	835	17.8%	807	16.5%	889	18.0%
36 - 45	669	14.3%	715	14.6%	709	14.3%
46 - 55	726	15.5%	715	14.6%	736	14.9%
56 - 65	646	13.8%	722	14.7%	738	14.9%
66 - 75	433	9.3%	428	8.7%	470	9.5%
76 and over	380	8.1%	437	8.9%	412	8.3%
Unknown	8	0.2%	8	0.2%	12	0.2%
Total	**4,678**	**100.0%**	**4,905**	**100.0%**	**4,951**	**100.0%**
Average Age (Years)	44.6		44.7		45.0	

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 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2018

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	137	3.8%	111	8.1%	0	0.0%	**248**	**5.0%**
18 - 25	512	14.3%	225	16.4%	0	0.0%	**737**	**14.9%**
26 - 35	692	19.3%	197	14.4%	0	0.0%	**889**	**18.0%**
36 - 45	539	15.1%	170	12.4%	0	0.0%	**709**	**14.3%**
46 - 55	559	15.6%	177	12.9%	0	0.0%	**736**	**14.9%**
56 - 65	567	15.9%	171	12.5%	0	0.0%	**738**	**14.9%**
66 - 75	305	8.5%	165	12.0%	0	0.0%	**470**	**9.5%**
76 and over	260	7.3%	152	11.1%	0	0.0%	**412**	**8.3%**
Unknown	6	0.2%	2	0.1%	4	100.0%	**12**	**0.2%**
Total	**3,577**	**100.0%**	**1,370**	**100.0%**	**4**	**100.0%**	**4,951**	**100.0%**
Average Age (Years)	45.0		45.4		—		**45.1**	

— 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).

People Table 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2016-2018

Age Group (Years)	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
17 and under	1,246	5.5%	2,087	6.4%	1,874	5.9%
18 - 25	4,416	19.6%	5,802	17.7%	5,426	17.0%
26 - 35	4,116	18.3%	5,676	17.3%	5,641	17.7%
36 - 45	2,983	13.2%	4,284	13.1%	4,132	13.0%
46 - 55	3,135	13.9%	4,512	13.8%	4,294	13.5%
56 - 65	2,976	13.2%	4,369	13.3%	4,380	13.8%
66 - 75	1,828	8.1%	2,835	8.7%	3,006	9.4%
76 and over	1,770	7.9%	3,107	9.5%	2,965	9.3%
Unknown	44	0.2%	99	0.3%	107	0.3%
Total	**22,514**	**100.0%**	**32,771**	**100.0%**	**31,825**	**100.0%**
Average Age (Years)	43.5		44.1		44.5	

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, 2018

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,050	4.8%	823	8.2%	1	3.1%	**1,874**	**5.9%**
18 - 25	3,820	17.6%	1,605	16.0%	1	3.1%	**5,426**	**17.0%**
26 - 35	4,066	18.7%	1,573	15.7%	2	6.3%	**5,641**	**17.7%**
36 - 45	2,919	13.4%	1,213	12.1%	0	0.0%	**4,132**	**13.0%**
46 - 55	3,085	14.2%	1,208	12.0%	1	3.1%	**4,294**	**13.5%**
56 - 65	3,052	14.0%	1,326	13.2%	2	6.3%	**4,380**	**13.8%**
66 - 75	1,971	9.1%	1,035	10.3%	0	0.0%	**3,006**	**9.4%**
76 and over	1,742	8.0%	1,223	12.2%	0	0.0%	**2,965**	**9.3%**
Unknown	59	0.3%	23	0.2%	25	78.1%	**107**	**0.3%**
Total	**21,764**	**100.0%**	**10,029**	**100.0%**	**32**	**100.0%**	31,825	100.0%
Average Age (Years)	44.1		45.5		37.6		**44.5**	

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, 2018

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	5,000	5.9%	5,000	9.2%	**11,000**	**7.2%**
18 - 25	14,000	15.7%	12,000	20.0%	**26,000**	**17.4%**
26 - 35	22,000	24.3%	10,000	16.7%	**32,000**	**21.3%**
36 - 45	14,000	15.4%	9,000	15.0%	**23,000**	**15.2%**
46 - 55	14,000	15.2%	8,000	13.6%	**22,000**	**14.6%**
56 - 65	14,000	15.7%	8,000	13.5%	**22,000**	**14.8%**
66 - 75	5,000	5.2%	5,000	8.1%	**10,000**	**6.4%**
76 and over	2,000	2.6%	2,000	3.8%	**5,000**	**3.1%**
Total	**91,000**	**100.0%**	**60,000**	**100.0%**	**151,000**	**100.0%**
Average Age (Years)	41.0		40.2		**40.7**	

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, 2018

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	139,000	11.3%	164,000	11.8%	**303,000**	**11.6%**
18 - 25	240,000	19.6%	287,000	20.6%	**527,000**	**20.1%**
26 - 35	245,000	20.0%	265,000	19.0%	**510,000**	**19.5%**
36 - 45	182,000	14.9%	200,000	14.4%	**383,000**	**14.6%**
46 - 55	168,000	13.7%	195,000	14.0%	**363,000**	**13.8%**
56 - 65	135,000	11.1%	151,000	10.8%	**286,000**	**10.9%**
66 - 75	76,000	6.2%	88,000	6.3%	**164,000**	**6.3%**
76 and over	39,000	3.2%	45,000	3.2%	**85,000**	**3.2%**
Total	**1,225,000**	**100.0%**	**1,394,000**	**100.0%**	**2,620,000**	**100.0%**
Average Age (Years)	38.0		38.0		**38.0**	

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, 2016-2018

Age Group (Years)	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
17 and under	8	0.2%	11	0.2%	13	0.3%
18 - 25	276	6.1%	278	5.9%	315	6.6%
26 - 35	751	16.7%	847	17.8%	860	18.0%
36 - 45	1,076	23.9%	1,038	21.9%	1,044	21.8%
46 - 55	1,215	27.0%	1,288	27.1%	1,262	26.4%
56 - 65	897	19.9%	952	20.1%	956	20.0%
66 - 75	225	5.0%	261	5.5%	248	5.2%
76 and over	37	0.8%	51	1.1%	46	1.0%
Unknown	18	0.4%	20	0.4%	42	0.9%
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**100.0%**
Average Age (Years)	46.0		46.4		45.9	

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, 2018

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	12	0.3%	1	0.6%	0	0.0%	**13**	**0.3%**
18 - 25	302	6.6%	13	8.3%	0	0.0%	**315**	**6.6%**
26 - 35	823	17.9%	37	23.6%	0	0.0%	**860**	**18.0%**
36 - 45	1,012	22.1%	32	20.4%	0	0.0%	**1,044**	**21.8%**
46 - 55	1,209	26.3%	53	33.8%	0	0.0%	**1,262**	**26.4%**
56 - 65	937	20.4%	18	11.5%	1	2.5%	**956**	**20.0%**
66 - 75	244	5.3%	3	1.9%	1	2.5%	**248**	**5.2%**
76 and over	46	1.0%	0	0.0%	0	0.0%	**46**	**1.0%**
Unknown	4	0.1%	0	0.0%	38	95.0%	**42**	**0.9%**
Total	**4,589**	**100.0%**	**157**	**100.0%**	**40**	**100.0%**	**4,786**	**100.0%**
Average Age (Years)	46.0		42.6		67.0		**45.9**	

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, 2016-2018

Age Group (Years)	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
17 and under	0	0.0%	0	0.0%	0	0.0%
18 - 25	6	2.6%	3	1.3%	3	1.3%
26 - 35	23	9.9%	28	12.1%	27	11.7%
36 - 45	37	15.9%	41	17.7%	30	13.0%
46 - 55	70	30.0%	64	27.6%	69	30.0%
56 - 65	70	30.0%	63	27.2%	67	29.1%
66 - 75	24	10.3%	29	12.5%	27	11.7%
76 and over	3	1.3%	4	1.7%	6	2.6%
Unknown	0	0.0%	0	0.0%	1	0.4%
Total	**233**	**100.0%**	**232**	**100.0%**	**230**	**100.0%**
Average Age (Years)	51.7		51.7		52.6	

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, 2018

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	1.3%	0	0.0%	**3**	**1.3%**
26 - 35	15	10.0%	12	15.2%	0	0.0%	**27**	**11.7%**
36 - 45	20	13.3%	10	12.7%	0	0.0%	**30**	**13.0%**
46 - 55	38	25.3%	31	39.2%	0	0.0%	**69**	**30.0%**
56 - 65	48	32.0%	19	24.1%	0	0.0%	**67**	**29.1%**
66 - 75	21	14.0%	6	7.6%	0	0.0%	**27**	**11.7%**
76 and over	6	4.0%	0	0.0%	0	0.0%	**6**	**2.6%**
Unknown	0	0.0%	0	0.0%	1	100.0%	**1**	**0.4%**
Total	**150**	**100.0%**	**79**	**100.0%**	**1**	**100.0%**	**230**	**100.0%**
Average Age (Years)	53.9		50.0		—		**52.6**	

— Not applicable.
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, 2016-2018

Time of Day	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	406	8.7%	364	7.4%	357	7.2%
3am - 6am	517	11.1%	479	9.8%	511	10.3%
6am - 9am	688	14.7%	714	14.6%	729	14.7%
9am - 12pm	762	16.3%	729	14.9%	751	15.2%
12pm - 3pm	782	16.7%	919	18.7%	928	18.7%
3pm - 6pm	707	15.1%	809	16.5%	782	15.8%
6pm - 9pm	445	9.5%	501	10.2%	514	10.4%
9pm - 12am	363	7.8%	382	7.8%	371	7.5%
Unknown	8	0.2%	8	0.2%	8	0.2%
Daytime (6am - 6pm)	*2,939*	*62.8%*	*3,171*	*64.6%*	*3,190*	*64.4%*
Nighttime (6pm - 6am)	*1,731*	*37.0%*	*1,726*	*35.2%*	*1,753*	*35.4%*
Total	**4,678**	**100.0%**	**4,905**	**100.0%**	**4,951**	**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, 2018

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	357	7.2%	6,000	3.8%
3am - 6am	511	10.3%	10,000	6.3%
6am - 9am	729	14.7%	25,000	16.6%
9am - 12pm	751	15.2%	28,000	18.9%
12pm - 3pm	928	18.7%	31,000	20.7%
3pm - 6pm	782	15.8%	31,000	20.7%
6pm - 9pm	514	10.4%	13,000	8.5%
9pm - 12am	371	7.5%	7,000	4.5%
Unknown	8	0.2%	*	*
Daytime (6am - 6pm)	*3,190*	*64.4%*	*116,000*	*76.9%*
Nighttime (6pm - 6am)	*1,753*	*35.4%*	*35,000*	*23.1%*
Total	**4,951**	**100.0%**	**151,000**	**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, 2016-2018

Person Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	711	15.2%	740	15.1%	739	14.9%
Driver of Other Motor Vehicle	2,580	55.2%	2,704	2.8%	2,708	54.7%
Passenger of Large Truck in Transport	102	2.2%	138	16.9%	145	2.9%
Passenger of Other Motor Vehicle in Transport	760	16.2%	828	16.9%	817	16.5%
Occupant of Motor Vehicle Not in Transport	8	0.2%	5	0.1%	11	0.2%
Occupant of Non-Motor Vehicle Transport Device**	3	0.1%	7	0.1%	1	*
Pedestrian	397	8.5%	391	8.0%	442	8.9%
Bicyclist	96	2.1%	77	1.6%	76	1.5%
Other Cyclist	2	*	1	*	0	0.0%
Other Person on Personal Conveyance/In Building	6	0.1%	12	0.2%	11	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	13	0.3%	2	*	1	*
Total	**4,678**	**100.0%**	**4,905**	**61.8%**	**4,951**	**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, 2018

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	445	45.9%	294	7.4%	**739**	**14.9%**
Driver of Other Motor Vehicle	0	0.0%	2,708	68.0%	**2,708**	**54.7%**
Passenger of Large Truck in Transport	90	9.3%	55	1.4%	**145**	**2.9%**
Passenger of Other Motor Vehicle in Transport	0	0.0%	817	20.5%	**817**	**16.5%**
Occupant of Motor Vehicle Not in Transport	10	1.0%	1	*	**11**	**0.2%**
Occupant of Non-Motor Vehicle Transport Device**	1	0.1%	0	0.0%	**1**	*
Pedestrian	342	35.3%	100	2.5%	**442**	**8.9%**
Bicyclist	71	7.3%	5	0.1%	**76**	**1.5%**
Other Cyclist	0	0.0%	0	0.0%	**0**	**0.0%**
Other Person on Personal Conveyance/In Building	11	1.1%	0	0.0%	**11**	**0.2%**
Unknown Occupant Type in Motor Vehicle in Transport	0	0.0%	1	*	**1**	*
Total Persons Killed	**970**	**100.0%**	**3,981**	**100.0%**	**4,951**	**100.0%**
Persons Injured						
Driver of Large Truck	11,000	66.8%	21,000	15.4%	**32,000**	**21.1%**
Driver of Other Motor Vehicle	*	*	78,000	57.9%	**78,000**	**51.5%**
Passenger of Large Truck in Transport	2,000	14.7%	5,000	3.6%	**7,000**	**4.8%**
Passenger of Other Motor Vehicle in Transport	*	*	30,000	22.7%	**30,000**	**20.2%**
Occupant of Motor Vehicle Not in Transport	1,000	5.4%	*	*	**1,000**	**0.6%**
Occupant of Non-Motor Vehicle Transport Device**	*	*	*	*	*	*
Pedestrian	1,000	8.9%	*	0.2%	**2,000**	**1.2%**
Bicyclist	1,000	4.1%	*	*	**1,000**	**0.5%**
Other Nonoccupant	*	0.2%	*	*	*	*
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	0.2%	*	**0.2%**
Total Persons Injured	**17,000**	**100.0%**	**134,000**	**100.0%**	**151,000**	**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, 2016-2018

Person Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Driver	711	87.2%	740	84.3%	739	83.5%
Passenger	102	12.5%	138	15.7%	145	16.4%
Unknown Occupant Type	2	0.2%	0	0.0%	1	0.1%
Total	**815**	**100.0%**	**878**	**100.0%**	**885**	**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, 2018

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	739	83.5%	32,000	81.1%
Passenger	145	16.4%	7,000	18.6%
Unknown Occupant Type	1	0.1%	*	0.4%
Total	**885**	**100.0%**	**39,000**	**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: 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, 2018

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	1,985	21.6%	2,932	22.3%	1,673	33.8%
Light Truck	1,950	21.2%	3,120	23.8%	1,524	30.8%
Large Truck (Single-Vehicle Crash)	947	10.3%	1,173	8.9%	535	10.8%
Large Truck (Multiple-Vehicle Crash)	3,915	42.6%	4,603	35.1%	350	7.1%
Bus	15	0.2%	268	2.0%	25	0.5%
Motorcycle	285	3.1%	316	2.4%	284	5.7%
Other Vehicle Type	93	1.0%	50	0.4%	19	0.4%
Total Vehicles/Vehicle Occupants	***9,190***	***100.0%***	***12,462***	***94.9%***	***4,410***	***89.1%***
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	71	0.5%	11	0.2%
Occupant of a Non-Motor Vehicle Transport Device	—	—	18	0.1%	1	*
Pedestrian	—	—	491	3.7%	442	8.9%
Bicyclist	—	—	76	0.6%	76	1.5%
Person on a Personal Conveyance	—	—	11	0.1%	11	0.2%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	**—**	**—**	***667***	***5.1%***	***541***	***10.9%***
Total	**9,190**	**100.0%**	**13,129**	**100.0%**	**4,951**	**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, 2018

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	95	21.4%	145	7.4%	84	32.1%
Light Truck	70	15.8%	116	5.9%	41	15.6%
Large Truck	16	3.6%	20	1.0%	2	0.8%
Bus (Single-Vehicle Crash)	68	15.3%	430	21.9%	15	5.7%
Bus (Multiple-Vehicle Crash)	166	37.4%	1,154	58.9%	28	10.7%
Motorcycle	27	6.1%	29	1.5%	27	10.3%
Other Vehicle Type	2	0.5%	2	0.1%	2	0.8%
Total Vehicles/Vehicle Occupants	***444***	***100.0%***	***1,896***	***96.8%***	***199***	***76.0%***
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	0	0.0%	0	0.0%
Occupant of a Non-Motor Vehicle Transport Device	—	—	0	0.0%	0	0.0%
Pedestrian	—	—	53	2.7%	53	20.2%
Bicyclist	—	—	7	0.4%	7	2.7%
Person on a Personal Conveyance	—	—	3	0.2%	3	1.1%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	***—***	***—***	***63***	***3.2%***	***63***	***24.0%***
Total	**444**	**100.0%**	**1,959**	**100.0%**	**262**	**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, 2016-2018

Crash Type	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Pedestrian Fatalities						
Large Truck Crash	397	6.5%	391	6.4%	442	7.0%
Bus Crash	53	0.9%	42	0.7%	53	0.8%
All Crashes	6,080	100.0%	6,075	100.0%	6,283	100.0%
Bicyclist Fatalities						
Large Truck Crash	96	11.3%	77	9.6%	76	8.9%
Bus Crash	12	1.4%	11	1.4%	7	0.8%
All Crashes	849	100.0%	800	100.0%	854	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, 2016-2018

Restraint Use	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
None	457	10.1%	463	9.8%	463	9.7%
Yes	3,726	82.7%	3,966	83.6%	3,954	82.6%
Shoulder Belt Only	*12*	*0.3%*	*8*	*0.2%*	*32*	*0.7%*
Lap Belt Only	*37*	*0.8%*	*31*	*0.7%*	*40*	*0.8%*
Lap and Shoulder Belt	*3,634*	*80.7%*	*3,908*	*82.3%*	*3,866*	*80.8%*
Type Unknown	*43*	*1.0%*	*19*	*0.4%*	*16*	*0.3%*
Unknown	320	7.1%	317	6.7%	369	7.7%
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**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, 2018

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	314	6.9%	102	71.8%	42	72.4%	5	18.5%	**463**	**9.7%**
Yes	3,918	85.9%	18	12.7%	13	22.4%	5	18.5%	**3,954**	**82.6%**
Shoulder Belt Only	*31*	*0.7%*	*0*	*0.0%*	*1*	*1.7%*	*0*	*0.0%*	***32***	***0.7%***
Lap Belt Only	*39*	*0.9%*	*0*	*0.0%*	*1*	*1.7%*	*0*	*0.0%*	***40***	***0.8%***
Lap and Shoulder Belt	*3,833*	*84.1%*	*17*	*12.0%*	*11*	*19.0%*	*5*	*18.5%*	***3,866***	***80.8%***
Type Unknown	*15*	*0.3%*	*1*	*0.7%*	*0*	*0.0%*	*0*	*0.0%*	***16***	***0.3%***
Unknown	327	7.2%	22	15.5%	3	5.2%	17	63.0%	**369**	**7.7%**
Total	**4,559**	**100.0%**	**142**	**100.0%**	**58**	**100.0%**	**27**	**100.0%**	**4,786**	**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, 2018

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	356	45.3%	379	8.3%	150	33.4%	**885**	**15.3%**
Injury	180	22.9%	691	15.2%	53	11.8%	**924**	**16.0%**
Unknown Injury Severity	59	7.5%	521	11.5%	58	12.9%	**638**	**11.0%**
No Apparent Injury	191	24.3%	2,953	65.0%	188	41.9%	**3,332**	**57.6%**
Died Prior to Crash	0	0.0%	1	*	0	0.0%	**1**	*
Total	**786**	**100.0%**	**4,545**	**100.0%**	**449**	**100.0%**	**5,780**	**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. 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, 2016-2018

CDL Status	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,485	77.4%	3,643	76.8%	3,594	75.1%
No CDL	830	18.4%	900	19.0%	963	20.1%
Suspended	24	0.5%	33	0.7%	28	0.6%
Revoked, Expired, Canceled, Disqualified	44	1.0%	42	0.9%	42	0.9%
Other Not Valid	18	0.4%	13	0.3%	21	0.4%
Unknown	102	2.3%	115	2.4%	138	2.9%
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**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, 2016-2018

License Compliance	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	4,211	93.5%	4,386	92.4%	4,415	92.2%
Not Licensed	20	0.4%	33	0.7%	27	0.6%
No License Required for Class of Vehicle	0	0.0%	3	0.1%	4	0.1%
No Valid License for Class of Vehicle	146	3.2%	188	4.0%	170	3.6%
Unknown if Required for Class of Vehicle	22	0.5%	21	0.4%	21	0.4%
Unknown	104	2.3%	115	2.4%	149	3.1%
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**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, 2016-2018

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2016										
Valid License for Class of Vehicle	3,462	99.3%	721	86.9%	27	31.4%	1	1.0%	**4,211**	**93.5%**
Not Licensed	0	0.0%	20	2.4%	0	0.0%	0	0.0%	**20**	**0.4%**
No License Required for Class of Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
No Valid License for Class of Vehicle	8	0.2%	80	9.6%	57	66.3%	1	1.0%	**146**	**3.2%**
Unknown if Required for Class of Vehicle	13	0.4%	8	1.0%	1	1.2%	0	0.0%	**22**	**0.5%**
Unknown	2	0.1%	1	0.1%	1	1.2%	100	98.0%	**104**	**2.3%**
Total	**3,485**	**100.0%**	**830**	**100.0%**	**86**	**100.0%**	**102**	**100.0%**	4,503	100.0%
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	0.0%	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	3,552	98.8%	821	85.3%	41	45.1%	1	0.7%	**4,415**	**92.2%**
Not Licensed	0	0.0%	27	2.8%	0	0.0%	0	0.0%	**27**	**0.6%**
No License Required for Class of Vehicle	1	0.0%	3	0.3%	0	0.0%	0	0.0%	**4**	*
No Valid License for Class of Vehicle	15	0.4%	104	10.8%	50	54.9%	1	0.7%	**170**	**3.6%**
Unknown if Required for Class of Vehicle	15	0.4%	6	0.6%	0	0.0%	0	0.0%	**21**	**0.4%**
Unknown	11	0.3%	2	0.2%	0	0.0%	136	98.6%	**149**	**3.1%**
Total	**3,594**	**100.0%**	**963**	**100.0%**	**91**	**100.0%**	**138**	**100.0%**	4,786	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, 2018

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	11.8%	13,000	11.8%	15,000	10.1%
Suspected Minor Injury	36,000	34.1%	38,000	34.1%	49,000	32.7%
Possible Injury	56,000	52.2%	58,000	52.0%	84,000	55.5%
Injured, Severity Unknown	2,000	2.0%	2,000	2.1%	3,000	1.7%
Total	**107,000**	**100.0%**	**112,000**	**100.0%**	**151,000**	**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, 2016-2018

Drug Test Result	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,770	61.5%	2,837	59.8%	2,885	60.3%
No Drugs Reported/Negative	1,015	22.5%	1,003	21.1%	947	19.8%
Unknown	278	6.2%	379	8.0%	383	8.0%
Tested for Drugs, Results Unknown	126	2.8%	139	2.9%	36	0.8%
Unknown if Tested	56	1.2%	92	1.9%	230	4.8%
At Least One Positive Drug Test Result:	258	5.7%	296	6.2%	305	6.4%
Narcotic	*55*	*1.2%*	*49*	*1.0%*	*67*	*1.4%*
Depressant	*37*	*0.8%*	*36*	*0.8%*	*37*	*0.8%*
Stimulant	*121*	*2.7%*	*161*	*3.4%*	*110*	*2.3%*
Hallucinogen	*2*	*	*8*	*0.2%*	*4*	*0.1%*
Cannabinoid	*83*	*1.8%*	*99*	*2.1%*	*150*	*3.1%*
Phencyclidine (PCP)	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*
Inhalant	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*
Other Drugs	*93*	*2.1%*	*96*	*2.0%*	*159*	*3.3%*
Tested for Drugs, Drugs Found, Type Unknown/Positive	*9*	*0.2%*	*11*	*0.2%*	*17*	*0.4%*
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**100.0%**

*Less than 0.05 percent.

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, 2016-2018

Drug Test Result	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	27,346	52.2%	26,348	49.9%	25,684	49.9%
No Drugs Reported/Negative	11,487	21.9%	11,292	21.4%	9,742	18.9%
Unknown	3,288	6.3%	4,049	7.7%	4,035	7.8%
Tested for Drugs, Results Unknown	1,052	2.0%	1,165	2.2%	599	1.2%
Unknown if Tested	843	1.6%	993	1.9%	3,241	6.3%
At Least One Positive Drug Test Result:	8,383	16.0%	8,905	16.9%	8,189	15.9%
Narcotic	*2,082*	*4.0%*	*2,210*	*4.2%*	*2,243*	*4.4%*
Depressant	*2,119*	*4.0%*	*1,900*	*3.6%*	*2,042*	*4.0%*
Stimulant	*3,331*	*6.4%*	*4,031*	*7.6%*	*4,194*	*8.1%*
Hallucinogen	*96*	*0.2%*	*211*	*0.4%*	*193*	*0.4%*
Cannabinoid	*4,518*	*8.6%*	*4,827*	*9.2%*	*5,005*	*9.7%*
Phencyclidine (PCP)	*48*	*0.1%*	*42*	*0.1%*	*59*	*0.1%*
Anabolic Steroid	*0*	*0.0%*	*1*	*	*3*	*
Inhalant	*11*	*	*6*	*	*8*	*
Other Drugs	*1,919*	*3.7%*	*2,313*	*4.4%*	*3,271*	*6.4%*
Tested for Drugs, Drugs Found, Type Unknown/Positive	*514*	*1.0%*	*400*	*0.8%*	*374*	*0.7%*
Total	**52,399**	**100.0%**	**52,752**	**100.0%**	**51,490**	**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, 2016-2018

Driver-Related Factors	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	333	7.4%	320	6.7%	324	6.8%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)[a]	280	6.2%	274	5.8%	252	5.3%
Failure to Yield Right of Way	203	4.5%	220	4.6%	219	4.6%
Impairment (Fatigue, Alcohol, Illness, etc.)[a]	191	4.2%	209	4.4%	210	4.4%
Careless Driving	155	3.4%	193	4.1%	191	4.0%
Failure to Keep in Proper Lane	138	3.1%	145	3.1%	164	3.4%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	158	3.5%	171	3.6%	148	3.1%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	92	2.0%	130	2.7%	107	2.2%
Following Improperly	81	1.8%	99	2.1%	106	2.2%
Overcorrecting	81	1.8%	81	1.7%	65	1.4%
Driver has a Driving Record or Driver's License from More than One State	54	1.2%	51	1.1%	60	1.3%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	53	1.2%	49	1.0%	53	1.1%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	40	0.9%	40	0.8%	47	1.0%
Making Improper Turn	28	0.6%	34	0.7%	41	0.9%
Driving on Wrong Side of Road (Intentional or Unintentional)	38	0.8%	33	0.7%	41	0.9%
Stopping in Roadway (Vehicle Not Abandoned)	32	0.7%	37	0.8%	36	0.8%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	69	1.5%	42	0.9%	34	0.7%
Improper or Erratic Lane Changing	44	1.0%	38	0.8%	33	0.7%
Vehicle in Road	21	0.5%	18	0.4%	21	0.4%
Tire Blowout or Flat	19	0.4%	15	0.3%	21	0.4%
Looked But Did Not See[b]	—	—	—	—	21	0.4%
Operating Without Required Equipment	14	0.3%	27	0.6%	18	0.4%
Starting or Backing Improperly	16	0.4%	25	0.5%	14	0.3%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	8	0.2%	9	0.2%	13	0.3%
Driver Has Not Complied With Physical or Other Imposed Restrictions	22	0.5%	14	0.3%	12	0.3%
Phantom Vehicle	2	*	3	0.1%	11	0.2%
Overloading or Improper Loading of Vehicle with Passenger or Cargo	12	0.3%	16	0.3%	9	0.2%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	13	0.3%	8	0.2%	8	0.2%
Alcohol and/or Drug Test Refused[c]	—	—	8	0.2%	8	0.2%
Driving Less Than Posted Minimum	5	0.1%	4	0.1%	8	0.2%
Emergency Services Personnel[d]	—	—	—	—	8	0.2%
Operator Inexperience	7	0.2%	4	0.1%	8	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass	6	0.1%	6	0.1%	8	0.2%
Debris or Objects in Road	3	0.1%	4	0.1%	7	0.1%
Making Improper Entry to or Exit from Trafficway	2	*	3	0.1%	7	0.1%
At Least One Driver-Related Factor Recorded	1,470	32.6%	1,541	32.5%	1,548	32.3%
No Driver-Related Factors Recorded	3,033	67.4%	3,205	67.5%	3,238	67.7%
Total[e]	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**100.0%**
At Least One Moving Violation Recorded	383	8.5%	416	8.8%	428	8.9%
No Moving Violations Recorded	4,120	91.5%	4,330	91.2%	4,358	91.1%
Total[e]	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**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] "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] "Alcohol and/or Drug Test Refused" was listed as a driver-related factor for the first time in 2017.

[d] "Emergency Services Personnel" was listed as a driver-related factor for the first time in 2018.

[e] 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, 2018

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	103	11.0%	221	5.7%	**324**	**6.8%**
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)[a]	64	6.8%	188	4.9%	**252**	**5.3%**
Failure to Yield Right of Way	42	4.5%	177	4.6%	**219**	**4.6%**
Impairment (Fatigue, Alcohol, Illness, etc.)[a]	97	10.4%	113	2.9%	**210**	**4.4%**
Careless Driving	59	6.3%	132	3.4%	**191**	**4.0%**
Failure to Keep in Proper Lane	44	4.7%	120	3.1%	**164**	**3.4%**
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	40	4.3%	108	2.8%	**148**	**3.1%**
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	22	2.4%	85	2.2%	**107**	**2.2%**
Following Improperly	3	0.3%	103	2.7%	**106**	**2.2%**
Overcorrecting	46	4.9%	19	0.5%	**65**	**1.4%**
Driver has a Driving Record or Driver's License from More than One State	13	1.4%	47	1.2%	**60**	**1.3%**
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	17	1.8%	36	0.9%	**53**	**1.1%**
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	13	1.4%	34	0.9%	**47**	**1.0%**
Making Improper Turn	6	0.6%	35	0.9%	**41**	**0.9%**
Driving on Wrong Side of Road (Intentional or Unintentional)	1	0.1%	40	1.0%	**41**	**0.9%**
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	36	0.9%	**36**	**0.8%**
Non-Traffic Violation Charged - Manslaughter or Homicide or Other Assault	5	0.5%	29	0.8%	**34**	**0.7%**
Improper or Erratic Lane Changing	13	1.4%	20	0.5%	**33**	**0.7%**
Looked But Did Not See	8	0.9%	13	0.3%	**21**	**0.4%**
Tire Blow-Out or Flat	7	0.7%	14	0.4%	**21**	**0.4%**
Vehicle in Road	1	0.1%	20	0.5%	**21**	**0.4%**
Operating Without Required Equipment	5	0.5%	13	0.3%	**18**	**0.4%**
Starting or Backing Improperly	5	0.5%	9	0.2%	**14**	**0.3%**
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	3	0.3%	10	0.3%	**13**	**0.3%**
Driver Has Not Complied With Physical or Other Imposed Restrictions	2	0.2%	10	0.3%	**12**	**0.3%**
Phantom Vehicle	5	0.5%	6	0.2%	**11**	**0.2%**
Overloading or Improper Loading of Vehicle with Passenger or Cargo	0	0.0%	9	0.2%	**9**	**0.2%**
Emergency Services Personnel	2	0.2%	6	0.2%	**8**	**0.2%**
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass	1	0.1%	7	0.2%	**8**	**0.2%**
Driving Less Than Posted Minimum	0	0.0%	8	0.2%	**8**	**0.2%**
Operator Inexperience	5	0.5%	3	0.1%	**8**	**0.2%**
Alcohol and/or Drug Test Refused	1	0.1%	7	0.2%	**8**	**0.2%**
Pedestrian, Pedalcyclist, or Other Non-Motorist in Road	5	0.5%	3	0.1%	**8**	**0.2%**
Making Improper Entry to or Exit from Trafficway	3	0.3%	4	0.1%	**7**	**0.1%**
Debris or Objects in Road	2	0.2%	5	0.1%	**7**	**0.1%**
At Least One Driver-Related Factor Recorded	454	48.6%	1,094	28.4%	**1,548**	**32.3%**
No Driver-Related Factors Recorded	481	51.4%	2,757	71.6%	**3,238**	**67.7%**
Total[b]	**935**	**100.0%**	**3,851**	**100.0%**	**4,786**	**100.0%**
At Least One Moving Violation Recorded	63	6.7%	365	9.5%	**428**	**8.9%**
No Moving Violations Recorded	872	93.3%	3,486	90.5%	**4,358**	**91.1%**
Total[b]	**935**	**100.0%**	**3,851**	**100.0%**	**4,786**	**100.0%**

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

[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 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, 2016-2018

Driver Distraction-Related Factors	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	80	1.8%	75	1.6%	96	2.0%
Distraction/Inattention	36	0.8%	29	0.6%	32	0.7%
Other Distraction	25	0.6%	21	0.4%	18	0.4%
Distracted, Details Unknown	30	0.7%	24	0.5%	17	0.4%
Distracted by Outside Person, Object, or Event	20	0.4%	20	0.4%	15	0.3%
Talking or Listening to Cellular Phone	11	0.2%	11	0.2%	15	0.3%
Careless/Inattentive	4	0.1%	3	0.1%	12	0.3%
Using or Reaching For Device/Object Brought Into Vehicle	6	0.1%	17	0.4%	10	0.2%
Other Cellular Phone Related	13	0.3%	8	0.2%	10	0.2%
Dialing Cellular Phone	7	0.2%	8	0.2%	7	0.1%
Eating or Drinking	4	0.1%	7	0.1%	7	0.1%
Using Other Device/Controls Integral to Vehicle	7	0.2%	7	0.1%	6	0.1%
Distracted By Other Occupant(s)	3	0.1%	7	0.1%	2	*
Adjusting Audio and/or Climate Controls	2	*	2	*	2	*
Distracted By Moving Object in Vehicle	1	*	1	*	2	*
Lost In Thought/Day Dreaming	1	*	0	0.0%	1	*
Looked But Did Not See[a]	29	0.6%	32	0.7%	—	—
Distraction/Careless	0	0.0%	2	*	0	0.0%
Smoking Related	1	*	0	0.0%	0	0.0%
At Least One Driver Distraction-Related Factor Recorded	280	6.2%	274	5.8%	252	5.3%
No Driver Distraction-Related Factors Recorded	4,223	93.8%	4,472	94.2%	4,534	94.7%
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**100.0%**

Driver Impairment-Related Factors	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Under the Influence of Alcohol, Drugs or Medication	70	1.1%	92	1.7%	102	2.1%
Asleep or Fatigued	74	1.7%	66	1.3%	62	1.3%
Ill, Blackout	25	0.5%	22	0.5%	21	0.4%
Physical Impairment – No Details	6	0.1%	5	0.1%	11	0.2%
Other Physical Impairment	8	0.2%	16	0.3%	9	0.2%
Emotional (Depressed, Angry, Disturbed, etc.)	8	0.2%	8	0.2%	5	0.1%
Impaired Due to Previous Injury	0	0.0%	0	0.0%	0	0.0%
At Least One Driver Impairment-Related Factor Recorded	191	4.2%	209	4.4%	210	4.4%
No Driver Impairment-Related Factors Recorded	4,312	95.8%	4,537	95.6%	4,576	95.6%
Total	**4,503**	**100.0%**	**4,746**	**100.0%**	**4,786**	**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, 2018

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	24	2.6%	72	1.9%	**96**	**2.0%**
Distraction/Inattention	9	1.0%	23	0.6%	**32**	**0.7%**
Other Distraction	3	0.3%	15	0.4%	**18**	**0.4%**
Distracted, Details Unknown	7	0.7%	10	0.3%	**17**	**0.4%**
Talking or Listening to Cellular Phone	4	0.4%	11	0.3%	**15**	**0.3%**
Distracted by Outside Person, Object, or Event	3	0.3%	12	0.3%	**15**	**0.3%**
Careless/Inattentive	2	0.2%	10	0.3%	**12**	**0.3%**
Using or Reaching For Device/Object Brought Into Vehicle	1	0.1%	9	0.2%	**10**	**0.2%**
Other Cellular Phone Related	3	0.3%	7	0.2%	**10**	**0.2%**
Dialing Cellular Phone	2	0.2%	5	0.1%	**7**	**0.1%**
Eating or Drinking	0	0.0%	7	0.2%	**7**	**0.1%**
Using Other Device/Controls Integral to Vehicle	3	0.3%	3	0.1%	**6**	**0.1%**
Distracted By Other Occupant(s)	1	0.1%	1	*	**2**	*
Distracted By Moving Object in Vehicle	1	0.1%	1	*	**2**	*
Adjusting Audio and/or Climate Controls	1	0.1%	1	*	**2**	*
Lost In Thought/Day Dreaming	0	0.0%	1	*	**1**	*
Looked But Did Not See	0	0.0%	0	0.0%	**0**	**0.0%**
Distraction/Careless	0	0.0%	0	0.0%	**0**	**0.0%**
Smoking Related	0	0.0%	0	0.0%	**0**	**0.0%**
At Least One Driver Distraction-Related Factor Recorded	64	6.8%	188	4.9%	**252**	**5.3%**
No Driver Distraction-Related Factors Recorded	871	93.2%	3,663	95.1%	**4,534**	**94.7%**
Total	**935**	**100.0%**	**3,851**	**100.0%**	**4,786**	**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	40	4.3%	62	1.6%	**102**	**2.1%**
Asleep or Fatigued	33	3.5%	29	0.8%	**62**	**1.3%**
Ill, Blackout	15	1.6%	6	0.2%	**21**	**0.4%**
Physical Impairment – No Details	4	0.4%	7	0.2%	**11**	**0.2%**
Other Physical Impairment	4	0.4%	5	0.1%	**9**	**0.2%**
Emotional (Depressed, Angry, Disturbed, etc.)	1	0.1%	4	0.1%	**5**	**0.1%**
Impaired Due to Previous Injury	0	0.0%	0	0.0%	**0**	**0.0%**
At Least One Driver Impairment-Related Factor Recorded	97	10.4%	113	2.9%	**210**	**4.4%**
No Driver Impairment-Related Factors Recorded	838	89.6%	3,738	97.1%	**4,576**	**95.6%**
Total	**935**	**100.0%**	**3,851**	**100.0%**	**4,786**	**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, 2016-2018

Driver-Related Factors	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	7,045	17.3%	6,818	16.6%	6,480	16.3%
Impairment (Fatigue, Alcohol, Illness, etc.)	6,674	16.4%	6,653	16.2%	6,025	15.1%
Failure to Keep in Proper Lane	3,493	8.6%	3,402	8.3%	3,231	8.1%
Failure to Yield Right of Way	3,254	8.0%	3,321	8.1%	3,143	7.9%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	2,983	7.3%	2,870	7.0%	2,202	5.5%
Careless Driving	2,150	5.3%	2,418	5.9%	2,190	5.5%
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	1,786	4.4%	1,794	4.4%	1,653	4.1%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	1,596	3.9%	1,642	4.0%	1,521	3.8%
Overcorrecting	1,825	4.5%	1,699	4.1%	1,478	3.7%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	1,256	3.1%	1,259	3.1%	1,228	3.1%
Driving on Wrong Side of Road (Intentional or Unintentional)	967	2.4%	1,007	2.5%	997	2.5%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	864	2.1%	695	1.7%	574	1.4%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	502	1.2%	474	1.2%	568	1.4%
Improper or Erratic Lane Changing	625	1.5%	834	2.0%	548	1.4%
Making Improper Turn	293	0.7%	417	1.0%	507	1.3%
Following Improperly	351	0.9%	411	1.0%	383	1.0%
Aggressive Driving / Road Rage	347	0.9%	317	0.8%	320	0.8%
Driver has a Driving Record or Driver's License from More than One State	320	0.8%	284	0.7%	302	0.8%
Looked But Did Not See[a]	n/a	n/a	n/a	n/a	292	0.7%
Police Pursuing this Driver or Police Officer in Pursuit	208	0.5%	218	0.5%	204	0.5%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	237	0.6%	228	0.6%	202	0.5%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass	138	0.3%	167	0.4%	154	0.4%
Driver Has Not Complied With Physical or Other Imposed Restrictions	200	0.5%	177	0.4%	152	0.4%
Stopping in Roadway (Vehicle Not Abandoned)	165	0.4%	132	0.3%	146	0.4%
Driving Wrong Way on One-Way Trafficway	109	0.3%	97	0.2%	124	0.3%
Driver Has Not Complied with Learners Permit or Intermediate Driver's License Restrictions (GDL Restrictions)	146	0.4%	133	0.3%	101	0.3%
Alcohol and/or Drug Test Refused[b]	—	—	80	0.2%	85	0.2%
Operator Inexperience	91	0.2%	100	0.2%	85	0.2%
Tire Blowout or Flat	109	0.3%	100	0.2%	80	0.2%
Phantom Vehicle	73	0.2%	56	0.1%	71	0.2%
Vehicle in Road	71	0.2%	72	0.2%	70	0.2%
Operating Without Required Equipment	141	0.3%	98	0.2%	68	0.2%
Live Animals in Road	59	0.1%	57	0.1%	52	0.1%
Passing on Wrong Side	28	0.1%	39	0.1%	49	0.1%
Police or Law Enforcement Officer	45	0.1%	56	0.1%	48	0.1%
Starting or Backing Improperly	57	0.1%	47	0.1%	48	0.1%
At Least One Driver-Related Factor Recorded	22,429	55.0%	22,236	54.2%	21,202	53.2%
No Driver-Related Factors Recorded	18,338	45.0%	18,775	45.8%	18,636	46.8%
Total[c]	**40,767**	**100.0%**	**41,011**	**100.0%**	**39,838**	**100.0%**
At Least One Moving Violation Recorded	4,676	11.5%	4,551	11.1%	4,559	11.4%
No Moving Violations Recorded	36,091	88.5%	36,460	88.9%	35,279	88.6%
Total[c]	**40,767**	**100.0%**	**41,011**	**100.0%**	**39,838**	**100.0%**

— Not applicable.

[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.

[b] "Alcohol and/or Drug Test Refused" was listed as a driver-related factor for the first time in 2017.

[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, 2018

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	3,975	26.3%	2,505	10.1%	**6,480**	**16.3%**
Impairment (Fatigue, Alcohol, Illness, etc.)	3,463	22.9%	2,562	10.4%	**6,025**	**15.1%**
Failure to Keep in Proper Lane	761	5.0%	2,470	10.0%	**3,231**	**8.1%**
Failure to Yield Right of Way	399	2.6%	2,744	11.1%	**3,143**	**7.9%**
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,002	6.6%	1,200	4.9%	**2,202**	**5.5%**
Careless Driving	1,120	7.4%	1,070	4.3%	**2,190**	**5.5%**
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	303	2.0%	1,350	5.5%	**1,653**	**4.1%**
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	847	5.6%	674	2.7%	**1,521**	**3.8%**
Overcorrecting	1,195	7.9%	283	1.1%	**1,478**	**3.7%**
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	535	3.5%	693	2.8%	**1,228**	**3.1%**
Driving on Wrong Side of Road (Intentional or Unintentional)	98	0.6%	899	3.6%	**997**	**2.5%**
Non-Traffic Violation Charged - Manslaughter or Homicide or Other Assault	276	1.8%	298	1.2%	**574**	**1.4%**
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	260	1.7%	308	1.2%	**568**	**1.4%**
Improper or Erratic Lane Changing	217	1.4%	331	1.3%	**548**	**1.4%**
Making Improper Turn	176	1.2%	331	1.3%	**507**	**1.3%**
Following Improperly	35	0.2%	348	1.4%	**383**	**1.0%**
Aggressive Driving / Road Rage	184	1.2%	136	0.6%	**320**	**0.8%**
Driver has a Driving Record or Driver's License from More than One State	106	0.7%	196	0.8%	**302**	**0.8%**
Looked But Did Not See	130	0.9%	162	0.7%	**292**	**0.7%**
Police Pursuing this Driver or Police Officer in Pursuit	136	0.9%	68	0.3%	**204**	**0.5%**
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	37	0.2%	165	0.7%	**202**	**0.5%**
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass"	31	0.2%	123	0.5%	**154**	**0.4%**
Driver Has Not Complied With Physical or Other Imposed Restrictions	85	0.6%	67	0.3%	**152**	**0.4%**
Stopping in Roadway (Vehicle Not Abandoned)	2	*	144	0.6%	**146**	**0.4%**
Driving Wrong Way on One-Way Trafficway	11	0.1%	113	0.5%	**124**	**0.3%**
Driver Has Not Complied with Learners Permit or Intermediate Driver's License Restrictions (GDL Restrictions)	53	0.4%	48	0.2%	**101**	**0.3%**
Operator Inexperience	52	0.3%	33	0.1%	**85**	**0.2%**
Alcohol and/or Drug Test Refused	32	0.2%	53	0.2%	**85**	**0.2%**
Tire Blow-Out or Flat	61	0.4%	19	0.1%	**80**	**0.2%**
Phantom Vehicle	40	0.3%	31	0.1%	**71**	**0.2%**
Vehicle in Road	17	0.1%	53	0.2%	**70**	**0.2%**
Operating Without Required Equipment	35	0.2%	33	0.1%	**68**	**0.2%**
Live Animals in Road	42	0.3%	10	*	**52**	**0.1%**
Passing on Wrong Side	11	0.1%	38	0.2%	**49**	**0.1%**
Police or Law Enforcement Officer	14	0.1%	34	0.1%	**48**	**0.1%**
Starting or Backing Improperly	35	0.2%	13	0.1%	**48**	**0.1%**
At Least One Driver-Related Factor Recorded	9,363	61.8%	11,839	47.9%	**21,202**	**53.2%**
No Driver-Related Factors Recorded	5,776	38.2%	12,860	52.1%	**18,636**	**46.8%**
Total[a]	**15,139**	**100.0%**	**24,699**	**100.0%**	**39,838**	**100.0%**
At Least One Moving Violation Recorded	1,745	11.5%	2,814	11.4%	**4,559**	**11.4%**
No Moving Violations Recorded	13,394	88.5%	21,885	88.6%	**35,279**	**88.6%**
Total[a]	**15,139**	**100.0%**	**24,699**	**100.0%**	**39,838**	**100.0%**

*Less than 0.05 percent.

[a] 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).

For more information, contact the Analysis Division at (202) 366-4869, or visit our Web sites at www.fmcsa.dot.gov and ai.fmcsa.dot.gov.

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