U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2020

Federal Motor Carrier Safety Administration
Analysis Division

September 2022

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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 2020. 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 2020 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 2018 and 2019 are reflected in this report. Updated final counts for 2020 will be reflected in the 2021 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/2020.

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2020 in the context of available historical data for past years. In the other chapters, the 2020 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 2020. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2020. Nonfatal crash statistics are presented for 2000 through 2020. From 2000 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 2020, 4,998 large trucks and buses were involved in fatal crashes, a 5-percent decrease from 2019. From 2019 to 2020, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased from 0.162 to 0.177, 14 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 31 percent between 2010 and 2020. From 2019 to 2020, the number of fatal crashes involving large trucks or buses decreased by 3 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 2020, according to NHTSA's CRSS data, large truck and bus injury crashes decreased 4 percent (from 112,000 in 2016 to 108,000 in 2020).
- On average, from 2010 to 2020, intercity buses accounted for 11 percent, and school buses and transit buses accounted for 38 percent and 35 percent, respectively, of all buses involved in fatal crashes.
- In 2020, there were 46 school buses, 9 intercity buses, and 86 transit buses involved in fatal crashes, all of which were the among the lowest numbers recorded since FARS began in 1975.
- Over the past year (from 2019 to 2020):
  - The number of large trucks involved in fatal crashes decreased 4 percent, from 5,033 to 4,842, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) decreased 4 percent, from 1.68 to 1.60.
  - The number of large trucks involved in injury crashes decreased by 10 percent, from 119,000 to 107,000.
  - The number of large trucks involved in property damage only crashes decreased 21 percent, from 414,000 to 327,000.
  - The number of buses involved in fatal crashes declined from 235 to 156.

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, 1975-2020

Year	Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Large Truck and Bus Occupant Fatalities	Total Fatalities in Large Truck and Bus Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Large Trucks and Buses Registered
						Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Fatalities in Large Truck and Bus Crashes	
1975	4,032	4,304	1,014	4,816	1,327,664	0.304	0.324	0.363	5,824,525
1976	4,489	4,754	1,205	5,379	1,402,380	0.320	0.339	0.384	6,053,524
1977	5,149	5,485	1,329	6,054	1,467,027	0.351	0.374	0.413	6,180,664
1978	5,758	6,131	1,436	6,740	1,544,704	0.373	0.397	0.436	6,365,161
1979	6,007	6,431	1,471	7,054	1,529,133	0.393	0.421	0.461	6,418,336
1980	5,353	5,709	1,308	6,333	1,527,295	0.350	0.374	0.415	6,319,442
1981	5,253	5,572	1,189	6,178	1,555,308	0.338	0.358	0.397	6,260,262
1982	4,668	4,935	979	5,525	1,595,010	0.293	0.309	0.346	6,149,615
1983	4,903	5,184	1,035	5,815	1,652,788	0.297	0.314	0.352	6,091,276
1984	5,136	5,444	1,120	5,983	1,720,269	0.299	0.316	0.348	5,984,746
1985	5,153	5,490	1,034	6,089	1,774,826	0.290	0.309	0.343	6,589,822
1986	5,055	5,383	965	5,895	1,834,872	0.275	0.293	0.321	6,314,733
1987	5,146	5,461	903	5,978	1,921,204	0.268	0.284	0.311	6,320,321
1988	5,156	5,528	965	6,004	2,025,962	0.254	0.273	0.296	6,752,553
1989	4,971	5,295	908	5,819	2,096,487	0.237	0.253	0.278	6,851,522
1990	4,790	5,065	737	5,590	2,144,362	0.223	0.236	0.261	6,822,863
1991	4,355	4,621	692	5,107	2,172,050	0.201	0.213	0.235	6,803,425
1992	4,098	4,320	613	4,767	2,247,151	0.182	0.192	0.212	6,689,937
1993	4,351	4,591	623	5,124	2,296,378	0.189	0.200	0.223	6,742,587
1994	4,617	4,902	688	5,412	2,357,588	0.196	0.208	0.230	7,258,308
1995	4,456	4,743	681	5,214	2,422,696	0.184	0.196	0.215	7,404,924
1996	4,723	5,081	642	5,489	2,485,848	0.190	0.204	0.221	7,707,396
1997	4,888	5,214	741	5,709	2,561,695	0.191	0.204	0.223	7,780,874
1998	4,857	5,244	780	5,712	2,631,522	0.185	0.199	0.217	8,447,810
1999	4,854	5,239	818	5,727	2,691,056	0.180	0.195	0.213	8,520,203
2000	4,881	5,320	776	5,620	2,746,925	0.178	0.194	0.205	8,768,774
2001	4,723	5,115	742	5,417	2,795,610	0.169	0.183	0.194	8,607,223
2002	4,486	4,861	734	5,241	2,855,508	0.157	0.170	0.184	8,687,997
2003	4,609	5,012	767	5,343	2,890,221	0.159	0.173	0.185	8,533,438
2004	4,734	5,181	808	5,519	2,964,788	0.160	0.175	0.186	8,966,638
2005	4,805	5,231	862	5,539	2,989,430	0.161	0.175	0.185	9,289,052
2006	4,643	5,071	832	5,347	3,014,371	0.154	0.168	0.177	9,640,966
2007	4,472	4,914	841	5,116	3,031,124	0.148	0.162	0.169	11,586,455
2008	3,994	4,340	749	4,545	2,976,528	0.134	0.146	0.153	11,716,583
2009	3,193	3,432	525	3,619	2,956,764	0.108	0.116	0.122	11,815,207
2010	3,512	3,745	574	3,957	2,967,266	0.118	0.126	0.133	11,616,105
2011	3,593	3,878	695	4,043	2,950,402	0.122	0.131	0.137	10,936,757
2012	3,726	4,078	736	4,208	2,969,433	0.125	0.137	0.142	11,423,889
2013	3,821	4,203	749	4,278	2,988,280	0.128	0.141	0.143	11,461,905
2014	3,656	3,985	700	4,168	3,025,656	0.121	0.132	0.138	11,777,983
2015	3,864	4,337	714	4,366	3,095,373	0.125	0.140	0.141	12,092,091
2016†	4,396	4,796	879	4,936	3,174,408	0.138	0.151	0.155	12,474,722
2017†	4,587	5,039	921	5,152	3,212,347	0.143	0.157	0.160	13,212,447
2018†	4,678	5,147	934	5,241	3,240,327	0.144	0.159	0.162	14,226,062
2019†	4,722	5,268	928	5,274	3,261,772	0.145	0.162	0.162	14,080,676
2020†	4,588	4,998	847	5,125	2,903,622	0.158	0.172	0.177	14,485,851

†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 2020*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 2. Large Truck and Bus Injury Crash Statistics, 2000-2020

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	
2000	108,000	114,000	166,000	2,746,925	3.94	4.14	6.04	8,768,774
2001	96,000	101,000	153,000	2,795,610	3.45	3.63	5.49	8,607,223
2002	102,000	107,000	158,000	2,855,508	3.56	3.74	5.52	8,687,997
2003	97,000	103,000	150,000	2,890,221	3.37	3.55	5.21	8,533,438
2004	95,000	100,000	145,000	2,964,788	3.22	3.36	4.88	8,966,638
2005	89,000	95,000	136,000	2,989,430	2.98	3.17	4.56	9,289,052
2006	87,000	91,000	126,000	3,014,371	2.88	3.02	4.17	9,640,966
2007	82,000	86,000	124,000	3,031,124	2.72	2.85	4.09	11,586,455
2008	74,000	77,000	113,000	2,976,528	2.50	2.59	3.81	11,716,583
2009	60,000	63,000	93,000	2,956,764	2.03	2.14	3.15	11,815,207
2010	67,000	70,000	106,000	2,967,266	2.25	2.35	3.58	11,616,105
2011	73,000	76,000	112,000	2,950,402	2.49	2.58	3.78	10,936,757
2012	85,000	89,000	126,000	2,969,433	2.85	3.00	4.25	11,423,889
2013	86,000	91,000	133,000	2,988,280	2.89	3.04	4.44	11,461,905
2014	93,000	100,000	132,000	3,025,656	3.06	3.29	4.36	11,777,983
2015	97,000	102,000	138,000	3,095,373	3.12	3.30	4.47	12,092,091
2016*	112,000	119,000	168,000	3,174,408	3.53	3.74	5.31	12,474,722
2017*	116,000	121,000	170,000	3,212,347	3.60	3.78	5.30	13,212,447
2018*	121,000	127,000	176,000	3,240,327	3.74	3.93	5.43	14,226,062
2019*	127,000	132,000	182,000	3,261,772	3.88	4.05	5.59	14,080,676
2020*	108,000	114,000	160,000	2,903,622	3.72	3.94	5.51	14,485,851

*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 2020*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 2000-2020

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	
2000	378,000	394,000	2,746,925	13.8	14.3	8,768,774
2001	360,000	377,000	2,795,610	12.9	13.5	8,607,223
2002	366,000	381,000	2,855,508	12.8	13.3	8,687,997
2003	389,000	407,000	2,890,221	13.5	14.1	8,533,438
2004	349,000	364,000	2,964,788	11.8	12.3	8,966,638
2005	377,000	393,000	2,989,430	12.6	13.1	9,289,052
2006	324,000	340,000	3,014,371	10.7	11.3	9,640,966
2007	360,000	379,000	3,031,124	11.9	12.5	11,586,455
2008	342,000	358,000	2,976,528	11.5	12.0	11,716,583
2009	278,000	287,000	2,956,764	9.4	9.7	11,815,207
2010	247,000	256,000	2,967,266	8.3	8.6	11,616,105
2011	252,000	265,000	2,950,402	8.5	9.0	10,936,757
2012	282,000	295,000	2,969,433	9.5	9.9	11,423,889
2013	299,000	313,000	2,988,280	10.0	10.5	11,461,905
2014	379,000	404,000	3,025,656	12.5	13.3	11,777,983
2015	379,000	395,000	3,095,373	12.3	12.8	12,092,091
2016*	380,000	402,000	3,174,408	12.0	12.7	12,474,722
2017*	391,000	415,000	3,212,347	12.2	12.9	13,212,447
2018*	434,000	464,000	3,240,327	13.4	14.3	14,226,062
2019*	448,000	474,000	3,261,772	13.7	14.5	14,080,676
2020*	332,000	351,000	2,903,622	11.4	12.1	14,485,851

*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 2020*. PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2020

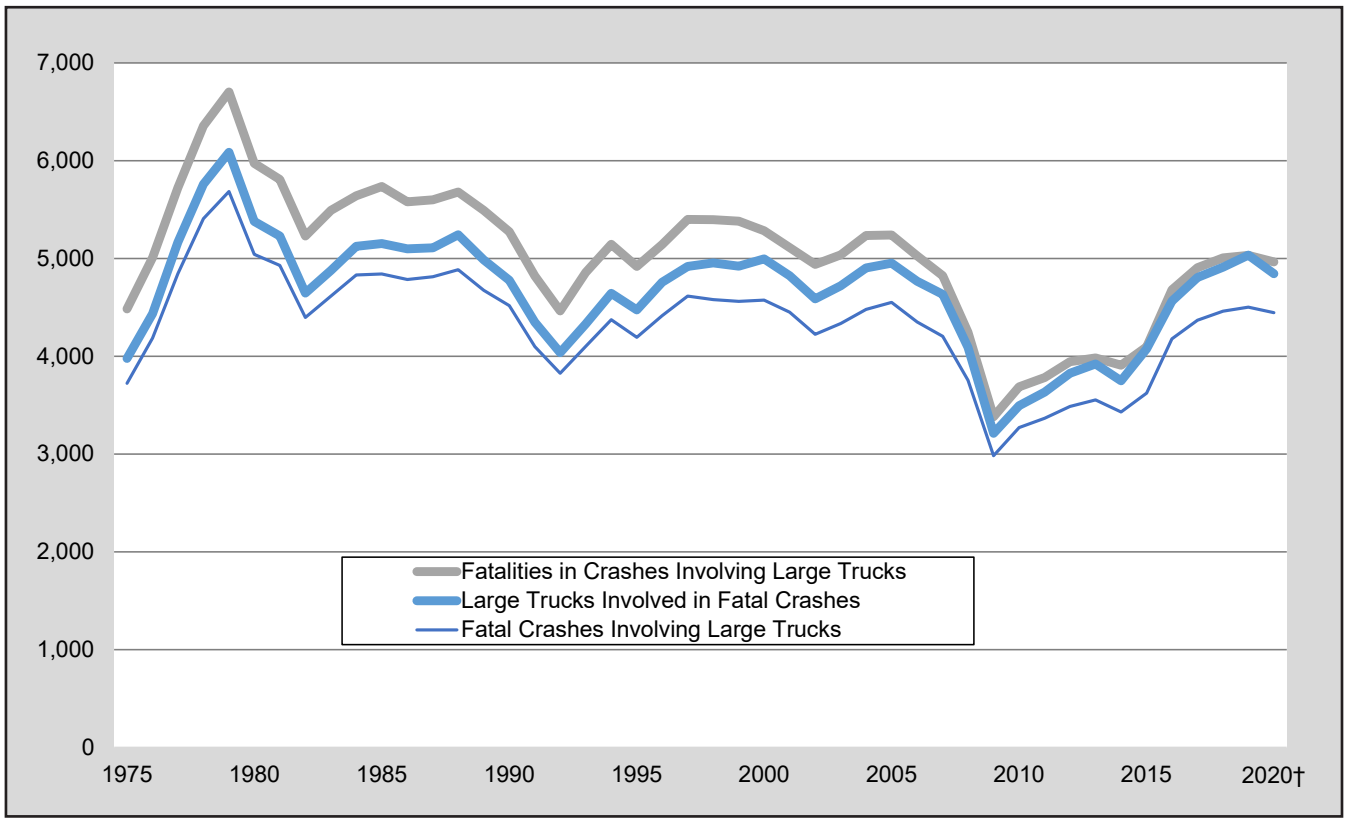
Year	Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks			Large Trucks Registered
						Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Fatalities in Large Truck Crashes	
1975	3,722	3,977	961	4,483	81,330	4.58	4.89	5.51	5,362,369
1976	4,184	4,435	1,132	5,008	86,070	4.86	5.15	5.82	5,575,185
1977	4,843	5,164	1,287	5,723	95,021	5.10	5.43	6.02	5,689,903
1978	5,405	5,759	1,395	6,356	105,739	5.11	5.45	6.01	5,859,807
1979	5,684	6,084	1,432	6,702	109,004	5.21	5.58	6.15	5,891,571
1980	5,042	5,379	1,262	5,971	108,491	4.65	4.96	5.50	5,790,653
1981	4,928	5,230	1,133	5,806	108,702	4.53	4.81	5.34	5,716,278
1982	4,396	4,646	944	5,229	111,423	3.95	4.17	4.69	5,590,415
1983	4,615	4,877	982	5,491	116,132	3.97	4.20	4.73	5,508,392
1984	4,831	5,124	1,074	5,640	121,796	3.97	4.21	4.63	5,401,075
1985	4,841	5,153	977	5,734	123,504	3.92	4.17	4.64	5,996,337
1986	4,785	5,097	926	5,579	126,675	3.78	4.02	4.40	5,720,880
1987	4,813	5,108	852	5,598	133,517	3.60	3.83	4.19	5,718,266
1988	4,885	5,241	911	5,679	137,985	3.54	3.80	4.12	6,136,884
1989	4,674	4,984	858	5,490	142,749	3.27	3.49	3.85	6,226,482
1990	4,518	4,776	705	5,272	146,242	3.09	3.27	3.60	6,195,876
1991	4,097	4,347	661	4,821	149,543	2.74	2.91	3.22	6,172,146
1992	3,825	4,035	585	4,462	153,384	2.49	2.63	2.91	6,045,205
1993	4,101	4,328	605	4,856	159,888	2.56	2.71	3.04	6,088,155
1994	4,373	4,644	670	5,144	170,216	2.57	2.73	3.02	6,587,885
1995	4,194	4,472	648	4,918	178,156	2.35	2.51	2.76	6,719,421
1996	4,413	4,755	621	5,142	182,971	2.41	2.60	2.81	7,012,615
1997	4,614	4,917	723	5,398	191,477	2.41	2.57	2.82	7,083,326
1998	4,579	4,955	742	5,395	196,380	2.33	2.52	2.75	7,732,270
1999	4,560	4,920	759	5,380	202,688	2.25	2.43	2.65	7,791,426
2000	4,573	4,995	754	5,282	205,520	2.23	2.43	2.57	8,022,649
2001	4,451	4,823	708	5,111	208,928	2.13	2.31	2.45	7,857,675
2002	4,224	4,587	689	4,939	214,603	1.97	2.14	2.30	7,927,280
2003	4,335	4,721	726	5,036	217,876	1.99	2.17	2.31	7,756,888
2004	4,478	4,902	766	5,235	220,811	2.03	2.22	2.37	8,171,364
2005	4,551	4,951	804	5,240	222,523	2.05	2.22	2.35	8,481,999
2006	4,350	4,766	805	5,027	222,513	1.95	2.14	2.26	8,819,007
2007	4,204	4,633	805	4,822	304,178	1.38	1.52	1.59	10,752,019
2008	3,754	4,089	682	4,245	310,680	1.21	1.32	1.37	10,873,275
2009	2,983	3,211	499	3,380	288,306	1.03	1.11	1.17	10,973,214
2010	3,271	3,494	530	3,686	286,527	1.14	1.22	1.29	10,770,054
2011	3,365	3,633	640	3,781	267,594	1.26	1.36	1.41	10,270,693
2012	3,486	3,825	697	3,944	269,207	1.29	1.42	1.47	10,659,380
2013	3,554	3,921	695	3,981	275,017	1.29	1.43	1.45	10,597,356
2014	3,429	3,749	656	3,908	279,132	1.23	1.34	1.40	10,905,956
2015	3,622	4,074	665	4,094	279,844	1.29	1.46	1.46	11,203,184
2016†	4,177	4,562	815	4,678	287,895	1.45	1.58	1.62	11,498,561
2017†	4,367	4,805	878	4,906	297,593	1.47	1.61	1.65	12,229,216
2018†	4,461	4,909	890	5,006	304,864	1.46	1.61	1.64	13,233,910
2019†	4,502	5,033	893	5,032	300,050	1.50	1.68	1.68	13,085,643
2020†	4,444	4,842	831	4,965	302,141	1.47	1.60	1.64	13,479,382

†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: FHWA, *Highway Statistics 2020*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2020



†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, 1975-2020

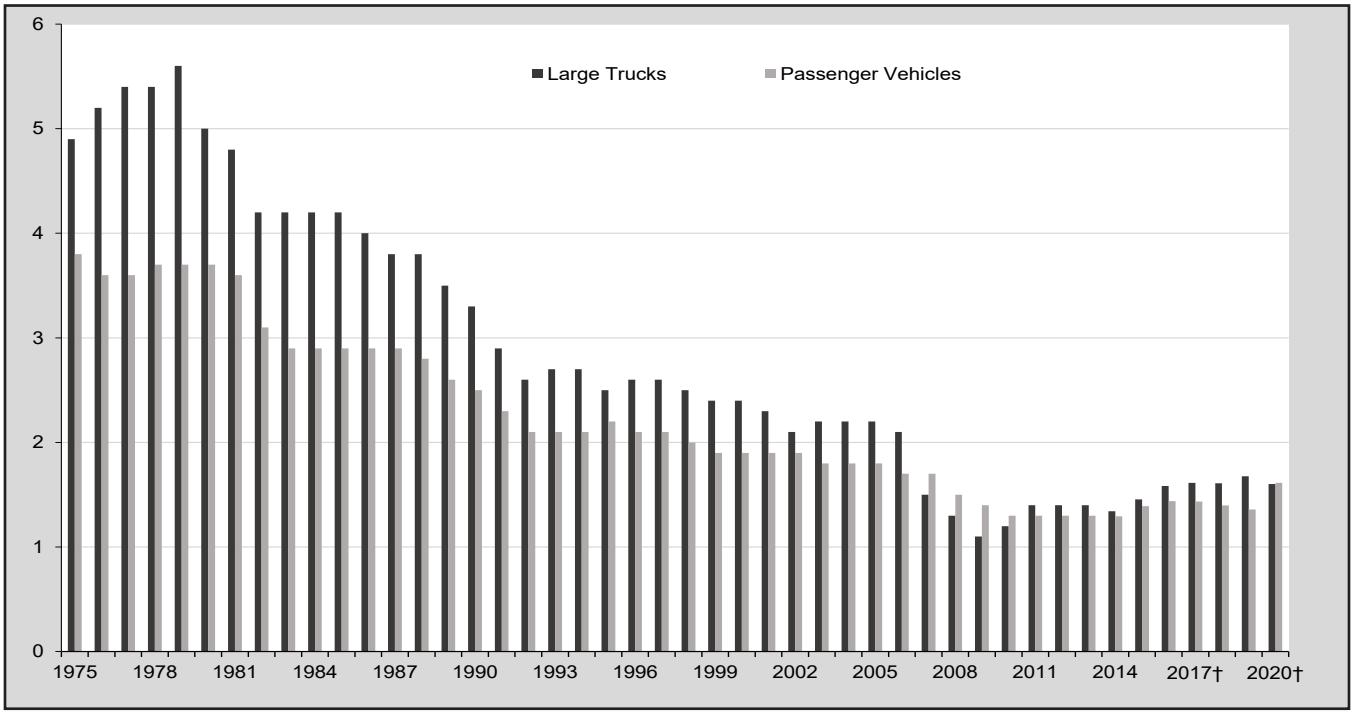
Year	Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Passenger Vehicle Occupant Fatalities	Total Fatalities in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
						Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Fatalities in Passenger Vehicle Crashes	
1975	35,057	46,533	30,785	40,187	1,234,650	2.84	3.77	3.25	115,364,709
1976	35,242	46,506	31,604	40,724	1,304,049	2.70	3.57	3.12	119,806,386
1977	37,197	49,438	32,758	42,599	1,359,834	2.74	3.64	3.13	123,400,366
1978	39,226	52,442	34,898	44,870	1,425,922	2.75	3.68	3.15	129,141,048
1979	39,637	52,543	34,986	45,207	1,405,545	2.82	3.74	3.22	132,476,608
1980	39,623	51,739	34,935	45,139	1,402,531	2.83	3.69	3.22	134,831,752
1981	38,544	51,195	33,726	43,586	1,429,675	2.70	3.58	3.05	137,239,007
1982	34,619	45,651	29,689	39,262	1,467,854	2.36	3.11	2.67	139,244,282
1983	33,481	44,416	29,181	37,866	1,522,697	2.20	2.92	2.49	142,153,582
1984	34,979	46,621	30,116	39,382	1,585,049	2.21	2.94	2.48	147,435,149
1985	34,567	46,741	29,901	38,976	1,637,759	2.11	2.85	2.38	154,013,265
1986	36,612	49,522	32,261	41,373	1,694,082	2.16	2.92	2.44	157,031,560
1987	37,342	51,094	33,190	42,119	1,772,852	2.11	2.88	2.38	161,543,801
1988	38,252	52,263	34,114	43,069	1,872,478	2.04	2.79	2.30	166,118,639
1989	37,102	51,110	33,614	41,782	1,937,696	1.91	2.64	2.16	169,892,626
1990	36,281	49,705	32,693	40,879	1,982,837	1.83	2.51	2.06	173,193,097
1991	33,701	46,123	30,776	38,134	2,007,579	1.68	2.30	1.90	175,389,400
1992	32,109	44,465	29,485	36,323	2,078,432	1.54	2.14	1.75	174,182,793
1993	32,969	45,565	30,077	37,222	2,120,459	1.55	2.15	1.76	177,629,233
1994	33,390	46,626	30,901	37,742	2,170,723	1.54	2.15	1.74	181,482,575
1995	34,555	48,527	31,991	39,014	2,228,323	1.55	2.18	1.75	185,762,753
1996	34,792	48,973	32,438	39,265	2,286,394	1.52	2.14	1.72	190,051,664
1997	34,595	48,687	32,448	39,187	2,353,295	1.47	2.07	1.67	191,960,390
1998	34,274	48,403	31,899	38,539	2,417,852	1.42	2.00	1.59	195,749,209
1999	34,163	47,896	32,127	38,571	2,470,122	1.38	1.94	1.56	200,012,521
2000	34,379	48,300	32,225	38,695	2,523,346	1.36	1.91	1.53	212,706,399
2001	34,496	48,417	32,043	38,725	2,569,980	1.34	1.88	1.51	221,821,103
2002	35,123	49,042	32,843	39,514	2,624,508	1.34	1.87	1.51	220,931,982
2003	34,879	48,861	32,271	39,148	2,655,987	1.31	1.84	1.47	222,856,560
2004	34,530	48,168	31,866	38,759	2,727,054	1.27	1.77	1.42	228,275,978
2005	34,837	48,133	31,549	38,933	2,749,472	1.27	1.75	1.42	231,904,922
2006	34,204	46,671	30,686	38,140	2,773,025	1.23	1.68	1.38	234,524,720
2007	32,787	44,666	29,072	36,460	2,691,034	1.22	1.66	1.35	235,678,150
2008	29,568	39,653	25,462	32,638	2,630,213	1.12	1.51	1.24	236,448,155
2009	27,019	36,371	23,447	29,940	2,633,248	1.03	1.38	1.14	234,467,679
2010	26,349	35,295	22,273	28,957	2,648,456	0.99	1.33	1.09	230,444,440
2011	25,697	34,314	21,316	28,165	2,650,458	0.97	1.29	1.06	233,841,422
2012	26,731	35,619	21,779	29,361	2,664,060	1.00	1.34	1.10	233,760,558
2013	26,024	34,886	21,224	28,579	2,677,730	0.97	1.30	1.07	236,010,230
2014	26,054	35,055	21,050	28,615	2,710,556	0.96	1.29	1.06	240,155,238
2015	28,301	38,679	22,639	31,129	2,779,693	1.02	1.39	1.12	242,917,192
2016†	29,973	40,997	23,787	32,876	2,849,718	1.05	1.44	1.15	247,644,981
2017†	30,001	41,288	23,663	32,771	2,877,378	1.04	1.43	1.14	250,553,248
2018†	29,354	40,496	22,845	32,131	2,897,083	1.01	1.40	1.11	250,709,853
2019†	28,863	39,749	22,372	31,593	2,924,053	0.99	1.36	1.08	253,814,184
2020†	30,364	41,434	23,824	33,269	2,568,745	1.18	1.61	1.30	253,121,228

†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 2020*. 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, 1975-2020

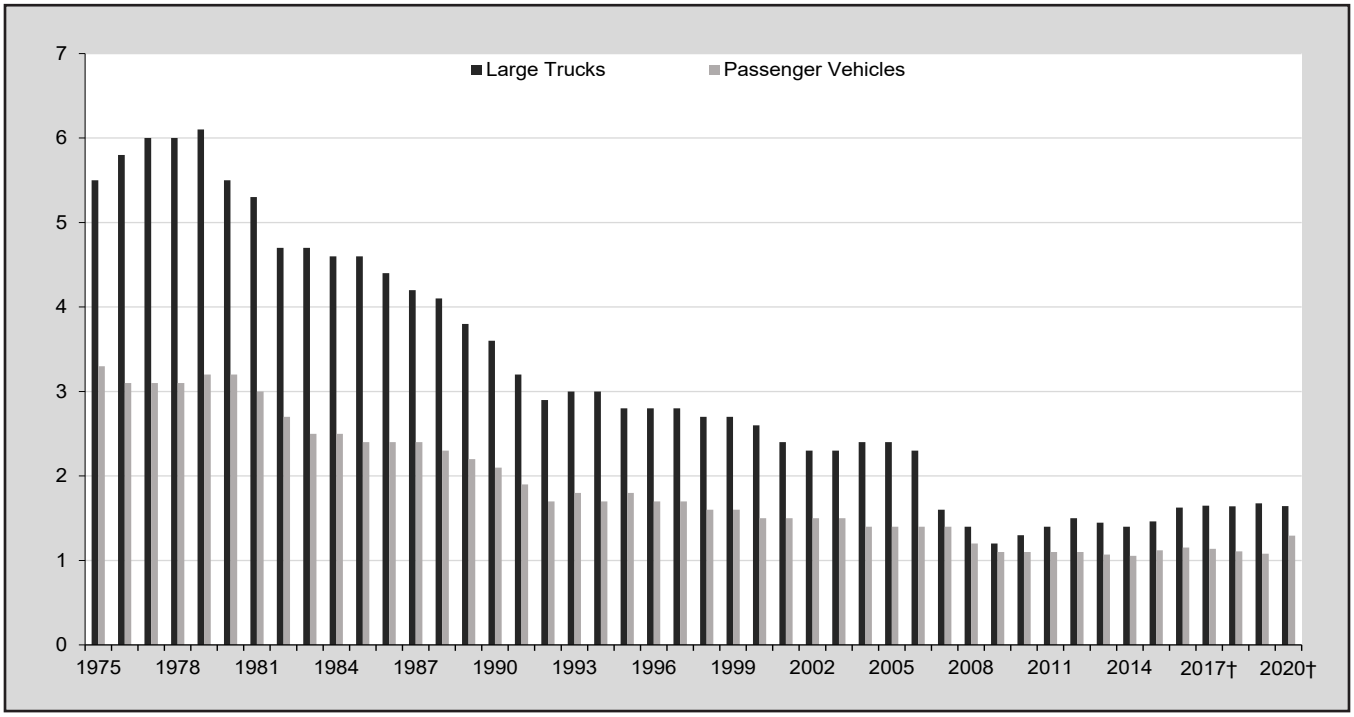


†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology 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 2020*. 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, 1975-2020



†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 2020*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2020

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	31,006	45,960	28,003	33,782	2,969,433	1.04	1.55	1.14	253,639,386
2013	30,203	45,102	27,176	32,894	2,988,280	1.01	1.51	1.10	255,876,822
2014	30,056	44,950	26,901	32,744	3,025,656	0.99	1.49	1.08	260,350,938
2015	32,539	49,477	28,926	35,485	3,095,373	1.05	1.60	1.15	263,610,219
2016	34,748	52,714	30,613	37,806	3,174,408	1.09	1.66	1.19	268,799,083
2017	34,560	53,128	30,356	37,473	3,212,347	1.08	1.65	1.17	272,480,899
2018	33,919	52,286	29,370	36,835	3,240,327	1.05	1.61	1.14	273,602,100
2019	33,487	51,623	28,935	36,355	3,261,772	1.03	1.58	1.11	276,491,174
2020	35,766	54,272	31,115	38,824	2,903,622	1.23	1.87	1.34	275,924,442

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 2020*. 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, 2000-2020

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	
2000	96,000	101,000	140,000	205,520	46.9	48.9	68.0	8,022,649
2001	86,000	90,000	131,000	208,928	41.0	43.0	62.5	7,857,675
2002	90,000	94,000	130,000	214,603	41.9	43.9	60.4	7,927,280
2003	85,000	89,000	122,000	217,876	38.8	40.8	56.0	7,756,888
2004	83,000	87,000	116,000	220,811	37.5	39.3	52.6	8,171,364
2005	78,000	82,000	114,000	222,523	34.8	37.0	51.2	8,481,999
2006	77,000	80,000	106,000	222,513	34.5	36.1	47.5	8,819,007
2007	72,000	76,000	101,000	304,178	23.8	24.9	33.2	10,752,019
2008	64,000	66,000	90,000	310,680	20.5	21.3	28.8	10,873,275
2009	51,000	53,000	74,000	288,306	17.8	18.5	25.6	10,973,214
2010	56,000	58,000	80,000	286,527	19.5	20.3	27.9	10,770,054
2011	60,000	63,000	88,000	267,594	22.5	23.4	32.9	10,270,693
2012	73,000	77,000	104,000	269,207	27.1	28.5	38.6	10,659,380
2013	69,000	73,000	95,000	275,017	25.1	26.6	34.6	10,597,356
2014	82,000	88,000	111,000	279,132	29.4	31.7	39.8	10,905,956
2015	83,000	87,000	116,000	279,844	29.5	31.2	41.5	11,203,184
2016*	97,000	102,000	134,000	287,895	33.7	35.5	46.7	11,498,561
2017*	102,000	107,000	148,000	297,593	34.4	35.9	49.7	12,229,216
2018*	107,000	112,000	151,000	304,864	35.0	36.8	49.4	13,233,910
2019*	114,000	119,000	158,000	300,050	38.0	39.5	52.8	13,085,643
2020*	101,000	107,000	147,000	302,141	33.4	35.4	48.7	13,479,382

*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 2020*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 2000-2020

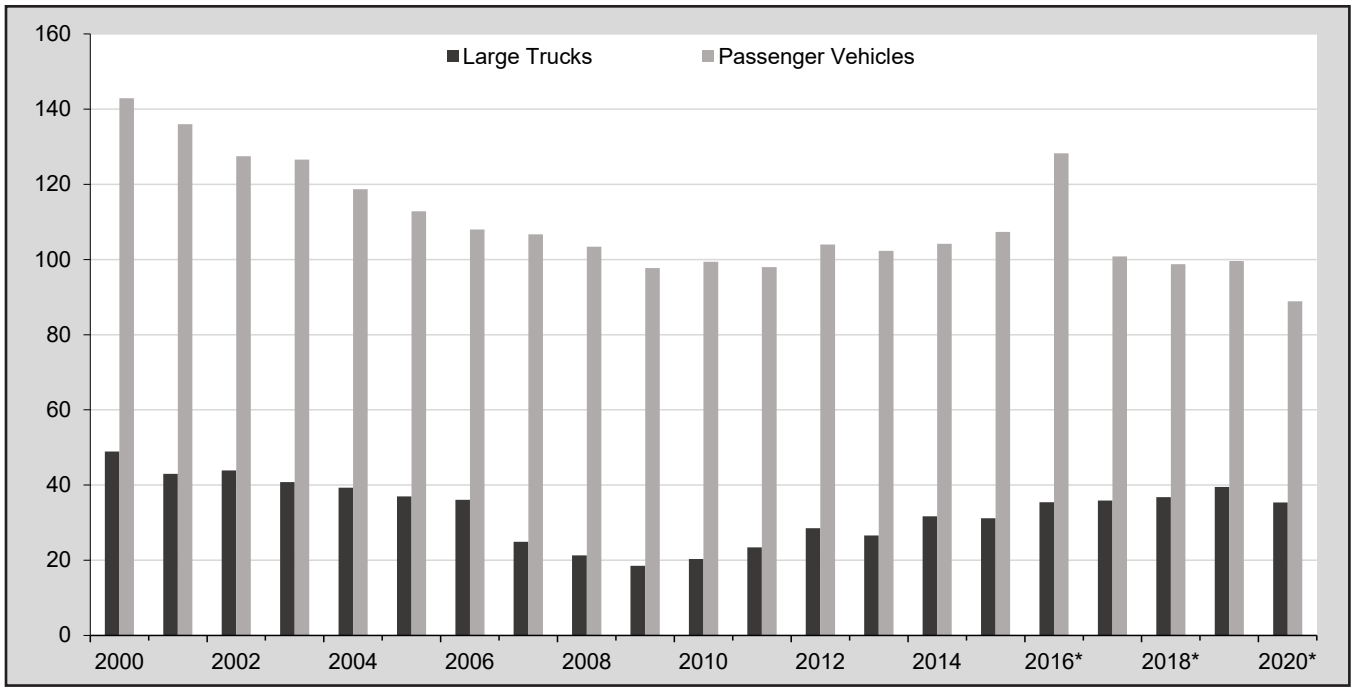
Year	Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
					Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	
2000	2,017,000	3,605,000	3,123,000	2,523,346	79.9	142.9	123.8	212,706,399
2001	1,954,000	3,496,000	2,974,000	2,569,980	76.0	136.0	115.7	221,821,103
2002	1,877,000	3,346,000	2,863,000	2,624,508	71.5	127.5	109.1	220,931,982
2003	1,873,000	3,362,000	2,828,000	2,655,987	70.5	126.6	106.5	222,856,560
2004	1,802,000	3,236,000	2,718,000	2,727,054	66.1	118.7	99.7	228,275,978
2005	1,754,000	3,102,000	2,625,000	2,749,472	63.8	112.8	95.5	231,904,922
2006	1,681,000	2,995,000	2,500,000	2,773,025	60.6	108.0	90.2	234,524,720
2007	1,642,000	2,871,000	2,412,000	2,691,034	61.0	106.7	89.6	235,678,150
2008	1,561,000	2,719,000	2,266,000	2,630,213	59.3	103.4	86.1	236,448,155
2009	1,456,000	2,573,000	2,149,000	2,633,248	55.3	97.7	81.6	234,467,679
2010	1,483,000	2,632,000	2,171,000	2,648,456	56.0	99.4	82.0	230,444,440
2011	1,476,000	2,597,000	2,155,000	2,650,458	55.7	98.0	81.3	233,841,422
2012	1,568,000	2,771,000	2,290,000	2,664,060	58.9	104.0	85.9	233,760,558
2013	1,531,000	2,738,000	2,241,000	2,677,730	57.2	102.3	83.7	236,010,230
2014	1,585,000	2,823,000	2,266,000	2,710,556	58.5	104.2	83.6	240,155,238
2015	1,652,000	2,983,000	2,371,000	2,779,693	59.4	107.3	85.3	242,917,192
2016*	2,047,000	3,656,000	2,977,000	2,849,718	71.8	128.3	104.5	247,644,981
2017*	1,727,000	2,901,000	2,548,000	2,877,378	60.0	100.8	88.6	250,553,248
2018*	1,725,000	2,861,000	2,503,000	2,897,083	59.5	98.8	86.4	250,709,853
2019*	1,746,000	2,913,000	2,528,000	2,924,053	59.7	99.6	86.5	253,814,184
2020*	1,428,000	2,283,000	2,082,000	2,568,745	55.6	88.9	81.0	253,121,228

*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 2020*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2000-2020

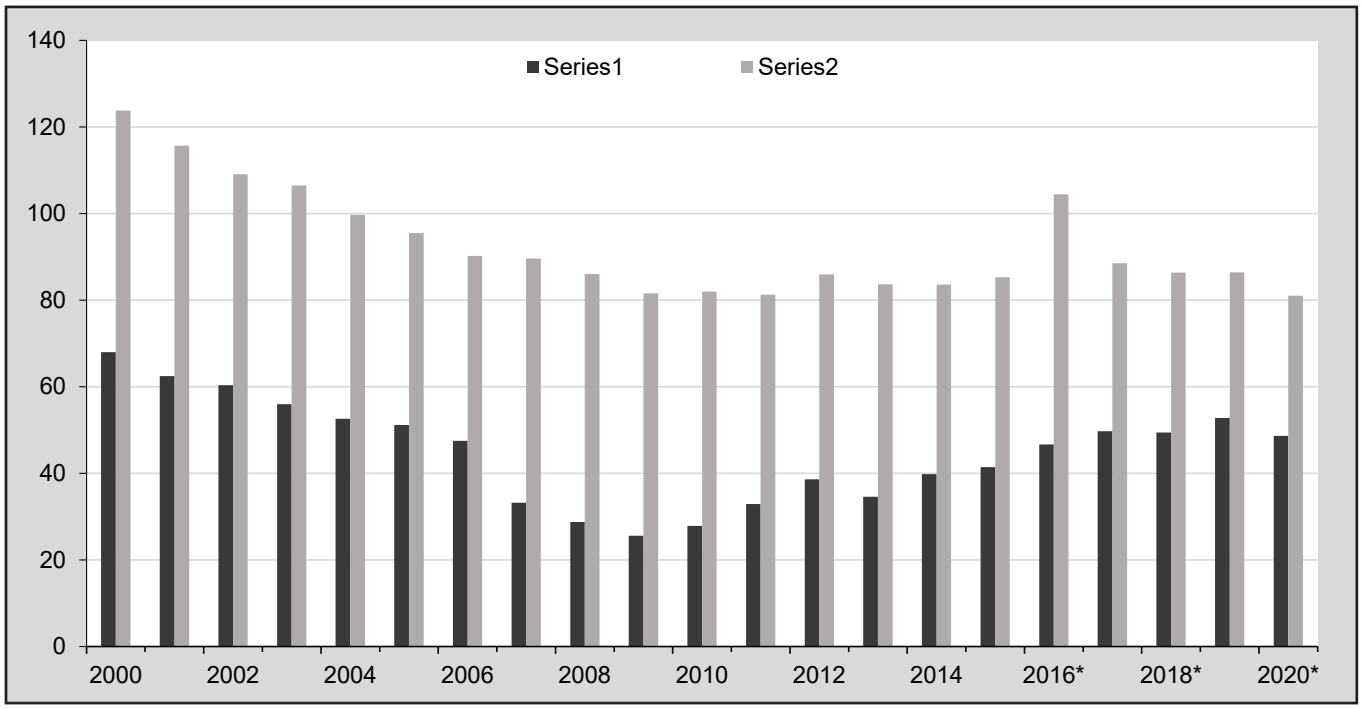


*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

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 2020*. Injury Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2000-2020



*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 2020*. Injury Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 2000-2020

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	
2000	2,070,000	3,783,000	3,189,000	2,746,925	75.4	137.7	116.1	225,821,241
2001	2,003,000	3,663,000	3,033,000	2,795,610	71.6	131.0	108.5	235,331,382
2002	1,929,000	3,520,000	2,926,000	2,855,508	67.6	123.3	102.5	234,624,135
2003	1,925,000	3,536,000	2,889,000	2,890,221	66.6	122.4	99.9	236,760,033
2004	1,862,000	3,415,000	2,788,000	2,964,788	62.8	115.2	94.0	243,010,550
2005	1,816,000	3,287,000	2,699,000	2,989,430	60.8	110.0	90.3	247,421,120
2006	1,746,000	3,181,000	2,575,000	3,014,371	57.9	105.5	85.4	250,844,644
2007	1,711,000	3,064,000	2,491,000	3,031,124	56.5	101.1	82.2	254,403,081
2008	1,630,000	2,894,000	2,346,000	2,976,528	54.8	97.2	78.8	255,917,664
2009	1,517,000	2,727,000	2,217,000	2,956,764	51.3	92.2	75.0	254,212,610
2010	1,542,000	2,785,000	2,239,000	2,967,266	52.0	93.9	75.5	250,070,048
2011	1,530,000	2,763,000	2,217,000	2,950,402	51.9	93.7	75.1	253,215,681
2012	1,634,000	2,763,000	2,362,000	2,969,433	55.0	99.8	79.5	253,639,386
2013	1,591,000	2,927,000	2,313,000	2,988,280	53.2	98.0	77.4	255,876,822
2014	1,648,000	3,025,000	2,338,000	3,025,656	54.5	100.0	77.3	260,350,938
2015	1,715,000	3,187,000	2,443,000	3,095,373	55.4	103.0	78.9	263,610,219
2016*	2,116,000	3,893,000	3,061,000	3,174,408	66.7	122.6	96.4	268,799,083
2017*	1,889,000	3,514,000	2,746,000	3,212,347	58.8	109.4	85.5	272,480,899
2018*	1,894,000	3,502,000	2,707,000	3,240,327	58.4	108.1	83.5	273,602,100
2019*	1,916,000	3,568,000	2,738,000	3,261,772	58.8	109.4	83.9	276,491,174
2020*	1,593,000	2,856,000	2,282,000	2,903,622	54.9	98.4	78.6	275,924,442

*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 2020*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 2000-2020

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	
2000	337,000	351,000	205,520	163.9	170.9	8,022,649
2001	319,000	335,000	208,928	152.8	160.3	7,857,675
2002	322,000	336,000	214,603	150.2	156.3	7,927,280
2003	347,000	363,000	217,876	159.4	166.7	7,756,888
2004	312,000	324,000	220,811	141.2	146.9	8,171,364
2005	341,000	354,000	222,523	153.2	159.2	8,481,999
2006	287,000	300,000	222,513	128.9	134.7	8,819,007
2007	317,000	333,000	304,178	104.3	109.5	10,752,019
2008	297,000	309,000	310,680	95.7	99.6	10,873,275
2009	232,000	239,000	288,306	80.5	83.0	10,973,214
2010	207,000	214,000	286,527	72.3	74.7	10,770,054
2011	210,000	221,000	267,594	78.5	82.7	10,270,693
2012	241,000	253,000	269,207	89.6	93.9	10,659,380
2013	254,000	265,000	275,017	92.3	96.3	10,597,356
2014	326,000	346,000	279,132	116.6	123.9	10,905,956
2015	328,000	342,000	279,844	117.2	122.0	11,203,184
2016*	333,000	351,000	287,895	115.6	122.0	11,498,561
2017*	344,000	363,000	297,593	115.5	122.1	12,229,216
2018*	388,000	414,000	304,864	127.2	135.7	13,233,910
2019*	392,000	414,000	300,050	130.6	138.0	13,085,643
2020*	310,000	327,000	302,141	102.4	108.4	13,479,382

*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 2020*. PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 2000-2020

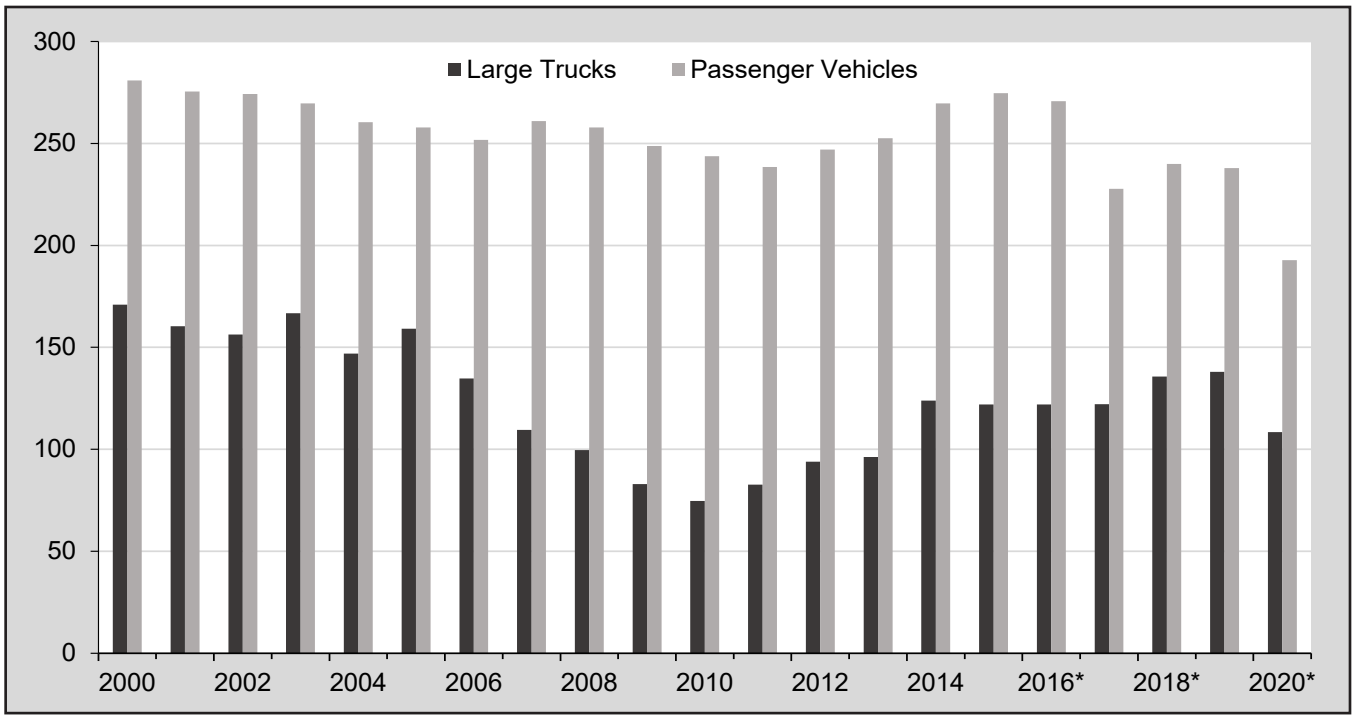
Year	PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles		Passenger Vehicles Registered
				PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	
2000	4,151,000	7,088,000	2,523,346	164.5	280.9	212,706,399
2001	4,168,000	7,079,000	2,569,980	162.2	275.4	221,821,103
2002	4,228,000	7,199,000	2,624,508	161.1	274.3	220,931,982
2003	4,230,000	7,160,000	2,655,987	159.3	269.6	222,856,560
2004	4,170,000	7,102,000	2,727,054	152.9	260.4	228,275,978
2005	4,174,000	7,088,000	2,749,472	151.8	257.8	231,904,922
2006	4,084,000	6,979,000	2,773,025	147.3	251.7	234,524,720
2007	4,141,000	7,022,000	2,691,034	153.9	260.9	235,678,150
2008	4,027,000	6,779,000	2,630,213	153.1	257.8	236,448,155
2009	3,850,000	6,552,000	2,633,248	146.2	248.8	234,467,679
2010	3,776,000	6,458,000	2,648,456	142.6	243.8	230,444,440
2011	3,709,000	6,321,000	2,650,458	139.9	238.5	233,841,422
2012	3,870,000	6,581,000	2,664,060	145.3	247.0	233,760,558
2013	3,978,000	6,765,000	2,677,730	148.6	252.6	236,010,230
2014	4,265,000	7,307,000	2,710,556	157.4	269.6	240,155,238
2015	4,451,000	7,635,000	2,779,693	160.1	274.7	242,917,192
2016*	4,543,000	7,716,000	2,849,718	159.4	270.8	247,644,981
2017*	4,133,000	6,554,000	2,877,378	143.6	227.8	250,553,248
2018*	4,369,000	6,949,000	2,897,083	150.8	239.9	250,709,853
2019*	4,374,000	6,957,000	2,924,053	149.6	237.9	253,814,184
2020*	3,241,000	4,953,000	2,568,745	126.2	192.8	253,121,228

*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 2020*. PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2000-2020



*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 2020.* PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 2000-2020

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	
2000	4,286,000	7,510,000	2,746,925	156.0	273.4	225,821,241
2001	4,282,000	7,480,000	2,795,610	153.2	267.6	235,331,381
2002	4,348,000	7,608,000	2,855,508	152.3	266.4	234,624,135
2003	4,365,000	7,594,000	2,890,221	151.0	262.7	236,760,033
2004	4,281,000	7,489,000	2,964,788	144.4	252.6	243,010,550
2005	4,304,000	7,511,000	2,989,430	144.0	251.3	247,421,120
2006	4,189,000	7,345,000	3,014,371	139.0	243.7	250,844,644
2007	4,275,000	7,431,000	3,031,124	141.0	245.2	254,403,081
2008	4,146,000	7,166,000	2,976,528	139.3	240.8	255,917,664
2009	3,957,000	6,868,000	2,956,764	133.8	232.3	254,212,610
2010	3,847,000	6,737,000	2,967,266	129.6	227.1	250,070,048
2011	3,778,000	6,637,000	2,950,402	128.1	225.0	253,215,681
2012	3,950,000	6,932,000	2,969,433	133.0	233.5	253,639,386
2013	4,066,000	7,134,000	2,988,280	136.1	238.7	255,876,822
2014	4,387,000	7,775,000	3,025,656	145.0	257.0	260,350,938
2015	4,548,000	8,084,000	3,095,373	146.9	261.2	263,610,219
2016*	4,670,000	8,194,000	3,174,408	147.1	258.1	268,799,083
2017*	4,530,000	8,028,000	3,212,347	141.0	249.9	272,480,899
2018*	4,807,000	8,551,000	3,240,327	148.4	263.9	273,602,100
2019*	4,806,000	8,580,000	3,261,772	147.4	263.0	276,491,174
2020*	3,622,000	6,271,000	2,903,622	124.7	216.0	275,924,442

*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 2020*. PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2020

Year	Passenger Vehicle		Large Truck		Motorcycle	Bus	Other/ Unknown	Total
	Passenger Car	Light Truck	Single-Vehicle Crashes	Multiple-Vehicle Crashes				
1975	2,353	522	643	318	156	8	67	4,067
1976	2,505	619	774	358	164	8	88	4,516
1977	2,903	756	884	403	180	8	73	5,207
1978	3,207	842	929	466	237	15	53	5,749
1979	3,320	976	967	465	248	10	61	6,047
1980	2,880	849	861	401	300	9	46	5,346
1981	2,927	889	785	348	259	11	40	5,259
1982	2,703	819	639	305	216	8	44	4,734
1983	2,859	805	676	306	204	26	47	4,923
1984	2,907	832	755	319	230	20	47	5,110
1985	3,020	881	634	343	243	25	58	5,204
1986	2,958	863	603	323	216	7	44	5,014
1987	2,961	957	571	281	223	15	38	5,046
1988	3,054	960	585	326	175	3	58	5,161
1989	2,913	1,024	550	308	133	28	44	5,000
1990	2,876	987	485	220	158	13	37	4,776
1991	2,535	986	448	213	133	9	42	4,366
1992	2,419	916	396	189	92	2	31	4,045
1993	2,615	1,077	389	216	116	5	42	4,460
1994	2,639	1,197	451	219	133	6	38	4,683
1995	2,546	1,153	425	223	108	9	30	4,494
1996	2,683	1,270	412	209	92	6	36	4,708
1997	2,674	1,426	499	224	85	10	28	4,946
1998	2,556	1,510	486	256	102	7	40	4,957
1999	2,524	1,493	480	279	118	12	33	4,939
2000	2,475	1,487	484	270	111	8	33	4,868
2001	2,269	1,539	474	234	113	13	28	4,670
2002	2,206	1,505	449	240	133	12	30	4,575
2003	2,206	1,515	457	269	151	11	36	4,645
2004	2,240	1,577	469	297	174	14	37	4,808
2005	2,070	1,646	478	326	201	13	41	4,775
2006	2,036	1,536	500	305	193	3	29	4,602
2007	1,858	1,484	502	303	231	7	28	4,413
2008	1,559	1,318	430	252	247	4	23	3,833
2009	1,260	1,094	333	166	176	2	28	3,059
2010	1,390	1,213	339	191	162	4	28	3,327
2011	1,380	1,082	408	232	221	11	19	3,353
2012	1,423	1,153	423	274	251	10	20	3,554
2013	1,446	1,163	431	264	208	16	12	3,540
2014	1,443	1,162	405	251	221	15	18	3,515
2015	1,495	1,264	395	270	226	18	12	3,680
2016†	1,629	1,364	520	295	302	18	38	4,166
2017†	1,741	1,469	525	353	285	17	23	4,413
2018†	1,696	1,536	538	352	288	25	18	4,453
2019†	1,657	1,580	494	399	302	4	26	4,462
2020†	1,691	1,483	508	323	298	6	34	4,343

†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, 1975-2020

Year	Nonmotorists				Vehicle Occupants	Total
	Pedestrian	Pedalcyclist	Other/Unknown	Total		
1975	333	66	17	**416**	4,067	**4,483**
1976	400	79	13	**492**	4,516	**5,008**
1977	424	69	23	**516**	5,207	**5,723**
1978	516	64	27	**607**	5,749	**6,356**
1979	524	90	41	**655**	6,047	**6,702**
1980	523	73	29	**625**	5,346	**5,971**
1981	462	64	21	**547**	5,259	**5,806**
1982	418	61	16	**495**	4,734	**5,229**
1983	463	83	22	**568**	4,923	**5,491**
1984	425	80	25	**530**	5,110	**5,640**
1985	447	64	19	**530**	5,204	**5,734**
1986	452	78	35	**565**	5,014	**5,579**
1987	427	90	35	**552**	5,046	**5,598**
1988	430	59	29	**518**	5,161	**5,679**
1989	399	71	20	**490**	5,000	**5,490**
1990	414	58	24	**496**	4,776	**5,272**
1991	363	75	17	**455**	4,366	**4,821**
1992	341	60	16	**417**	4,045	**4,462**
1993	303	57	36	**396**	4,460	**4,856**
1994	351	86	24	**461**	4,683	**5,144**
1995	329	74	21	**424**	4,494	**4,918**
1996	331	59	44	**434**	4,708	**5,142**
1997	352	75	25	**452**	4,946	**5,398**
1998	353	58	27	**438**	4,957	**5,395**
1999	344	66	31	**441**	4,939	**5,380**
2000	328	63	23	**414**	4,868	**5,282**
2001	352	69	20	**441**	4,670	**5,111**
2002	278	67	19	**364**	4,575	**4,939**
2003	320	52	19	**391**	4,645	**5,036**
2004	333	77	17	**427**	4,808	**5,235**
2005	346	87	32	**465**	4,775	**5,240**
2006	318	78	29	**425**	4,602	**5,027**
2007	313	70	26	**409**	4,413	**4,822**
2008	317	70	25	**412**	3,833	**4,245**
2009	259	56	6	**321**	3,059	**3,380**
2010	280	58	21	**359**	3,327	**3,686**
2011	335	60	33	**428**	3,353	**3,781**
2012	305	62	23	**390**	3,554	**3,944**
2013	339	79	23	**441**	3,540	**3,981**
2014	308	61	24	**393**	3,515	**3,908**
2015	337	55	17	**409**	3,680	**4,089**
2016†	397	98	17	**512**	4,166	**4,678**
2017†	391	78	24	**493**	4,413	**4,906**
2018†	452	78	23	**553**	4,453	**5,006**
2019†	453	91	26	**570**	4,462	**5,032**
2020†	514	84	24	**622**	4,343	**4,965**

†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, 2000-2020

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
2000	4,948	2.8%	1.5%	27,661	28.1%	23.6%
2001	4,779	2.5%	1.2%	27,444	27.0%	22.7%
2002	4,550	2.5%	1.7%	27,236	26.6%	22.4%
2003	4,658	2.1%	1.4%	26,422	26.1%	22.0%
2004	4,837	2.2%	1.1%	25,568	27.0%	22.9%
2005	4,900	2.6%	1.4%	25,046	27.8%	23.5%
2006	4,729	2.0%	1.1%	24,162	27.2%	22.6%
2007	4,601	1.7%	1.0%	22,765	27.0%	22.6%
2008	4,040	2.8%	1.6%	20,379	27.4%	23.0%
2009	3,175	3.0%	1.7%	18,268	27.1%	23.2%
2010	3,456	2.4%	1.5%	17,710	27.4%	23.5%
2011	3,594	2.6%	1.2%	17,401	27.2%	23.6%
2012	3,774	3.3%	2.1%	18,171	26.4%	22.7%
2013	3,872	3.7%	2.3%	17,850	27.3%	22.8%
2014	3,702	3.0%	1.8%	17,802	26.0%	21.9%
2015	4,019	2.3%	1.4%	19,688	24.8%	20.9%
2016†	4,503	4.3%	2.4%	20,965	24.6%	21.1%
2017†	4,746	4.1%	3.1%	21,133	23.7%	20.3%
2018†	4,832	4.3%	2.8%	20,433	25.2%	21.9%
2019†	4,977	3.3%	2.1%	19,689	23.9%	20.4%
2020†	4,778	3.9%	2.8%	20,742	26.4%	22.8%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
2000	20,393	26.0%	22.2%	2,971	40.0%	31.8%
2001	20,704	26.7%	22.7%	3,261	36.9%	29.2%
2002	21,562	26.8%	23.1%	3,363	38.7%	30.9%
2003	22,172	25.3%	21.5%	3,800	36.3%	29.1%
2004	22,367	25.0%	21.5%	4,116	33.9%	27.1%
2005	22,879	25.2%	21.6%	4,679	34.5%	27.0%
2006	22,307	27.9%	24.0%	4,961	34.1%	26.2%
2007	21,719	27.3%	23.4%	5,306	35.2%	26.9%
2008	19,095	26.3%	22.6%	5,405	36.1%	28.9%
2009	17,806	26.9%	23.2%	4,592	36.3%	28.6%
2010	17,385	25.2%	21.6%	4,647	36.0%	27.6%
2011	16,706	24.7%	21.3%	4,761	36.9%	29.3%
2012	17,230	24.9%	21.3%	5,108	35.3%	27.7%
2013	16,811	24.9%	21.4%	4,795	34.9%	27.5%
2014	17,040	25.3%	21.6%	4,703	36.6%	29.1%
2015	18,763	24.1%	20.6%	5,126	34.0%	26.3%
2016†	19,802	23.4%	19.9%	5,460	32.8%	26.3%
2017†	19,878	23.5%	20.1%	5,372	34.0%	26.6%
2018†	19,789	22.4%	19.1%	5,164	32.7%	24.8%
2019†	19,817	22.2%	18.7%	5,143	36.1%	28.4%
2020†	20,402	22.6%	22.8%	5,711	33.8%	26.7%

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

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

Source: NHTSA, FARS.

Trends Table 16. Combination Truck Fatal Crash Statistics, 1975-2020

Year	Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Combination Truck Occupant Fatalities	Total Fatalities in Combination Truck Crashes	Million Vehicle Miles Traveled by Combination Trucks	Rates per 100 Million Vehicle Miles Traveled by Combination Trucks			Combination Trucks Registered
						Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Fatalities in Combination Truck Crashes	
1975	2,825	3,006	696	3,452	46,724	6.05	6.43	7.39	1,130,747
1976	3,260	3,439	838	3,948	49,680	6.56	6.92	7.95	1,224,917
1977	3,613	3,830	932	4,305	55,682	6.49	6.88	7.73	1,239,613
1978	4,066	4,305	1,001	4,825	62,992	6.45	6.83	7.66	1,341,707
1979	4,307	4,574	1,041	5,148	66,992	6.43	6.83	7.68	1,386,374
1980	3,731	3,957	904	4,473	68,678	5.43	5.76	6.51	1,416,869
1981	3,863	4,070	850	4,594	69,134	5.59	5.89	6.65	1,261,202
1982	3,519	3,708	744	4,226	70,765	4.97	5.24	5.97	1,265,321
1983	3,645	3,839	756	4,365	73,586	4.95	5.22	5.93	1,304,041
1984	3,907	4,122	872	4,605	77,377	5.05	5.33	5.95	1,340,144
1985	3,892	4,124	772	4,655	78,063	4.99	5.28	5.96	1,403,266
1986	3,825	4,060	718	4,493	81,038	4.72	5.01	5.54	1,407,783
1987	3,746	3,971	675	4,403	85,495	4.38	4.64	5.15	1,529,824
1988	3,939	4,212	731	4,609	88,551	4.45	4.76	5.20	1,667,327
1989	3,680	3,909	671	4,372	91,879	4.01	4.25	4.76	1,707,182
1990	3,583	3,780	520	4,217	94,341	3.80	4.01	4.47	1,708,895
1991	3,071	3,266	493	3,635	96,645	3.18	3.38	3.76	1,691,331
1992	2,881	3,033	429	3,376	99,510	2.90	3.05	3.39	1,675,363
1993	3,092	3,261	446	3,699	103,116	3.00	3.16	3.59	1,680,305
1994	3,248	3,432	477	3,860	108,932	2.98	3.15	3.54	1,681,500
1995	3,129	3,319	472	3,723	115,451	2.71	2.87	3.22	1,695,751
1996	3,325	3,570	448	3,921	118,899	2.80	3.00	3.30	1,746,586
1997	3,491	3,711	512	4,122	124,584	2.80	2.98	3.31	1,789,968
1998	3,465	3,747	531	4,143	128,359	2.70	2.92	3.23	1,997,345
1999	3,442	3,713	574	4,121	132,384	2.60	2.80	3.11	2,028,562
2000	3,466	3,771	541	4,052	135,020	2.57	2.79	3.00	2,096,619
2001	3,298	3,553	503	3,838	136,534	2.42	2.60	2.81	2,154,174
2002	3,207	3,487	508	3,830	138,737	2.31	2.51	2.76	2,276,661
2003	3,239	3,523	524	3,799	140,128	2.31	2.51	2.71	1,908,365
2004	3,332	3,642	536	3,949	142,370	2.34	2.56	2.77	2,010,335
2005	3,387	3,664	561	3,932	144,028	2.35	2.54	2.73	2,086,759
2006	3,206	3,508	566	3,776	142,169	2.26	2.47	2.66	2,169,670
2007	3,125	3,439	551	3,633	184,199	1.70	1.87	1.97	2,635,347
2008	2,768	3,004	467	3,158	183,826	1.51	1.63	1.72	2,585,229
2009	2,166	2,328	332	2,458	168,100	1.29	1.38	1.46	2,617,118
2010	2,422	2,584	375	2,772	175,789	1.38	1.47	1.58	2,552,865
2011	2,388	2,565	432	2,730	163,791	1.46	1.57	1.67	2,451,638
2012	2,490	2,743	468	2,843	163,602	1.52	1.68	1.74	2,469,094
2013	2,561	2,813	450	2,896	168,436	1.52	1.67	1.72	2,471,349
2014	2,477	2,720	450	2,842	169,830	1.46	1.60	1.67	2,577,197
2015	2,676	3,033	445	3,067	170,246	1.57	1.78	1.80	2,746,882
2016†	2,823	3,067	504	3,202	174,557	1.62	1.76	1.83	2,752,043
2017†	2,931	3,221	519	3,312	181,490	1.61	1.77	1.82	2,892,218
2018†	2,923	3,215	507	3,316	184,165	1.59	1.75	1.80	2,906,011
2019†	2,941	3,310	509	3,329	175,305	1.68	1.89	1.90	2,925,210
2020†	2,890	3,127	452	3,257	177,261	1.63	1.76	1.84	2,979,277

†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, 1975-2020

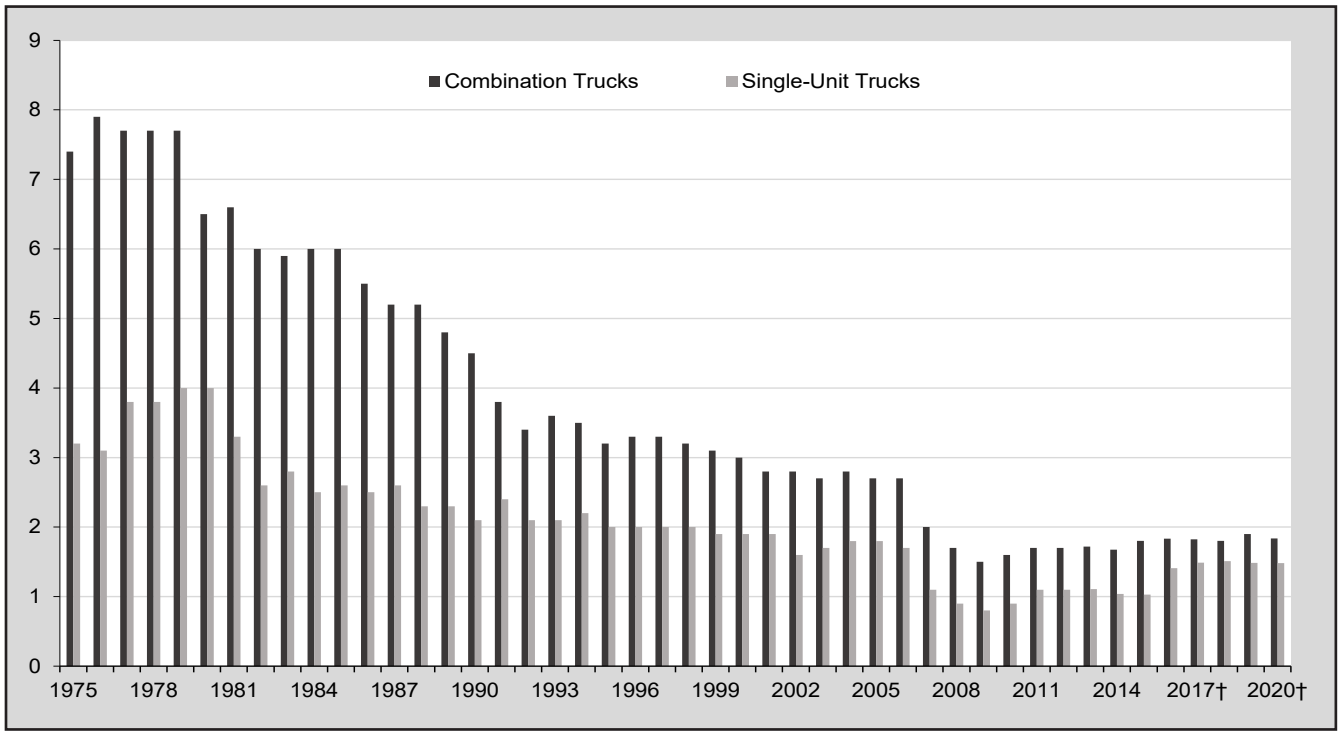
Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Single-Unit Truck Occupant Fatalities	Total Fatalities in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
						Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Fatalities in Single-Unit Truck Crashes	
1975	948	971	265	1,094	34,606	2.74	2.81	3.16	4,231,622
1976	978	996	294	1,125	36,390	2.69	2.74	3.09	4,350,268
1977	1,306	1,334	355	1,502	39,339	3.32	3.39	3.82	4,450,290
1978	1,419	1,454	394	1,630	42,747	3.32	3.40	3.81	4,518,100
1979	1,472	1,510	391	1,670	42,012	3.50	3.59	3.98	4,505,197
1980	1,388	1,422	358	1,590	39,813	3.49	3.57	3.99	4,373,784
1981	1,130	1,160	283	1,298	39,568	2.86	2.93	3.28	4,455,076
1982	922	938	200	1,056	40,658	2.27	2.31	2.60	4,325,094
1983	1,019	1,038	226	1,182	42,546	2.40	2.44	2.78	4,204,351
1984	986	1,002	202	1,114	44,419	2.22	2.26	2.51	4,060,931
1985	1,016	1,029	205	1,163	45,441	2.24	2.26	2.56	4,593,071
1986	1,018	1,037	208	1,158	45,637	2.23	2.27	2.54	4,313,097
1987	1,118	1,137	177	1,259	48,022	2.33	2.37	2.62	4,188,442
1988	1,014	1,029	180	1,143	49,434	2.05	2.08	2.31	4,469,557
1989	1,056	1,075	187	1,192	50,870	2.08	2.11	2.34	4,519,300
1990	979	996	185	1,106	51,901	1.89	1.92	2.13	4,486,981
1991	1,072	1,081	168	1,251	52,898	2.03	2.04	2.36	4,480,815
1992	987	1,002	156	1,137	53,874	1.83	1.86	2.11	4,369,842
1993	1,054	1,067	159	1,214	56,772	1.86	1.88	2.14	4,407,850
1994	1,188	1,212	193	1,354	61,284	1.94	1.98	2.21	4,906,385
1995	1,133	1,153	176	1,275	62,705	1.81	1.84	2.03	5,023,669
1996	1,160	1,185	173	1,313	64,072	1.81	1.85	2.05	5,266,029
1997	1,194	1,206	211	1,369	66,893	1.78	1.80	2.05	5,293,358
1998	1,185	1,208	211	1,331	68,021	1.74	1.78	1.96	5,734,925
1999	1,193	1,207	185	1,352	70,304	1.70	1.72	1.92	5,762,864
2000	1,199	1,224	213	1,350	70,500	1.70	1.74	1.91	5,926,030
2001	1,247	1,270	205	1,382	72,394	1.72	1.75	1.91	5,703,501
2002	1,089	1,100	181	1,210	75,866	1.44	1.45	1.59	5,650,619
2003	1,174	1,198	202	1,330	77,748	1.51	1.54	1.71	5,848,523
2004	1,228	1,258	230	1,390	78,441	1.57	1.60	1.77	6,161,028
2005	1,257	1,288	243	1,414	78,496	1.60	1.64	1.80	6,395,240
2006	1,224	1,259	239	1,344	80,344	1.52	1.57	1.67	6,649,337
2007	1,168	1,194	254	1,308	119,979	0.97	1.00	1.09	8,116,672
2008	1,070	1,085	215	1,191	126,855	0.84	0.86	0.94	8,288,046
2009	868	883	167	985	120,207	0.72	0.73	0.82	8,356,097
2010	894	910	155	975	110,738	0.81	0.82	0.88	8,217,189
2011	1,054	1,068	208	1,140	103,803	1.02	1.03	1.10	7,819,055
2012	1,061	1,082	229	1,187	105,605	1.00	1.02	1.12	8,190,286
2013	1,071	1,108	245	1,181	106,582	1.00	1.04	1.11	8,126,007
2014	1,005	1,029	206	1,135	109,301	0.92	0.94	1.04	8,328,759
2015	1,026	1,041	220	1,127	109,597	0.94	0.95	1.03	8,456,302
2016†	1,456	1,495	311	1,598	113,338	1.28	1.32	1.41	8,746,518
2017†	1,549	1,584	359	1,728	116,102	1.33	1.36	1.49	9,336,998
2018†	1,656	1,694	383	1,823	120,699	1.37	1.40	1.51	10,327,899
2019†	1,692	1,723	384	1,853	124,746	1.36	1.38	1.49	10,160,433
2020†	1,674	1,715	379	1,849	124,880	1.34	1.37	1.48	10,500,105

†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 2020*. 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, 1975-2020



†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 2020*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 18. Combination Truck Injury Crash Statistics, 2000-2020

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	
2000	50,000	52,000	73,000	135,020	37.2	38.7	53.9	2,096,619
2001	46,000	49,000	71,000	136,534	34.0	35.6	51.8	2,154,174
2002	48,000	50,000	72,000	138,737	34.8	36.2	51.6	2,276,661
2003	46,000	49,000	65,000	140,128	32.8	34.6	46.7	1,908,365
2004	46,000	47,000	64,000	142,370	32.0	33.3	44.8	2,010,335
2005	43,000	46,000	63,000	144,028	30.0	31.6	43.9	2,086,759
2006	40,000	41,000	56,000	142,169	27.8	29.0	39.2	2,169,670
2007	39,000	41,000	55,000	184,199	21.0	22.0	30.0	2,635,347
2008	36,000	38,000	51,000	183,826	19.6	20.5	27.7	2,585,229
2009	28,000	29,000	41,000	168,100	16.8	17.4	24.3	2,617,118
2010	31,000	32,000	43,000	175,789	17.4	18.5	24.3	2,552,865
2011	32,000	33,000	45,000	163,791	19.3	19.9	27.7	2,451,638
2012	40,000	42,000	56,000	163,602	24.2	25.4	34.0	2,469,094
2013	36,000	38,000	48,000	168,436	21.2	22.6	28.7	2,471,349
2014	42,000	45,000	57,000	169,830	24.6	26.4	33.5	2,577,197
2015	42,000	44,000	58,000	170,246	24.6	25.6	34.2	2,746,882
2016*	51,000	53,000	68,000	174,557	28.9	30.6	39.2	2,752,043
2017*	56,000	58,000	79,000	181,490	30.9	32.1	43.4	2,892,218
2018*	55,000	57,000	76,000	184,165	29.6	31.0	41.4	2,906,011
2019*	56,000	59,000	77,000	175,305	32.1	33.4	44.1	2,925,210
2020*	52,000	55,000	74,000	177,261	29.5	31.2	41.5	2,979,277

*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 2020.* Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 2000-2020

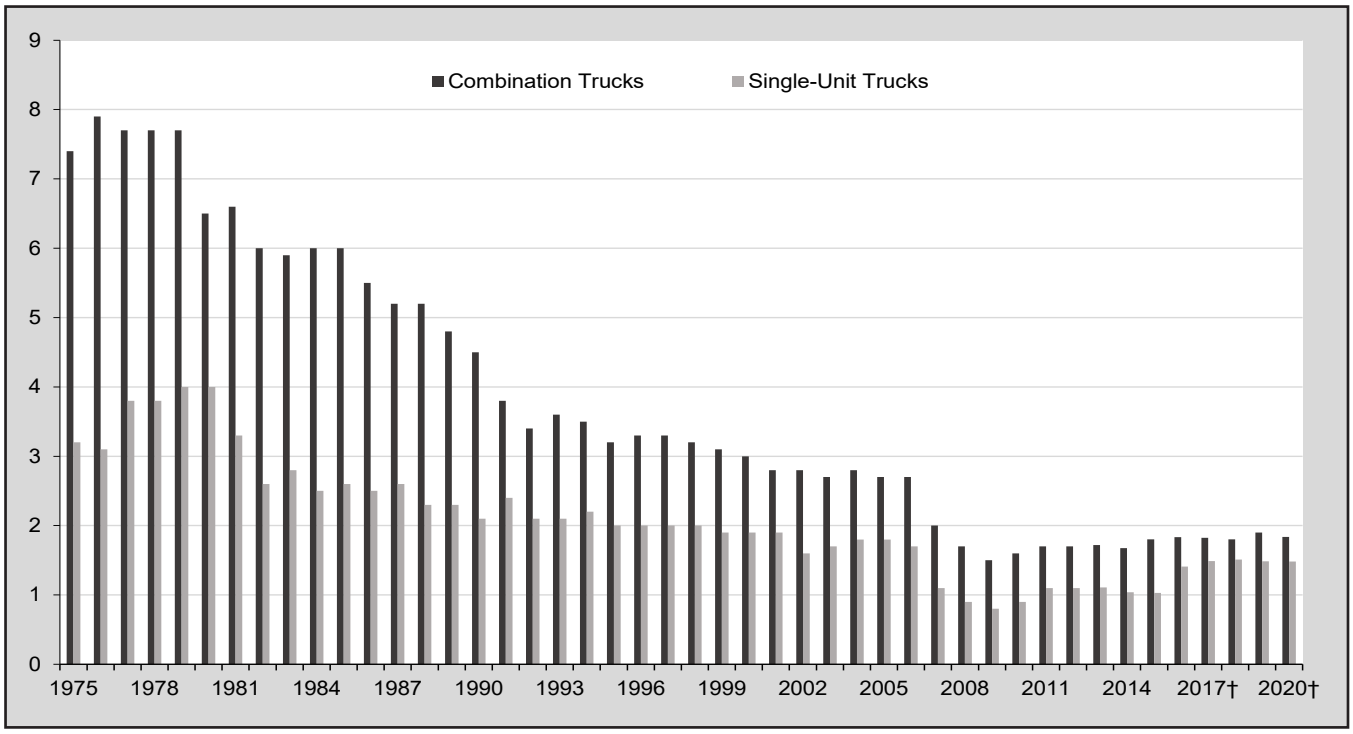
Year	Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
					Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	
2000	48,000	48,000	70,000	70,500	67.5	68.4	98.6	5,926,030
2001	41,000	41,000	62,000	72,394	56.1	56.9	85.7	5,703,501
2002	43,000	44,000	61,000	75,866	40.4	58.0	80.7	5,650,619
2003	40,000	40,000	59,000	77,748	50.9	51.8	76.1	5,848,523
2004	39,000	39,000	54,000	78,441	49.2	50.2	69.0	6,161,028
2005	32,000	34,000	49,000	78,496	41.3	42.8	62.1	6,395,240
2006	38,000	39,000	51,000	80,344	47.6	48.6	63.9	6,649,337
2007	35,000	35,000	48,000	119,979	28.8	29.3	39.7	8,116,672
2008	28,000	28,000	39,000	126,855	22.2	22.4	31.1	8,288,046
2009	24,000	24,000	34,000	120,207	19.7	20.1	27.9	8,356,097
2010	26,000	26,000	38,000	110,738	23.1	23.3	34.3	8,217,189
2011	29,000	30,000	44,000	103,803	28.4	28.8	42.2	7,819,055
2012	34,000	35,000	50,000	105,605	32.6	33.2	47.5	8,190,286
2013	34,000	35,000	48,000	106,582	32.0	32.9	45.4	8,126,007
2014	43,000	44,000	58,000	109,301	38.9	39.9	53.1	8,328,759
2015	42,000	44,000	60,000	109,597	38.5	40.0	55.0	8,456,302
2016*	48,000	49,000	68,000	113,338	42.2	42.9	60.0	8,746,518
2017*	48,000	49,000	71,000	116,102	41.2	41.8	61.4	9,336,998
2018*	54,000	55,000	77,000	120,699	44.5	45.7	64.0	10,327,899
2019*	60,000	60,000	84,000	124,746	47.8	48.1	67.3	10,160,433
2020*	50,000	52,000	76,000	124,880	40.3	41.4	61.2	10,500,105

*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 2020.* Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2000-2020



*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 2020*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 2000-2020

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	
2000	171,000	179,000	135,020	126.8	132.2	2,096,619
2001	159,000	166,000	136,534	116.1	121.6	2,154,174
2002	153,000	159,000	138,737	110.1	114.9	2,276,661
2003	163,000	172,000	140,128	116.3	122.6	1,908,365
2004	161,000	168,000	142,370	113.2	118.0	2,010,335
2005	169,000	177,000	144,028	117.6	123.1	2,086,759
2006	143,000	150,000	142,169	100.4	105.7	2,169,670
2007	155,000	163,000	184,199	84.3	88.6	2,635,347
2008	142,000	149,000	183,826	77.1	81.0	2,585,229
2009	114,000	118,000	168,100	67.7	70.5	2,617,118
2010	106,000	111,000	175,789	60.5	63.0	2,552,865
2011	107,000	112,000	163,791	65.6	68.4	2,451,638
2012	131,000	135,000	163,602	79.8	82.7	2,469,094
2013	128,000	133,000	168,436	75.9	79.0	2,471,349
2014	167,000	175,000	169,830	98.6	103.3	2,577,197
2015	163,000	168,000	170,246	95.6	98.8	2,746,882
2016*	181,000	190,000	174,557	103.6	108.8	2,752,043
2017*	191,000	203,000	181,490	105.3	111.8	2,892,218
2018*	203,000	217,000	184,165	110.2	117.6	2,906,011
2019*	205,000	216,000	175,305	116.9	123.1	2,925,210
2020*	167,000	176,000	177,261	94.0	99.4	2,979,277

*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 2020.* PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 2000-2020

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	
2000	171,000	173,000	70,500	242.8	244.9	5,926,030
2001	167,000	169,000	72,394	230.6	233.2	5,703,501
2002	173,000	176,000	75,866	228.0	232.1	5,650,619
2003	189,000	191,000	77,748	242.6	246.0	5,848,523
2004	154,000	156,000	78,441	196.0	199.3	6,161,028
2005	117,000	118,000	78,496	149.0	150.3	6,395,240
2006	147,000	149,000	80,344	182.9	186.0	6,649,337
2007	167,000	170,000	119,979	139.6	141.6	8,116,672
2008	159,000	161,000	126,855	125.4	126.6	8,288,046
2009	119,000	121,000	120,207	99.3	100.5	8,356,097
2010	102,000	103,000	110,738	92.0	93.2	8,217,189
2011	107,000	109,000	103,803	102.9	105.1	7,819,055
2012	116,000	118,000	105,605	109.5	111.3	8,190,286
2013	130,000	132,000	106,582	121.6	123.7	8,126,007
2014	165,000	171,000	109,301	150.9	156.0	8,328,759
2015	171,000	173,000	109,597	156.0	158.2	8,456,302
2016*	158,000	161,000	113,338	139.2	142.3	8,746,518
2017*	158,000	160,000	116,102	136.1	138.2	9,336,998
2018*	193,000	197,000	120,699	160.2	163.3	10,327,899
2019*	194,000	198,000	124,746	155.3	158.8	10,160,433
2020*	150,000	151,000	124,880	119.8	121.1	10,500,105

*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 2020.* PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2020

Year	Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses			Buses Registered
						Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Fatalities in Bus Crashes	
1975	323	327	53	348	6,055	5.33	5.40	5.75	462,156
1976	318	319	73	390	6,258	5.08	5.10	6.23	478,339
1977	321	321	42	354	5,823	5.51	5.51	6.08	490,761
1978	370	372	41	412	5,885	6.29	6.32	7.00	505,354
1979	344	347	39	376	5,947	5.78	5.83	6.32	526,765
1980	329	330	46	390	6,059	5.43	5.45	6.44	528,789
1981	340	342	56	393	6,241	5.45	5.48	6.30	543,984
1982	288	289	35	323	5,823	4.95	4.96	5.55	559,200
1983	305	307	53	366	5,199	5.87	5.90	7.04	582,884
1984	319	320	46	374	4,640	6.88	6.90	8.06	583,671
1985	337	337	57	398	4,478	7.53	7.53	8.89	593,485
1986	284	286	39	337	4,717	6.02	6.06	7.14	593,853
1987	353	353	51	409	5,330	6.62	6.62	7.67	602,055
1988	284	287	54	341	5,475	5.19	5.24	6.23	615,669
1989	309	311	50	366	5,670	5.45	5.49	6.46	625,040
1990	286	289	32	340	5,726	4.99	5.05	5.94	626,987
1991	271	274	31	304	5,750	4.71	4.77	5.29	631,279
1992	283	285	28	316	5,778	4.90	4.93	5.47	644,732
1993	262	263	18	286	6,125	4.28	4.29	4.67	654,432
1994	256	258	18	286	6,409	3.99	4.03	4.46	670,423
1995	271	271	33	311	6,420	4.22	4.22	4.84	685,503
1996	324	326	21	367	6,563	4.94	4.97	5.59	694,781
1997	295	297	18	339	6,842	4.31	4.34	4.95	697,548
1998	288	289	38	329	7,007	4.11	4.12	4.70	715,540
1999	313	319	59	373	7,662	4.09	4.16	4.87	728,777
2000	323	325	22	357	7,590	4.26	4.28	4.70	746,125
2001	289	292	34	331	7,070	4.09	4.13	4.84	749,548
2002	274	274	45	331	6,845	4.00	4.00	4.84	760,717
2003	288	291	41	337	6,782	4.25	4.29	4.97	776,550
2004	276	279	42	315	6,801	4.06	4.10	4.63	795,274
2005	278	280	58	340	6,980	3.98	4.01	4.87	807,053
2006	303	305	27	337	6,783	4.47	4.50	4.97	821,959
2007	280	281	36	325	14,516	1.93	1.94	2.24	834,436
2008	251	251	67	311	14,823	1.69	1.69	2.10	843,308
2009	221	221	26	254	14,387	1.54	1.54	1.77	841,993
2010	247	251	44	278	13,770	1.79	1.82	2.02	846,051
2011	243	245	55	284	13,807	1.76	1.77	2.06	666,064
2012	252	253	39	282	14,781	1.70	1.71	1.91	764,509
2013	282	282	54	320	15,167	1.86	1.86	2.11	864,549
2014	235	236	44	283	15,999	1.47	1.48	1.77	872,027
2015	259	263	49	297	16,230	1.60	1.62	1.83	888,907
2016	231	234	64	290	16,350	1.41	1.43	1.77	976,161
2017	231	234	43	276	17,227	1.34	1.36	1.60	983,231
2018	234	238	44	267	18,303	1.28	1.30	1.46	992,152
2019	234	235	35	261	17,980	1.30	1.31	1.45	995,033
2020	155	156	16	176	15,104	1.03	1.03	1.17	1,006,469

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 2020.* Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 2000-2020

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	
2000	13,000	13,000	29,000	7,590	169.7	173.2	388.0	746,125
2001	11,000	12,000	25,000	7,070	162.7	163.2	360.2	749,548
2002	13,000	13,000	30,000	6,845	184.3	184.6	434.1	760,717
2003	14,000	14,000	31,000	6,782	202.3	203.9	454.0	776,550
2004	13,000	13,000	29,000	6,801	188.1	189.3	429.3	795,274
2005	12,000	12,000	23,000	6,980	175.0	175.6	335.9	807,053
2006	11,000	11,000	21,000	6,783	156.7	157.5	310.1	821,959
2007	11,000	11,000	24,000	14,516	73.3	73.7	164.4	834,436
2008	11,000	11,000	24,000	14,823	73.5	73.5	164.6	843,308
2009	9,000	10,000	20,000	14,387	64.9	69.3	140.2	841,993
2010	12,000	12,000	27,000	13,770	83.6	83.8	196.7	846,051
2011	13,000	13,000	24,000	13,807	96.8	97.6	176.7	666,064
2012	12,000	12,000	23,000	14,781	80.6	83.7	156.3	764,509
2013	18,000	18,000	38,000	15,167	117.0	118.0	250.6	864,549
2014	11,000	11,000	22,000	15,999	68.7	69.7	139.0	872,027
2015	14,000	15,000	24,000	16,230	89.2	91.0	146.8	888,907
2016*	16,000	17,000	35,000	16,350	96.8	101.9	213.5	976,161
2017*	15,000	15,000	25,000	17,227	84.6	84.6	142.5	983,231
2018*	15,000	15,000	27,000	18,303	80.9	81.6	145.4	992,152
2019*	13,000	14,000	25,000	17,980	74.6	76.1	140.4	995,033
2020*	7,000	7,000	14,000	15,104	49.5	49.5	92.0	1,006,469

*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 2020.* Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 2000-2020

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	
2000	42,000	43,000	7,590	558.5	562.0	746,125
2001	42,000	42,000	7,070	600.8	600.8	749,548
2002	45,000	45,000	6,845	658.5	658.5	760,717
2003	44,000	44,000	6,782	643.9	647.5	776,550
2004	39,000	39,000	6,801	574.6	576.6	795,274
2005	38,000	39,000	6,980	543.4	556.5	807,053
2006	41,000	41,000	6,783	598.9	598.9	821,959
2007	45,000	46,000	14,516	311.9	315.4	834,436
2008	48,000	49,000	14,823	325.6	329.2	843,308
2009	47,000	47,000	14,387	327.2	329.4	841,993
2010	42,000	42,000	13,770	304.0	308.3	846,051
2011	43,000	44,000	13,807	315.0	316.6	666,064
2012	42,000	42,000	14,781	285.7	287.5	764,509
2013	48,000	48,000	15,167	319.0	319.0	864,549
2014	57,000	58,000	15,999	358.3	362.8	872,027
2015	53,000	53,000	16,230	326.5	327.8	888,907
2016*	51,000	51,000	16,350	308.9	313.4	976,161
2017*	51,000	52,000	17,227	297.1	301.8	983,231
2018*	50,000	50,000	18,303	271.5	273.8	992,152
2019*	59,000	60,000	17,980	328.5	333.8	995,033
2020*	23,000	24,000	15,104	155.0	155.7	1,006,469

*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 2020.* PDO Crashes and Vehicles Involved: NHTSA, GES (2000-2015) and CRSS (2016-2020).

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2020

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	**323**
1976	122	30	130	—	13	23	**318**
1977	126	33	123	—	14	25	**321**
1978	143	52	143	—	14	18	**370**
1979	150	37	120	—	21	16	**344**
1980	117	38	149	—	14	11	**329**
1981	109	48	150	—	20	13	**340**
1982	104	37	106	—	31	10	**288**
1983	99	41	105	—	38	22	**305**
1984	118	48	103	—	33	17	**319**
1985	126	29	116	—	33	33	**337**
1986	101	33	99	—	29	22	**284**
1987	132	29	115	—	46	31	**353**
1988	103	31	102	—	30	18	**284**
1989	108	32	119	—	25	25	**309**
1990	111	26	114	—	19	17	**286**
1991	106	39	86	—	25	16	**271**
1992	98	35	113	—	20	17	**283**
1993	112	28	82	—	20	20	**262**
1994	106	22	105	—	12	12	**256**
1995	109	23	101	—	23	15	**271**
1996	124	35	113	—	32	20	**324**
1997	116	36	109	—	15	19	**295**
1998	111	38	115	—	16	8	**288**
1999	137	35	106	—	19	17	**313**
2000	119	40	127	—	20	17	**323**
2001	117	38	103	—	16	15	**289**
2002	95	35	100	—	26	18	**274**
2003	111	26	104	—	29	18	**288**
2004	109	35	85	—	25	22	**276**
2005	110	37	83	—	34	14	**278**
2006	117	32	105	—	22	27	**303**
2007	109	35	113	—	15	8	**280**
2008	116	20	92	—	12	11	**251**
2009	89	38	77	—	9	8	**221**
2010	113	35	84	—	11	4	**247**
2011	97	40	68	25	10	3	**243**
2012	101	34	78	30	7	2	**252**
2013	114	44	82	28	10	4	**282**
2014	90	32	79	9	21	4	**235**
2015	99	34	92	14	18	5	**259**
2016	87	17	97	6	19	6	**231**
2017	72	13	97	31	16	4	**231**
2018	81	15	84	30	23	2	**234**
2019	86	15	79	32	22	1	**234**
2020	46	9	85	3	11	1	**155**

[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, 1975-2020

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	130	29	131	—	18	19	**327**
1976	123	30	130	—	13	23	**319**
1977	126	33	123	—	14	25	**321**
1978	143	54	143	—	14	18	**372**
1979	150	37	123	—	21	16	**347**
1980	117	38	150	—	14	11	**330**
1981	110	48	150	—	20	14	**342**
1982	104	37	106	—	31	11	**289**
1983	99	41	105	—	40	22	**307**
1984	119	48	103	—	33	17	**320**
1985	126	29	116	—	33	33	**337**
1986	101	33	99	—	29	24	**286**
1987	132	29	115	—	46	31	**353**
1988	105	31	103	—	30	18	**287**
1989	109	32	120	—	25	25	**311**
1990	112	27	114	—	19	17	**289**
1991	106	39	86	—	26	17	**274**
1992	98	36	113	—	21	17	**285**
1993	112	28	82	—	21	20	**263**
1994	106	23	105	—	12	12	**258**
1995	109	23	101	—	23	15	**271**
1996	124	35	115	—	32	20	**326**
1997	117	37	109	—	15	19	**297**
1998	112	38	115	—	16	8	**289**
1999	139	38	106	—	19	17	**319**
2000	120	40	128	—	20	17	**325**
2001	119	38	104	—	16	15	**292**
2002	95	35	100	—	26	18	**274**
2003	113	26	104	—	30	18	**291**
2004	111	35	85	—	26	22	**279**
2005	111	38	83	—	34	14	**280**
2006	118	33	105	—	22	27	**305**
2007	109	35	113	—	16	8	**281**
2008	116	20	92	—	12	11	**251**
2009	89	38	77	—	9	8	**221**
2010	116	36	84	—	11	4	**251**
2011	98	41	68	25	10	3	**245**
2012	102	34	78	30	7	2	**253**
2013	114	44	82	28	10	4	**282**
2014	91	32	79	9	21	4	**236**
2015	99	34	93	14	18	5	**263**
2016	88	17	98	6	19	6	**234**
2017	73	13	97	31	16	4	**234**
2018	82	15	86	30	23	2	**238**
2019	86	15	79	32	22	1	**235**
2020	46	9	86	3	11	1	**156**

[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, 1975-2020

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	**348**
1976	147	35	133	—	49	26	**390**
1977	143	42	126	—	16	27	**354**
1978	163	62	153	—	14	20	**412**
1979	160	46	130	—	21	19	**376**
1980	136	66	156	—	17	15	**390**
1981	120	65	165	—	26	17	**393**
1982	106	45	122	—	39	11	**323**
1983	126	49	110	—	56	25	**366**
1984	144	55	110	—	46	19	**374**
1985	153	40	129	—	42	34	**398**
1986	110	37	103	—	57	30	**337**
1987	149	54	120	—	51	35	**409**
1988	140	37	112	—	34	18	**341**
1989	143	43	122	—	28	30	**366**
1990	128	39	125	—	25	24	**340**
1991	120	46	91	—	31	18	**304**
1992	105	45	121	—	22	23	**316**
1993	119	35	87	—	22	23	**286**
1994	116	25	116	—	14	15	**286**
1995	123	30	111	—	30	17	**311**
1996	144	43	123	—	34	23	**367**
1997	131	46	123	—	17	22	**339**
1998	118	50	127	—	25	9	**329**
1999	153	66	110	—	21	25	**373**
2000	133	48	134	—	20	22	**357**
2001	130	46	117	—	22	16	**331**
2002	110	54	112	—	33	22	**331**
2003	120	36	116	—	40	25	**337**
2004	116	57	86	—	32	24	**315**
2005	120	70	92	—	41	17	**340**
2006	138	39	106	—	23	31	**337**
2007	130	51	117	—	18	9	**325**
2008	129	52	102	—	14	14	**311**
2009	100	46	81	—	16	11	**254**
2010	119	52	86	—	17	4	**278**
2011	108	63	69	31	10	3	**284**
2012	114	45	79	35	7	2	**282**
2013	123	61	86	33	13	4	**320**
2014	109	48	83	12	27	4	**283**
2015	108	42	106	14	20	10	**297**
2016	103	28	106	7	46	6	**290**
2017	79	20	106	53	18	4	**276**
2018	91	25	90	33	26	3	**267**
2019	94	18	84	35	30	1	**261**
2020	49	15	95	3	13	1	**176**

[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, 1975-2020

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	16	5	21	—	2	6	**50**
1976	21	3	8	—	39	2	**73**
1977	14	5	14	—	5	4	**42**
1978	19	6	8	—	5	3	**41**
1979	17	6	8	—	4	4	**39**
1980	14	23	7	—	2	1	**47**
1981	12	6	23	—	11	4	**56**
1982	9	5	11	—	10	0	**35**
1983	17	9	4	—	21	2	**53**
1984	20	9	9	—	7	1	**46**
1985	24	15	4	—	12	2	**57**
1986	2	4	4	—	24	5	**39**
1987	14	19	3	—	11	4	**51**
1988	38	8	2	—	4	2	**54**
1989	33	3	1	—	8	5	**50**
1990	13	2	3	—	3	11	**32**
1991	10	6	3	—	9	3	**31**
1992	7	8	3	—	3	7	**28**
1993	6	1	5	—	4	2	**18**
1994	2	7	6	—	1	2	**18**
1995	12	6	1	—	9	5	**33**
1996	10	3	5	—	3	0	**21**
1997	8	5	3	—	1	1	**18**
1998	6	13	2	—	15	2	**38**
1999	8	32	6	—	4	9	**59**
2000	16	3	1	—	1	1	**22**
2001	16	3	4	—	7	4	**34**
2002	2	20	6	—	9	8	**45**
2003	7	3	12	—	10	9	**41**
2004	7	23	2	—	10	0	**42**
2005	8	33	3	—	8	6	**58**
2006	6	8	1	—	8	4	**27**
2007	3	19	5	—	9	0	**36**
2008	14	38	6	—	5	4	**67**
2009	3	9	0	—	11	3	**26**
2010	15	15	3	—	11	0	**44**
2011	9	32	4	6	4	0	**55**
2012	13	15	1	8	2	0	**39**
2013	10	24	2	11	6	1	**54**
2014	11	19	2	1	9	2	**44**
2015	10	12	14	4	3	6	**49**
2016	10	10	14	3	27	0	**64**
2017	9	6	4	23	1	0	**43**
2018	11	13	2	11	7	0	**44**
2019	9	6	4	10	6	0	**35**
2020	4	5	4	0	3	0	**16**

[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, 2010-2020

State	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†	2020†
Alabama	114	100	107	109	84	101	149	99	121	137	141
Alaska	7	0	4	4	5	1	7	6	10	9	9
Arizona	65	68	85	63	67	91	84	95	90	96	122
Arkansas	83	88	91	83	78	70	76	89	86	83	87
California	236	282	261	259	301	305	375	383	375	418	398
Colorado	49	51	58	56	63	64	88	87	91	103	81
Connecticut	23	14	16	20	21	37	31	23	31	21	26
Delaware	9	10	9	10	12	12	9	15	15	16	10
District of Columbia	3	2	1	3	5	2	0	0	3	0	1
Florida	181	213	213	197	190	225	320	298	322	349	344
Georgia	153	174	153	163	155	182	203	228	192	204	234
Hawaii	4	3	6	7	4	5	6	9	7	3	6
Idaho	15	21	13	34	23	26	36	48	55	44	52
Illinois	88	122	122	142	111	103	151	149	166	144	178
Indiana	115	136	112	117	128	118	118	152	151	140	153
Iowa	88	60	60	61	48	61	74	67	63	69	71
Kansas	86	65	64	68	46	65	81	95	86	86	73
Kentucky	100	88	82	78	68	81	106	91	107	114	118
Louisiana	107	80	108	84	80	79	92	102	105	89	98
Maine	14	17	11	18	10	11	20	25	16	17	22
Maryland	44	39	66	58	49	58	65	55	71	60	57
Massachusetts	19	35	18	31	27	28	31	28	37	31	28
Michigan	85	61	73	88	98	75	113	90	105	102	74
Minnesota	90	52	60	75	66	64	62	61	44	58	59
Mississippi	55	73	51	63	81	72	90	105	107	90	82
Missouri	84	101	92	85	100	105	118	112	130	135	119
Montana	14	31	11	20	12	20	25	24	17	34	31
Nebraska	55	31	44	29	52	40	58	41	51	64	56
Nevada	15	35	19	18	17	27	29	37	24	36	38
New Hampshire	6	8	6	13	12	6	9	13	22	7	12
New Jersey	52	53	60	60	74	50	59	53	91	78	51
New Mexico	46	48	42	54	72	46	44	72	68	78	51
New York	120	114	100	118	98	126	119	126	100	118	117
North Carolina	117	117	127	139	121	129	163	165	177	167	170
North Dakota	18	40	48	63	49	47	13	28	31	21	21
Ohio	132	117	152	131	130	167	141	171	184	172	149
Oklahoma	91	112	124	112	134	106	127	134	116	101	89
Oregon	46	50	28	33	32	53	56	54	73	67	73
Pennsylvania	164	160	166	155	162	161	169	168	142	135	133
Rhode Island	2	1	4	5	2	1	2	8	2	4	6
South Carolina	65	89	84	64	63	114	111	96	123	122	132
South Dakota	25	12	20	18	21	13	8	22	27	16	28
Tennessee	92	108	112	127	110	116	121	135	130	151	179
Texas	400	432	573	535	553	567	602	658	666	652	643
Utah	35	22	18	20	18	39	29	37	37	43	40
Vermont	10	6	5	8	11	8	7	10	11	10	4
Virginia	77	76	84	89	90	71	100	104	109	109	108
Washington	30	33	45	40	36	40	52	79	62	77	65
West Virginia	50	34	45	46	30	22	31	55	52	43	32
Wisconsin	56	71	65	83	55	56	73	85	73	70	69
Wyoming	27	26	26	25	34	28	25	19	32	39	25
Total	**3,686**	**3,781**	**3,944**	**3,981**	**3,908**	**4,094**	**4,678**	**4,906**	**5,006**	**5,032**	**4,965**

†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, 2010-2020

State	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†	2020†
Alabama	102	88	100	101	74	94	131	85	108	127	128
Alaska	5	0	4	3	5	1	6	5	8	9	8
Arizona	52	57	66	56	59	79	70	84	78	87	105
Arkansas	74	82	82	74	68	58	68	80	76	73	75
California	219	249	233	240	266	280	324	340	335	365	364
Colorado	42	42	47	50	57	56	83	80	82	90	70
Connecticut	23	13	16	20	17	32	30	20	29	20	25
Delaware	9	9	8	10	11	12	9	15	11	15	9
District of Columbia	3	2	1	3	4	2	0	0	3	0	1
Florida	170	194	182	179	168	197	286	281	296	311	322
Georgia	138	155	139	142	128	161	192	207	179	180	210
Hawaii	4	3	6	7	4	5	5	6	7	3	6
Idaho	15	18	13	31	20	23	34	46	47	39	44
Illinois	100	109	106	123	102	93	140	126	145	126	155
Indiana	101	111	101	99	112	106	110	132	137	125	131
Iowa	79	48	52	57	46	48	61	63	57	62	64
Kansas	68	56	55	63	42	58	68	78	74	76	65
Kentucky	84	82	76	69	63	76	98	77	91	103	105
Louisiana	88	71	90	70	72	67	82	89	95	80	90
Maine	13	16	10	16	10	10	14	24	15	16	19
Maryland	39	37	54	53	47	48	60	51	65	56	54
Massachusetts	19	33	17	30	26	27	30	27	35	29	27
Michigan	80	58	67	74	87	69	100	78	97	94	73
Minnesota	74	49	53	70	60	58	51	59	42	51	53
Mississippi	52	58	39	55	66	64	81	95	92	75	76
Missouri	76	90	84	71	85	96	109	105	115	115	115
Montana	12	23	11	19	7	17	22	21	16	30	26
Nebraska	45	27	34	25	41	35	43	39	40	52	49
Nevada	15	24	19	17	15	25	27	35	21	34	29
New Hampshire	6	8	6	11	12	6	8	12	18	6	11
New Jersey	52	51	55	57	69	48	58	51	77	69	49
New Mexico	41	41	38	47	56	42	37	56	52	62	46
New York	111	107	90	108	91	113	111	117	96	113	108
North Carolina	98	108	117	122	109	114	152	139	160	154	150
North Dakota	14	30	40	54	41	37	12	23	26	19	18
Ohio	114	105	138	120	114	156	128	150	159	152	129
Oklahoma	87	95	108	104	109	97	115	121	109	95	87
Oregon	42	48	27	32	27	47	52	51	64	63	61
Pennsylvania	152	150	149	144	146	139	146	158	124	129	122
Rhode Island	2	1	3	5	2	1	2	7	2	4	6
South Carolina	57	77	79	60	59	95	102	89	115	111	113
South Dakota	19	10	15	17	19	13	8	16	22	14	23
Tennessee	82	97	97	109	93	101	105	120	118	136	152
Texas	349	386	496	456	481	480	525	564	591	579	568
Utah	27	20	16	19	17	33	25	35	32	41	36
Vermont	9	6	5	7	9	5	7	7	8	10	4
Virginia	72	69	75	81	82	69	89	92	102	98	97
Washington	27	28	41	34	33	32	49	75	55	72	54
West Virginia	39	32	44	44	23	22	27	42	45	37	30
Wisconsin	51	68	57	75	50	53	63	75	63	62	59
Wyoming	19	24	25	21	25	22	22	19	27	33	23
Total	**3,271**	**3,365**	**3,486**	**3,554**	**3,429**	**3,622**	**4,177**	**4,367**	**4,461**	**4,502**	**4,444**

†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, 2010-2020

State	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†	2020†
Alabama	105	96	111	107	76	103	141	94	114	136	138
Alaska	5	0	4	4	5	1	7	5	8	9	10
Arizona	54	65	73	69	61	88	80	94	90	93	111
Arkansas	79	101	88	86	75	65	72	89	91	89	84
California	240	265	251	265	282	300	358	361	362	399	384
Colorado	46	46	51	51	60	66	89	87	89	97	74
Connecticut	23	14	16	20	19	33	34	21	30	25	25
Delaware	9	10	10	10	11	12	9	15	11	15	9
District of Columbia	3	2	1	3	4	2	0	0	3	0	2
Florida	179	201	193	187	179	215	306	302	326	340	351
Georgia	145	169	149	157	135	178	207	238	198	195	230
Hawaii	4	3	6	7	4	5	5	6	7	3	6
Idaho	15	18	17	31	21	25	38	50	51	43	49
Illinois	113	120	115	136	116	105	154	140	165	142	170
Indiana	111	130	115	116	138	134	124	146	148	149	148
Iowa	90	49	65	59	47	50	64	71	65	68	67
Kansas	71	58	59	66	47	64	70	86	81	83	69
Kentucky	90	88	88	71	67	92	100	81	106	107	114
Louisiana	93	81	102	74	84	75	89	101	103	97	98
Maine	13	17	10	16	10	10	15	26	16	16	20
Maryland	39	38	57	60	49	52	64	54	68	59	57
Massachusetts	19	33	17	30	27	30	31	28	39	32	28
Michigan	83	61	70	88	90	105	110	91	105	100	74
Minnesota	77	53	54	74	63	62	53	61	45	55	59
Mississippi	55	62	44	57	72	71	91	100	99	78	84
Missouri	76	95	89	77	95	107	113	114	136	130	125
Montana	13	24	11	19	7	18	22	21	16	31	27
Nebraska	49	29	42	27	45	37	49	40	47	60	53
Nevada	16	28	21	24	15	26	28	38	22	36	32
New Hampshire	6	8	6	11	12	6	8	12	19	6	11
New Jersey	59	59	62	64	81	57	61	53	80	73	54
New Mexico	43	44	39	55	66	53	47	81	68	80	56
New York	116	112	97	114	104	117	116	120	99	119	116
North Carolina	104	118	132	125	111	119	162	149	168	172	157
North Dakota	17	32	44	64	45	42	14	26	28	20	18
Ohio	123	113	145	151	130	186	141	167	177	184	145
Oklahoma	88	100	124	116	123	109	126	132	122	104	94
Oregon	49	48	28	34	31	51	55	58	68	67	64
Pennsylvania	159	163	175	170	164	168	172	185	139	177	147
Rhode Island	2	1	3	5	2	2	2	9	2	4	7
South Carolina	61	79	81	66	61	102	109	92	123	120	119
South Dakota	19	10	16	18	19	13	9	18	22	15	24
Tennessee	89	101	108	121	107	113	115	129	136	153	165
Texas	376	414	548	492	532	537	586	630	660	658	622
Utah	28	24	17	21	20	38	29	39	34	44	38
Vermont	11	6	6	7	9	5	7	7	8	11	4
Virginia	87	74	88	100	90	76	99	106	109	106	113
Washington	27	35	43	38	35	32	52	82	58	79	60
West Virginia	40	32	47	48	25	22	34	48	50	40	34
Wisconsin	53	77	60	85	52	57	65	78	70	68	63
Wyoming	22	27	27	25	26	38	30	24	28	46	33
Total	**3,494**	**3,633**	**3,825**	**3,921**	**3,749**	**4,074**	**4,562**	**4,805**	**4,909**	**5,033**	**4,842**

†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, 2010-2020

State	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†	2020†
Alabama	9	11	13	24	15	19	32	20	21	18	26
Alaska	0	0	1	0	1	0	3	2	2	4	0
Arizona	6	14	19	15	16	17	17	19	18	10	28
Arkansas	16	18	20	20	11	15	16	24	16	11	23
California	60	63	57	70	64	59	86	91	80	82	102
Colorado	6	12	8	17	12	11	23	18	15	14	20
Connecticut	8	2	5	4	5	13	7	4	8	5	7
Delaware	1	1	3	3	2	4	2	4	1	0	2
District of Columbia	3	1	1	1	1	2	0	0	1	0	0
Florida	35	54	38	39	34	39	59	58	78	64	61
Georgia	19	29	25	32	31	27	44	28	35	26	43
Hawaii	0	1	2	6	4	1	1	1	3	0	2
Idaho	5	3	1	7	6	4	3	13	10	5	7
Illinois	18	26	17	20	20	16	28	21	34	23	37
Indiana	9	20	15	17	20	16	18	21	27	15	26
Iowa	12	12	7	11	9	7	11	18	6	10	15
Kansas	9	9	19	12	4	9	16	13	11	13	14
Kentucky	10	19	16	12	11	7	21	13	12	17	18
Louisiana	16	11	21	12	13	3	14	26	23	25	16
Maine	4	3	2	3	1	1	0	4	1	8	6
Maryland	6	9	8	8	8	12	17	16	17	17	9
Massachusetts	5	6	7	11	10	10	13	10	8	8	8
Michigan	16	7	8	8	12	12	17	8	8	15	13
Minnesota	11	10	10	8	8	6	10	12	1	6	6
Mississippi	5	9	5	16	14	14	15	15	15	13	9
Missouri	15	25	22	20	18	22	26	19	28	32	29
Montana	1	2	4	4	1	1	5	3	6	12	10
Nebraska	10	2	3	7	5	6	7	5	9	7	9
Nevada	3	9	4	4	1	4	10	8	7	12	8
New Hampshire	0	2	0	3	5	2	1	4	5	1	5
New Jersey	12	13	18	11	13	21	15	15	22	25	17
New Mexico	8	12	16	14	19	12	3	15	6	12	12
New York	35	40	27	40	29	36	48	44	37	58	49
North Carolina	23	20	29	28	27	17	30	21	34	29	28
North Dakota	3	4	7	12	5	9	8	7	4	2	2
Ohio	14	18	15	18	15	22	17	24	27	26	20
Oklahoma	21	23	27	23	26	19	26	19	27	23	16
Oregon	14	18	6	9	8	11	8	14	13	21	17
Pennsylvania	38	26	16	28	27	34	30	32	26	27	31
Rhode Island	0	0	0	2	1	0	2	1	0	0	3
South Carolina	9	26	15	10	11	16	25	24	24	21	22
South Dakota	6	2	0	1	4	2	1	6	6	3	2
Tennessee	18	19	18	17	14	17	16	19	23	22	33
Texas	52	75	120	97	101	84	100	105	120	122	113
Utah	3	7	2	7	4	10	5	5	10	8	5
Vermont	1	2	1	1	1	2	1	2	1	2	2
Virginia	20	16	23	17	23	24	30	16	24	28	21
Washington	6	6	9	7	8	8	16	11	15	19	8
West Virginia	6	4	7	13	5	4	6	9	13	12	7
Wisconsin	10	6	9	11	8	7	14	6	10	11	7
Wyoming	3	5	7	3	4	5	8	7	9	9	7
Total	**620**	**732**	**733**	**783**	**715**	**719**	**931**	**900**	**957**	**953**	**981**

†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, 2010-2020

State	2010	2011	2012	2013	2014	2015	2016†	2017†	2018†	2019†	2020†
Alabama	93	77	87	77	59	75	99	65	87	109	102
Alaska	5	0	3	3	4	1	3	3	6	5	8
Arizona	46	43	47	41	43	62	53	65	60	75	77
Arkansas	58	64	62	54	57	43	52	56	60	62	52
California	159	186	176	170	202	221	238	249	255	282	262
Colorado	36	30	39	33	45	45	60	62	67	76	50
Connecticut	15	11	11	16	12	19	23	16	21	15	18
Delaware	8	8	5	7	9	8	7	11	10	15	7
District of Columbia	0	1	0	2	3	0	0	0	2	0	1
Florida	135	140	144	140	134	158	227	223	218	247	261
Georgia	119	126	114	110	97	134	148	179	144	154	167
Hawaii	4	2	4	1	0	4	4	5	4	3	4
Idaho	10	15	12	24	14	19	31	33	37	34	37
Illinois	82	83	89	103	82	77	112	105	111	103	118
Indiana	92	91	86	82	92	90	92	111	110	111	105
Iowa	67	36	45	46	37	41	50	45	51	52	49
Kansas	59	47	36	51	38	49	52	65	63	63	51
Kentucky	74	63	60	57	52	69	77	64	79	86	87
Louisiana	72	60	69	58	59	64	68	63	72	55	74
Maine	9	13	8	13	9	9	14	20	14	8	13
Maryland	33	28	46	45	39	36	43	35	48	39	45
Massachusetts	14	27	10	19	16	17	17	17	27	21	19
Michigan	64	51	59	66	75	57	83	70	89	79	60
Minnesota	63	39	43	62	52	52	41	47	41	45	47
Mississippi	47	49	34	39	52	50	66	80	77	62	67
Missouri	61	65	62	51	67	74	83	86	87	83	86
Montana	11	21	7	15	6	16	17	18	10	18	16
Nebraska	35	25	31	18	36	29	36	34	31	45	40
Nevada	12	15	15	13	14	21	17	27	14	22	21
New Hampshire	6	6	6	8	7	4	7	8	13	5	6
New Jersey	40	38	37	46	56	27	43	36	55	44	32
New Mexico	33	29	22	33	37	30	34	41	46	50	34
New York	76	67	63	68	62	77	63	73	59	55	59
North Carolina	75	88	88	94	82	97	122	118	126	125	122
North Dakota	11	26	33	42	36	28	4	16	22	17	16
Ohio	100	87	123	102	99	134	111	126	132	126	109
Oklahoma	66	72	81	81	83	78	89	102	82	72	71
Oregon	28	30	21	23	19	36	44	37	51	42	44
Pennsylvania	114	124	133	116	119	105	116	126	98	102	91
Rhode Island	2	1	3	3	1	1	0	6	2	4	3
South Carolina	48	51	64	50	48	79	77	65	91	90	91
South Dakota	13	8	15	16	15	11	7	10	16	11	21
Tennessee	64	78	79	92	79	84	89	101	95	115	119
Texas	297	311	376	359	380	396	425	459	471	457	455
Utah	24	13	14	12	13	23	20	30	22	33	31
Vermont	8	4	4	6	8	3	6	5	7	8	2
Virginia	52	53	52	64	59	45	59	76	78	70	76
Washington	21	22	32	27	25	24	33	64	40	54	46
West Virginia	33	28	37	31	18	18	21	33	32	25	23
Wisconsin	41	62	48	64	42	46	49	69	53	51	52
Wyoming	16	19	18	18	21	17	14	12	18	24	16
Total	**2,651**	**2,633**	**2,753**	**2,771**	**2,714**	**2,903**	**3,246**	**3,467**	**3,504**	**3,549**	**3,463**

†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 2020 in this section:

- Of the approximately 415,000 police-reported crashes involving large trucks in 2020, there were 4,444 (1 percent) fatal crashes and 101,000 (24 percent) injury crashes.
- Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 22 percent of all fatal crashes, 16 percent of all injury crashes, and 24 percent of all property damage only crashes involving large trucks in 2020. 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 54 percent of all fatal crashes involving large trucks occurred in rural areas, 27 percent occurred on Interstate highways, and 13 percent fell into both categories by occurring on rural Interstate highways.
- Thirty-seven percent of all fatal crashes, 24 percent of all injury crashes, and 20 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- The vast majority of fatal crashes (82 percent) and nonfatal crashes (87 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 72 percent of fatal crashes involving large trucks, 81 percent of injury crashes involving large trucks, and 74 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 2020, 26 percent of work zone fatal crashes and 15 percent of work zone injury crashes involved at least one large truck.
- There were 13.49 fatal large truck crashes per million people in the United States in 2020, a 27-percent increase from 10.6 in 2010.
- In 2020, 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, 83 percent, of fatalities were not occupants of the large truck.

Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2018-2020

First Harmful Event	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,257	73.0%	3,290	73.1%	3,183	71.6%
Collision with Fixed Object	434	9.7%	423	9.4%	452	10.2%
Collision with Pedestrian	370	8.3%	394	8.8%	428	9.6%
Overturn (Rollover)	187	4.2%	165	3.7%	160	3.6%
Collision with Pedalcycle or Other Personal Conveyance	90	2.0%	104	2.3%	89	2.0%
Collision with Parked Motor Vehicle	48	1.1%	45	1.0%	51	1.1%
Collision with Train	18	0.4%	16	0.4%	11	0.2%
Collision with Other Object	10	0.2%	17	0.4%	16	0.4%
Collision with Animal	3	0.1%	8	0.2%	7	0.2%
Explosion/Fire	1	*	1	*	0	0.0%
Jackknife	9	0.2%	12	0.3%	12	0.3%
Pavement Surface Irregularity	0	0.0%	0	0.0%	2	*
Cargo Equipment Loss or Shift	2	*	10	0.2%	6	0.1%
Other	32	0.7%	17	0.4%	27	0.6%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

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%	3,183	91.9%	**3,183**	**71.6%**
Collision with Fixed Object	322	32.8%	130	3.8%	**452**	**10.2%**
Collision with Pedestrian	373	38.0%	55	1.6%	**428**	**9.6%**
Overturn (Rollover)	113	11.5%	47	1.4%	**160**	**3.6%**
Collision with Pedalcycle or Other Personal Conveyance	86	8.8%	3	0.1%	**89**	**2.0%**
Collision with Parked Motor Vehicle	40	4.1%	11	0.3%	**51**	**1.1%**
Collision with Train	11	1.1%	0	0.0%	**11**	**0.2%**
Collision with Other Object	5	0.5%	11	0.3%	**16**	**0.4%**
Collision with Animal	4	0.4%	3	0.1%	**7**	**0.2%**
Explosion/Fire	0	0.0%	0	0.0%	**0**	**0.0%**
Jackknife	6	0.6%	6	0.2%	**12**	**0.3%**
Pavement Surface Irregularity	0	0.0%	2	0.1%	**2**	*
Cargo Equipment Loss or Shift	2	0.2%	4	0.1%	**6**	**0.1%**
Other	19	1.9%	8	0.2%	**27**	**0.6%**
Total Fatal Crashes	**981**	**100.0%**	**3,463**	**100.0%**	**4,444**	**100.0%**
Injury Crashes						
Collision with Vehicle in Transport	*	*	81,000	96.1%	**81,000**	**80.6%**
Collision with Fixed Object	8,000	49.3%	2,000	2.6%	**10,000**	**10.1%**
Collision with Pedestrian	*	3.0%	*	0.1%	**1,000**	**0.5%**
Overturn (Rollover)	5,000	29.0%	*	0.2%	**5,000**	**4.9%**
Collision with Pedalcycle or Other Personal Conveyance	1,000	4.0%	*	*	**1,000**	**0.7%**
Collision with Parked Motor Vehicle	1,000	8.0%	*	0.3%	**2,000**	**1.5%**
Collision with Train	*	0.7%	*	*	*	**0.1%**
Collision with Other Object	*	*	*	0.4%	*	**0.3%**
Collision with Animal	1,000	4.4%	*	*	**1,000**	**0.7%**
Explosion/Fire	*	*	*	*	*	*
Jackknife	*	*	*	*	*	*
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	*	*	0.3%	*	**0.2%**
Other	*	0.9%	*	*	*	**0.1%**
Unknown	*	0.7%	*	*	*	**0.1%**
Total Injury Crashes	**16,000**	**100.0%**	**85,000**	**100.0%**	**101,000**	**100.0%**
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	230,000	97.3%	**230,000**	**74.3%**
Collision with Fixed Object	38,000	51.5%	2,000	0.9%	**40,000**	**12.8%**
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	5,000	6.7%	*	*	**5,000**	**1.6%**
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	17,000	22.8%	*	*	**17,000**	**5.4%**
Collision with Train	*	*	*	*	*	*
Collision with Other Object	3,000	4.4%	1,000	0.5%	**4,000**	**1.4%**
Collision with Animal	5,000	7.3%	*	0.1%	**6,000**	**1.8%**
Explosion/Fire	2,000	2.3%	*	*	**2,000**	**0.5%**
Jackknife	2,000	2.4%	*	*	**2,000**	**0.6%**
Pavement Surface Irregularity	*	0.2%	*	*	*	**0.1%**
Cargo Equipment Loss or Shift	1,000	1.4%	2,000	0.9%	**3,000**	**1.0%**
Other	*	0.6%	*	*	*	**0.1%**
Unknown	*	0.4%	1,000	0.3%	**1,000**	**0.3%**
Total Property Damage Only Crashes	**73,000**	**100.0%**	**237,000**	**100.0%**	**310,000**	**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, 2018-2020

Speed Limit	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	116	2.6%	123	2.7%	127	2.9%
30 - 35 mph	292	6.5%	319	7.1%	291	6.5%
40 - 45 mph	635	14.2%	643	14.3%	621	14.0%
50 - 55 mph	1,462	32.8%	1,505	33.4%	1,491	33.6%
60 - 65 mph	913	20.5%	898	19.9%	860	19.4%
70 - 75 mph	892	20.0%	859	19.1%	859	19.3%
80 - 85 mph	28	0.6%	24	0.5%	28	0.6%
No Statutory Limit	38	0.9%	46	1.0%	44	1.0%
Unknown	85	1.9%	85	1.9%	123	2.8%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**100.0%**
Average Speed Limit	55.7 mph		55.2 mph		55.4 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, 2020

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	70	7.1%	57	1.6%	**127**	**2.9%**
30 - 35 mph	101	10.3%	190	5.5%	**291**	**6.5%**
40 - 45 mph	154	15.7%	467	13.5%	**621**	**14.0%**
50 - 55 mph	247	25.2%	1,244	35.9%	**1,491**	**33.6%**
60 - 65 mph	153	15.6%	707	20.4%	**860**	**19.4%**
70 - 75 mph	206	21.0%	653	18.9%	**859**	**19.3%**
80 - 85 mph	10	1.0%	18	0.5%	**28**	**0.6%**
No Statutory Limit	6	0.6%	38	1.1%	**44**	**1.0%**
Unknown	34	3.5%	89	2.6%	**123**	**2.8%**
Total	**981**	**100.0%**	**3,463**	**100.0%**	**4,444**	**100.0%**
Average Speed Limit	53.2 mph		56.0 mph		**55.4 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, 2018-2020

Functional System	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	537	12.0%	577	12.8%	579	13.0%
Freeway/Expressway	67	1.5%	71	1.6%	54	1.2%
Other Principal Arterial	844	18.9%	801	17.8%	722	16.2%
Minor Arterial	496	11.1%	488	10.8%	476	10.7%
Major Collector	380	8.5%	393	8.7%	380	8.6%
Minor Collector	60	1.3%	74	1.6%	69	1.6%
Local Roads	109	2.4%	120	2.7%	96	2.2%
Unknown	1	*	2	*	32	0.7%
Total Rural Crashes	***2,494***	***55.9%***	***2,526***	***56.1%***	***2,408***	***54.2%***
Urban Crashes						
Interstate	601	13.5%	549	12.2%	607	13.7%
Freeway/Expressway	150	3.4%	145	3.2%	153	3.4%
Other Principal Arterial	644	14.4%	709	15.7%	663	14.9%
Minor Arterial	316	7.1%	335	7.4%	308	6.9%
Major Collector	120	2.7%	118	2.6%	133	3.0%
Minor Collector	24	0.5%	17	0.4%	12	0.3%
Local Roads	108	2.4%	93	2.1%	109	2.5%
Unknown	0	0.0%	2	*	13	0.3%
Total Urban Crashes	***1,963***	***44.0%***	***1,968***	***43.7%***	***1,998***	***45.0%***
Unknown Whether Rural or Urban	4	0.1%	8	0.2%	38	0.9%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Functional System	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	170	17.3%	409	11.8%	**579**	**13.0%**
Freeway/Expressway	14	1.4%	40	1.2%	**54**	**1.2%**
Other Principal Arterial	95	9.7%	627	18.1%	**722**	**16.2%**
Minor Arterial	73	7.4%	403	11.6%	**476**	**10.7%**
Major Collector	78	8.0%	302	8.7%	**380**	**8.6%**
Minor Collector	20	2.0%	49	1.4%	**69**	**1.6%**
Local Roads	52	5.3%	44	1.3%	**96**	**2.2%**
Unknown	11	1.1%	21	0.6%	**32**	**0.7%**
Total Rural Crashes	***513***	***52.3%***	***1,895***	***54.7%***	***2,408***	***54.2%***
Urban Crashes						
Interstate	130	13.3%	477	13.8%	**607**	**13.7%**
Freeway/Expressway	31	3.2%	122	3.5%	**153**	**3.4%**
Other Principal Arterial	137	14.0%	526	15.2%	**663**	**14.9%**
Minor Arterial	74	7.5%	234	6.8%	**308**	**6.9%**
Major Collector	34	3.5%	99	2.9%	**133**	**3.0%**
Minor Collector	1	0.1%	11	0.3%	**12**	**0.3%**
Local Roads	50	5.1%	59	1.7%	**109**	**2.5%**
Unknown	1	0.1%	12	0.3%	**13**	**0.3%**
Total Urban Crashes	***458***	***46.7%***	***1,540***	***44.5%***	**1,998**	**45.0%**
Unknown Whether Rural or Urban	10	1.0%	28	0.8%	**38**	**0.9%**
Total	**981**	**100.0%**	**3,463**	**100.0%**	**4,444**	**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 7. Fatal Crashes Involving Large Trucks by Time of Day, 2018-2020

	2018		2019		2020	
Time of Day	Number	Percent	Number	Percent	Number	Percent
12am - 3am	318	7.1%	329	7.3%	338	7.6%
3am - 6am	482	10.8%	462	10.3%	411	9.2%
6am - 9am	653	14.6%	667	14.8%	655	14.7%
9am - 12pm	675	15.1%	697	15.5%	695	15.6%
12pm - 3pm	819	18.4%	793	17.6%	766	17.2%
3pm - 6pm	693	15.5%	728	16.2%	696	15.7%
6pm - 9pm	470	10.5%	458	10.2%	478	10.8%
9pm - 12am	347	7.8%	359	8.0%	393	8.8%
Unknown	4	0.1%	9	0.2%	12	0.3%
Daytime (6am - 6pm)	*2,840*	*63.7%*	*2,885*	*64.1%*	*2,812*	*63.3%*
Nighttime (6pm - 6am)	*1,621*	*36.3%*	*1,617*	*35.9%*	*1,632*	*36.7%*
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
Time of Day	Number	Percent	Number	Percent	Number	Percent
12am - 3am	338	7.6%	5,000	5.4%	9,000	2.8%
3am - 6am	411	9.2%	6,000	6.0%	13,000	4.3%
6am - 9am	655	14.7%	16,000	15.7%	46,000	14.8%
9am - 12pm	695	15.6%	20,000	19.5%	65,000	21.0%
12pm - 3pm	766	17.2%	21,000	21.2%	72,000	23.1%
3pm - 6pm	696	15.7%	20,000	19.4%	64,000	20.7%
6pm - 9pm	478	10.8%	8,000	7.9%	27,000	8.8%
9pm - 12am	393	8.8%	5,000	4.9%	14,000	4.6%
Unknown	12	0.3%	*	*	*	*
Daytime (6am - 6pm)	*2,812*	*63.3%*	*76,000*	*75.7%*	*246,000*	*79.6%*
Nighttime (6pm - 6am)	*1,632*	*36.7%*	*24,000*	*24.3%*	*63,000*	*20.4%*
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Day of Week	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Sunday	330	7.4%	344	7.6%	342	7.7%
Monday	745	16.7%	732	16.3%	701	15.8%
Tuesday	747	16.7%	748	16.6%	732	16.5%
Wednesday	739	16.6%	765	17.0%	735	16.5%
Thursday	733	16.4%	722	16.0%	735	16.5%
Friday	722	16.2%	750	16.7%	729	16.4%
Saturday	445	10.0%	441	9.8%	470	10.6%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	342	7.7%	5,000	4.7%	14,000	4.6%
Monday	701	15.8%	16,000	16.3%	49,000	15.9%
Tuesday	732	16.5%	19,000	18.7%	54,000	17.3%
Wednesday	735	16.5%	16,000	15.9%	58,000	18.7%
Thursday	735	16.5%	17,000	16.7%	57,000	18.6%
Friday	729	16.4%	19,000	18.4%	54,000	17.3%
Saturday	470	10.6%	9,000	9.2%	24,000	7.6%
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Trafficway Flow	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,190	49.1%	2,176	48.3%	2,118	47.7%
Two-Way, Divided, Unprotected Median	970	21.7%	985	21.9%	956	21.5%
Two-Way, Divided, Positive Median Barrier	975	21.9%	971	21.6%	1,057	23.8%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	176	3.9%	213	4.7%	166	3.7%
Entrance/Exit Ramp	60	1.3%	43	1.0%	47	1.1%
One-Way Trafficway	44	1.0%	67	1.5%	50	1.1%
Non-Trafficway Area	37	0.8%	40	0.9%	41	0.9%
Unknown	9	0.2%	7	0.2%	9	0.2%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,118	47.7%	34,000	33.5%	107,000	34.5%
Two-Way, Divided, Unprotected Median	956	21.5%	14,000	13.9%	45,000	14.7%
Two-Way, Divided, Positive Median Barrier	1,057	23.8%	29,000	29.1%	78,000	25.3%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	166	3.7%	3,000	2.8%	9,000	2.8%
Entrance/Exit Ramp	47	1.1%	3,000	3.0%	9,000	3.1%
One-Way Trafficway	50	1.1%	3,000	2.7%	8,000	2.6%
Non-Trafficway Area	41	0.9%	2,000	1.5%	6,000	1.9%
Unknown	9	0.2%	13,000	13.4%	47,000	15.1%
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Relation to Junction	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,863	64.2%	2,824	62.7%	2,840	63.9%
Intersection	797	17.9%	844	18.7%	867	19.5%
Intersection Related	279	6.3%	300	6.7%	221	5.0%
Driveway Access	21	0.5%	37	0.8%	23	0.5%
Driveway Access Related	186	4.2%	169	3.8%	160	3.6%
Entrance/Exit Ramp	6	0.1%	3	0.1%	2	0.0%
Entrance/Exit Ramp Related	13	0.3%	4	0.1%	10	0.2%
Railway Grade Crossing	20	0.4%	18	0.4%	11	0.2%
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	30	0.7%	25	0.6%	22	0.5%
Other	1	*	2	*	2	*
Unknown	3	0.1%	1	*	1	*
Total Non-Interchange Area	***4,219***	***94.6%***	***4,227***	***93.9%***	***4,159***	***93.6%***
Interchange Area						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	34	0.8%	64	1.4%	68	1.5%
Intersection Related	13	0.3%	30	0.7%	26	0.6%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	3	0.1%	2	*	1	*
Entrance/Exit Ramp	19	0.4%	13	0.3%	9	0.2%
Entrance/Exit Ramp Related	55	1.2%	33	0.7%	34	0.8%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	6	0.1%	4	0.1%	6	0.1%
Through Roadway	92	2.1%	99	2.2%	112	2.5%
Crossover Related	0	0.0%	0	0.0%	0	0.0%
Other	20	0.4%	25	0.6%	27	0.6%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total Interchange Area	***242***	***5.4%***	***270***	***6.0%***	***283***	***6.4%***
Unknown Relation to Junction	0	0.0%	5	0.1%	2	*
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Junction	2,841	63.9%	51,000	50.3%	155,000	50.1%
Intersection	935	21.0%	22,000	21.5%	40,000	13.0%
Intersection Related	247	5.6%	14,000	13.9%	65,000	20.9%
Driveway Access	23	0.5%	1,000	0.7%	3,000	0.9%
Driveway Access Related	161	3.6%	5,000	4.6%	19,000	6.0%
Entrance/Exit Ramp	11	0.2%	2,000	1.7%	4,000	1.2%
Entrance/Exit Ramp Related	44	1.0%	2,000	1.8%	6,000	1.9%
Railway Grade Crossing	11	0.2%	*	0.1%	*	0.1%
Acceleration/Deceleration Lane	6	0.1%	*	0.1%	*	0.1%
Through Roadway	112	2.5%	5,000	4.6%	16,000	5.3%
Crossover Related	22	0.5%	*	*	*	0.1%
Other	29	0.7%	1,000	0.7%	1,000	0.4%
Unknown	2	*	*	*	*	*
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2018-2020

Relation to Roadway	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	3,793	85.0%	3,867	85.9%	3,791	85.3%
On Shoulder	90	2.0%	77	1.7%	66	1.5%
On Median	113	2.5%	113	2.5%	140	3.2%
On Roadside	400	9.0%	388	8.6%	391	8.8%
Outside Trafficway	31	0.7%	17	0.4%	21	0.5%
Off Roadway, Location Unknown	3	0.1%	5	0.1%	1	*
In Parking Lane	4	0.1%	9	0.2%	4	0.1%
Gore	14	0.3%	12	0.3%	10	0.2%
Separator	6	0.1%	10	0.2%	13	0.3%
Continuous Left-Turn Lane	3	0.1%	2	*	1	*
Pedestrian Refuge Island	0	0.0%	1	*	1	*
Unknown	4	0.1%	1	*	5	0.1%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	504	51.4%	3,287	94.9%	**3,791**	**85.3%**
On Shoulder	41	4.2%	25	0.7%	**66**	**1.5%**
On Median	72	7.3%	68	2.0%	**140**	**3.2%**
On Roadside	319	32.5%	72	2.1%	**391**	**8.8%**
Outside Trafficway	19	1.9%	2	0.1%	**21**	**0.5%**
Off Roadway, Location Unknown	1	0.1%	0	0.0%	**1**	*
In Parking Lane	4	0.4%	0	0.0%	**4**	**0.1%**
Gore	8	0.8%	2	0.1%	**10**	**0.2%**
Separator	10	1.0%	3	0.1%	**13**	**0.3%**
Continuous Left-Turn Lane	0	0.0%	1	*	**1**	*
Pedestrian Refuge Island	0	0.0%	1	*	**1**	*
Unknown	3	0.3%	2	0.1%	**5**	**0.1%**
Total	**981**	**100.0%**	**3,463**	**100.0%**	**4,444**	**100.0%**
Injury Crashes						
On Roadway	5,000	29.2%	82,000	96.6%	**86,000**	**85.7%**
On Shoulder	*	2.6%	*	*	*	**0.5%**
On Median	2,000	9.9%	1,000	1.2%	**3,000**	**2.6%**
On Roadside	8,000	48.7%	2,000	1.9%	**10,000**	**9.5%**
Outside Trafficway	*	2.3%	*	*	*	**0.4%**
Off Roadway, Location Unknown	*	0.7%	*	*	*	**0.1%**
In Parking Lane	1,000	4.8%	*	0.2%	**1,000**	**0.9%**
Gore	*	1.6%	*	0.1%	*	**0.4%**
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	*	*	*
Pedestrian Refuge Island	*	*	*	*	*	*
Unknown	*	0.1%	*	*	*	*
Total	**16,000**	**100.0%**	**85,000**	**100.0%**	**101,000**	**100.0%**
Property Damage Only Crashes						
On Roadway	25,000	33.7%	234,000	99.0%	**259,000**	**83.6%**
On Shoulder	2,000	3.0%	*	0.1%	**2,000**	**0.8%**
On Median	4,000	5.2%	1,000	0.5%	**5,000**	**1.6%**
On Roadside	27,000	37.5%	1,000	0.2%	**28,000**	**9.0%**
Outside Trafficway	2,000	2.3%	*	*	**2,000**	**0.6%**
Off Roadway, Location Unknown	1,000	0.8%	*	*	**1,000**	**0.2%**
In Parking Lane	12,000	16.8%	*	*	**12,000**	**4.0%**
Gore	*	0.5%	*	*	*	**0.1%**
Separator	*	0.2%	*	*	*	**0.1%**
Continuous Left-Turn Lane	*	*	*	*	*	*
Pedestrian Refuge Island	*	*	*	*	*	*
Unknown	*	*	*	*	*	*
Total	**73,000**	**100.0%**	**237,000**	**100.0%**	**310,000**	**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, 2018-2020

Intersection Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,336	74.8%	3,263	72.5%	3,262	73.4%
Four-Way Intersection	766	17.2%	828	18.4%	793	17.8%
T-Intersection	322	7.2%	374	8.3%	349	7.9%
Y-Intersection	23	0.5%	22	0.5%	25	0.6%
Traffic Circle	0	0.0%	0	0.0%	2	*
Roundabout	1	*	0	0.0%	0	0.0%
Five Point, or More	6	0.1%	8	0.2%	7	0.2%
L-Intersection	1	*	0	0.0%	1	*
Unknown	6	0.1%	7	0.2%	5	0.1%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,262	73.4%	65,000	64.5%	205,000	66.2%
Four-Way Intersection	793	17.8%	20,000	20.2%	55,000	17.9%
T-Intersection	349	7.9%	9,000	8.5%	28,000	8.9%
Y-Intersection	25	0.6%	*	0.1%	1,000	0.2%
Traffic Circle	2	*	*	*	*	0.1%
Roundabout	0	0.0%	*	0.4%	2,000	0.5%
Five Point, or More	7	0.2%	*	0.1%	1,000	0.2%
L-Intersection	1	*	*	*	*	*
Unknown	5	0.1%	6,000	6.2%	19,000	6.0%
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Weather Conditions	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,940	65.9%	2,945	65.4%	2,989	67.3%
Cloudy	674	15.1%	671	14.9%	635	14.3%
Rain	373	8.4%	358	8.0%	381	8.6%
Sleet, Hail	13	0.3%	13	0.3%	6	0.1%
Snow	82	1.8%	84	1.9%	66	1.5%
Fog, Smog, Smoke	64	1.4%	85	1.9%	68	1.5%
Severe Crosswinds	7	0.2%	9	0.2%	12	0.3%
Blowing Sand, Soil, Dirt	2	*	2	*	2	*
Blowing Snow	7	0.2%	12	0.3%	9	0.2%
Freezing Rain or Drizzle	6	0.1%	7	0.2%	7	0.2%
Other	3	0.1%	7	0.2%	1	*
Unknown	290	6.5%	309	6.9%	268	6.0%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,989	67.3%	70,000	69.9%	224,000	72.5%
Cloudy	635	14.3%	15,000	15.3%	45,000	14.5%
Rain	381	8.6%	12,000	11.7%	30,000	9.6%
Sleet, Hail	6	0.1%	*	*	*	0.1%
Snow	66	1.5%	2,000	2.0%	8,000	2.5%
Fog, Smog, Smoke	68	1.5%	1,000	0.5%	1,000	0.3%
Severe Crosswinds	12	0.3%	*	0.4%	1,000	0.4%
Blowing Sand, Soil, Dirt	2	*	*	*	*	*
Blowing Snow	9	0.2%	*	*	*	0.1%
Freezing Rain or Drizzle	7	0.2%	*	*	*	*
Other	1	*	*	0.1%	*	*
Unknown	268	6.0%	*	*	*	*
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Road Surface Conditions	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,652	81.9%	3,698	82.1%	3,676	82.7%
Wet	556	12.5%	559	12.4%	568	12.8%
Snow	64	1.4%	62	1.4%	31	0.7%
Ice/Frost	76	1.7%	79	1.8%	48	1.1%
Slush	15	0.3%	13	0.3%	12	0.3%
Water (Standing, Moving)	10	0.2%	8	0.2%	11	0.2%
Mud, Dirt, Gravel	6	0.1%	5	0.1%	7	0.2%
Sand	1	*	0	0.0%	0	0.0%
Non-Trafficway Area	37	0.8%	40	0.9%	41	0.9%
Other	5	0.1%	0	0.0%	5	0.1%
Unknown	39	0.9%	38	0.8%	45	1.0%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,676	82.7%	77,000	76.1%	242,000	78.3%
Wet	568	12.8%	15,000	15.0%	42,000	13.5%
Snow	31	0.7%	1,000	0.7%	5,000	1.5%
Ice/Frost	48	1.1%	1,000	0.7%	2,000	0.8%
Slush	12	0.3%	*	0.3%	1,000	0.4%
Water (Standing, Moving)	11	0.2%	*	0.3%	*	0.1%
Mud, Dirt, Gravel	7	0.2%	*	0.4%	1,000	0.2%
Sand	0	0.0%	*	*	*	*
Non-Trafficway Area	41	0.9%	2,000	1.5%	6,000	1.9%
Other	5	0.1%	*	*	*	*
Unknown	45	1.0%	5,000	5.1%	10,000	3.4%
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Light Conditions	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,704	60.6%	2,753	61.2%	2,684	60.4%
Dark, Not Lighted	1,060	23.8%	1,047	23.3%	1,079	24.3%
Dark But Lighted	457	10.2%	478	10.6%	458	10.3%
Dark, Unknown Lighting	26	0.6%	21	0.5%	15	0.3%
Dawn	143	3.2%	131	2.9%	128	2.9%
Dusk	68	1.5%	68	1.5%	73	1.6%
Unknown	3	0.1%	4	0.1%	7	0.2%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2020

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,684	60.4%	74,000	73.4%	243,000	78.5%
Dark, Not Lighted	1,079	24.3%	13,000	12.9%	32,000	10.4%
Dark But Lighted	458	10.3%	10,000	9.9%	24,000	7.6%
Dark, Unknown Lighting	15	0.3%	*	0.4%	1,000	0.3%
Dawn	128	2.9%	2,000	2.5%	5,000	1.6%
Dusk	73	1.6%	1,000	0.9%	5,000	1.5%
Unknown	7	0.2%	*	*	*	*
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**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, 2018-2020

Work Zone	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Large Trucks						
No	4,254	95.4%	4,253	94.5%	4,240	95.4%
Yes	207	4.6%	249	5.5%	204	4.6%
Construction Zone	*130*	*2.9%*	*153*	*3.4%*	*136*	*3.1%*
Maintenance Zone	*23*	*0.5%*	*15*	*0.3%*	*10*	*0.2%*
Utility Work Zone	*0*	*0.0%*	*3*	*0.1%*	*0*	*0.0%*
Work Zone, Type Unknown	*54*	*1.2%*	*78*	*1.7%*	*58*	*1.3%*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**100.0%**
All Fatal Crashes						
No	33,247	98.0%	32,722	97.7%	34,992	97.8%
Yes	672	2.0%	765	2.3%	774	2.2%
Construction Zone	*433*	*1.3%*	*433*	*1.3%*	*432*	*1.2%*
Maintenance Zone	*47*	*0.1%*	*42*	*0.1%*	*47*	*0.1%*
Utility Work Zone	*1*	*	*14*	*	*8*	*
Work Zone, Type Unknown	*191*	*0.6%*	*276*	*0.8%*	*287*	*0.8%*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**33,919**	**100.0%**	**33,487**	**100.0%**	**35,766**	**100.0%**
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		30.8%		32.5%		26.4%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		13.2%		13.4%		12.4%

*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, 2020

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	4,240	95.4%	96,000	95.5%	295,000	95.2%
Yes	204	4.6%	5,000	4.5%	15,000	4.8%
Construction Zone	*136*	*3.1%*	*2,000*	*2.4%*	*7,000*	*2.4%*
Maintenance Zone	*10*	*0.2%*	*	*0.4%*	*2,000*	*0.6%*
Utility Work Zone	*0*	*0.0%*	*	*	*	*
Work Zone, Type Unknown	*58*	*1.3%*	*2,000*	*1.7%*	*5,000*	*1.8%*
Unknown	0	0.0%	*	*	*	*
Total	**4,444**	**100.0%**	**101,000**	**100.0%**	**310,000**	**100.0%**
All Crashes						
No	34,992	97.8%	1,562,000	98.1%	3,551,000	98.1%
Yes	774	2.2%	31,000	1.9%	70,000	1.9%
Construction Zone	*432*	*1.2%*	*16,000*	*1.0%*	*37,000*	*1.0%*
Maintenance Zone	*47*	*0.1%*	*3,000*	*0.2%*	*6,000*	*0.2%*
Utility Work Zone	*8*	*	*	*	*1,000*	*
Work Zone, Type Unknown	*287*	*0.8%*	*12,000*	*0.7%*	*26,000*	*0.7%*
Unknown	0	0.0%	*	*	*	*
Total	**35,766**	**100.0%**	**1,593,000**	**100.0%**	**3,622,000**	**100.0%**
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		26.4%		14.7%		20.9%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		12.4%		6.3%		8.5%

*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 2020

State	2010			2020†		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2019 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	128	4,921,532	26.01
Alaska	5	710,231	7.04	8	731,158	10.94
Arizona	52	6,392,017	8.14	105	7,421,401	14.15
Arkansas	74	2,915,918	25.38	75	3,030,522	24.75
California	219	37,253,956	5.88	364	39,368,078	9.25
Colorado	42	5,029,196	8.35	70	5,807,719	12.05
Connecticut	23	3,574,097	6.44	25	3,557,006	7.03
Delaware	9	897,934	10.02	9	986,809	9.12
District of Columbia	3	601,723	4.99	1	712,816	1.40
Florida	170	18,801,310	9.04	322	21,733,312	14.82
Georgia	138	9,687,653	14.24	210	10,710,017	19.61
Hawaii	4	1,360,301	2.94	6	1,407,006	4.26
Idaho	15	1,567,582	9.57	44	1,826,913	24.08
Illinois	100	12,830,632	7.79	155	12,587,530	12.31
Indiana	101	6,483,802	15.58	131	6,754,953	19.39
Iowa	79	3,046,355	25.93	64	3,163,561	20.23
Kansas	68	2,853,118	23.83	65	2,913,805	22.31
Kentucky	84	4,339,367	19.36	105	4,477,251	23.45
Louisiana	88	4,533,372	19.41	90	4,645,318	19.37
Maine	13	1,328,361	9.79	19	1,350,141	14.07
Maryland	39	5,773,552	6.75	54	6,055,802	8.92
Massachusetts	19	6,547,629	2.90	27	6,893,574	3.92
Michigan	80	9,883,640	8.09	73	9,966,555	7.32
Minnesota	74	5,303,925	13.95	53	5,657,342	9.37
Mississippi	52	2,967,297	17.52	76	2,966,786	25.62
Missouri	76	5,988,927	12.69	115	6,151,548	18.69
Montana	12	989,415	12.13	26	1,080,577	24.06
Nebraska	45	1,826,341	24.64	49	1,937,552	25.29
Nevada	15	2,700,551	5.55	29	3,138,259	9.24
New Hampshire	6	1,316,470	4.56	11	1,366,275	8.05
New Jersey	52	8,791,894	5.91	49	8,882,371	5.52
New Mexico	41	2,059,179	19.91	46	2,106,319	21.84
New York	111	19,378,102	5.73	108	19,336,776	5.59
North Carolina	98	9,535,483	10.28	150	10,600,823	14.15
North Dakota	14	672,591	20.82	18	765,309	23.52
Ohio	114	11,536,504	9.88	129	11,693,217	11.03
Oklahoma	87	3,751,351	23.19	87	3,980,783	21.85
Oregon	42	3,831,074	10.96	61	4,241,507	14.38
Pennsylvania	152	12,702,379	11.97	122	12,783,254	9.54
Rhode Island	2	1,052,567	1.90	6	1,057,125	5.68
South Carolina	57	4,625,364	12.32	113	5,218,040	21.66
South Dakota	19	814,180	23.34	23	892,717	25.76
Tennessee	82	6,346,105	12.92	152	6,886,834	22.07
Texas	349	25,145,561	13.88	568	29,360,759	19.35
Utah	27	2,763,885	9.77	36	3,249,879	11.08
Vermont	9	625,741	14.38	4	623,347	6.42
Virginia	72	8,001,024	9.00	97	8,590,563	11.29
Washington	27	6,724,540	4.02	54	7,693,612	7.02
West Virginia	39	1,852,994	21.05	30	1,784,787	16.81
Wisconsin	51	5,686,986	8.97	59	5,832,655	10.12
Wyoming	19	563,626	33.71	23	582,328	39.50
Total	**3,271**	**308,745,538**	**10.59**	**4,444**	**329,484,123**	**13.49**

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

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

Sources: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). State Populations: U.S. Census Bureau, 2010 Census Resident Population Data; 2020 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2020.

Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2018-2020

Number of Vehicles Involved	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	957	21.5%	953	21.2%	981	22.1%
Two vehicles	2,749	61.6%	2,782	61.8%	2,737	61.6%
Three vehicles	505	11.3%	494	11.0%	499	11.2%
Four vehicles	136	3.0%	142	3.2%	128	2.9%
Five vehicles	52	1.2%	66	1.5%	47	1.1%
Six vehicles	34	0.8%	26	0.6%	22	0.5%
Seven vehicles	7	0.2%	19	0.4%	17	0.4%
Eight vehicles	8	0.2%	7	0.2%	6	0.1%
Nine vehicles	5	0.1%	2	*	1	*
Ten or more vehicles	8	0.2%	11	0.2%	6	0.1%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**100.0%**
Average number of vehicles involved	2.07		2.10		2.04	

*Less than 0.05 percent.

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

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

Crashes Table 29. All Fatal Crashes by Number of Vehicles Involved, 2018-2020

Number of Vehicles Involved	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	19,263	56.8%	19,041	56.9%	20,753	58.0%
Two vehicles	12,103	35.7%	11,963	35.7%	12,544	35.1%
Three vehicles	1,875	5.5%	1,839	5.5%	1,823	5.1%
Four vehicles	422	1.2%	402	1.2%	435	1.2%
Five vehicles	156	0.5%	142	0.4%	128	0.4%
Six vehicles	55	0.2%	43	0.1%	39	0.1%
Seven vehicles	16	*	31	0.1%	27	0.1%
Eight vehicles	13	*	10	*	9	*
Nine vehicles	6	*	4	*	1	*
Ten or more vehicles	10	*	12	*	7	*
Total	**33,919**	**100.0%**	**33,487**	**100.0%**	**35,766**	**100.0%**
Average number of vehicles involved	1.54		1.54		1.52	

*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, 2018-2020

Number of Fatalities	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
One fatality	4,023	90.2%	4,082	90.7%	4,012	90.3%
Two fatalities	364	8.2%	342	7.6%	366	8.2%
Three fatalities	51	1.1%	57	1.3%	49	1.1%
Four fatalities	17	0.4%	15	0.3%	11	0.2%
Five fatalities	4	0.1%	4	0.1%	6	0.1%
Six fatalities	1	*	0	0.0%	0	0.0%
Seven fatalities	0	0.0%	1	*	0	0.0%
Eight or more fatalities	1	*	1	*	0	0.0%
Total	**4,461**	**100.0%**	**4,502**	**100.0%**	**4,444**	**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, 2018-2020

Number of Fatalities	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
One fatality	31,525	92.9%	31,123	92.9%	33,226	92.9%
Two fatalities	2,012	5.9%	1,986	5.9%	2,154	6.0%
Three fatalities	288	0.8%	287	0.9%	289	0.8%
Four fatalities	73	0.2%	70	0.2%	71	0.2%
Five fatalities	15	*	12	*	20	0.1%
Six fatalities	2	*	5	*	4	*
Seven fatalities	1	*	3	*	1	*
Eight or more fatalities	3	*	1	*	1	*
Total	**33,919**	**100.0%**	**33,487**	**100.0%**	**35,766**	**100.0%**
Average number of fatalities	1.09		1.09		1.09	

*Less than 0.05 percent.

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

Vehicles

This chapter presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the data in this chapter come from the MCMIS Crash File, which contains data on trucks and buses in crashes that meet the SAFETYNET crash severity thresholds. MCMIS data are used for the tables on crashes by vehicle configuration (Vehicles Table 2), cargo body type (Vehicles Table 4), gross vehicle weight rating (Vehicles Table 6), hazardous materials cargo (Vehicles Table 9), and hazardous materials released (Vehicles Table 11). SAFETYNET nonfatal crashes tend to be more serious than GES and CRSS nonfatal crashes, because the SAFETYNET threshold requires at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. Below is a summary of some of the information on vehicles in crashes in 2020 in this section:

- In 2020, 4,842 large trucks were involved in fatal crashes. According to MCMIS, 45,900 large trucks were involved in injury crashes, and 86,618 were involved in towaway crashes.
- Hazardous materials (HM) cargo was present on 2 percent of the large trucks involved in fatal crashes and 2 percent of those in injury and towaway crashes. HM was released from the cargo compartments of 20 percent of the placarded trucks in these crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 68 percent of the HM releases from cargo compartments in fatal crashes and 51 percent of the HM releases in injury and towaway crashes.
- "Collision with vehicle in transport" was recorded as the most harmful event for 73 percent of the large trucks involved in fatal crashes and for 75 percent of the large trucks involved in nonfatal crashes.
- The critical precrash event for 63 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 53 percent of the large trucks involved in fatal crashes in 2020; 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 less than 0.1 percent of all large trucks involved in fatal crashes.
- Vehicle-related factors were coded for 4 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 1 percent each. "Tires" was the most frequently coded vehicle-related factor for passenger vehicles in fatal crashes, at 1 percent.
- From 2018 to 2020:
  - The number of large trucks in fatal crashes weighing 10,001 to 14,000 pounds increased 14 percent, from 635 to 724.
  - The number of medium/heavy pickup trucks in fatal crashes increased 19 percent, from 405 to 481.
  - The number of large trucks with no issuing authority in fatal crashes increased 11 percent, from 740 to 819.

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2018-2020

Vehicle Configuration	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	1,179	24.0%	1,172	23.3%	1,219	25.2%
Single-Unit, 3+ Axles	499	10.2%	517	10.3%	458	9.5%
Truck/Trailer(s)	237	4.8%	276	5.5%	247	5.1%
Truck Tractor (Bobtail)	90	1.8%	75	1.5%	91	1.9%
Tractor/Semi-trailer	2,700	55.0%	2,767	55.0%	2,566	53.0%
Tractor/Double	131	2.7%	124	2.5%	123	2.5%
Tractor/Triple	7	0.1%	5	0.1%	2	*
Unknown	66	1.3%	97	1.9%	136	2.8%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	1,219	25.2%	10,283	22.4%	16,980	19.6%
Single-Unit, 3+ Axles	458	9.5%	5,703	12.4%	9,324	10.8%
Truck/Trailer(s)	247	5.1%	4,600	10.0%	8,925	10.3%
Truck Tractor (Bobtail)	91	1.9%	1,508	3.3%	2,077	2.4%
Tractor/Semi-trailer	2,566	53.0%	21,424	46.7%	44,785	51.7%
Tractor/Double	123	2.5%	724	1.6%	1,794	2.1%
Tractor/Triple	2	*	40	0.1%	95	0.1%
Light Truck (HM Placard)	—	—	8	*	23	*
Unknown	8	0.2%	1,303	2.8%	2,202	2.5%
Missing	—	—	307	0.7%	413	0.5%
Total	**4,842**	**100.0%**	**45,900**	**100.0%**	**86,618**	**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 (CRSS) injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration, FARS. Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS), data snapshot as of December 31, 2021.

Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2018-2020

Cargo Body Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,898	38.7%	1,952	38.8%	1,917	39.6%
Cargo Tank	382	7.8%	377	7.5%	284	5.9%
Flatbed	591	12.0%	600	11.9%	528	10.9%
Dump	387	7.9%	405	8.0%	405	8.4%
Concrete Mixer	26	0.5%	54	1.1%	49	1.0%
Auto Transporter	38	0.8%	35	0.7%	38	0.8%
Garbage/Refuse	123	2.5%	110	2.2%	80	1.7%
Grain, Gravel, etc.	150	3.1%	170	3.4%	149	3.1%
Pole	24	0.5%	25	0.5%	20	0.4%
Log	94	1.9%	77	1.5%	67	1.4%
Intermodal Container Chassis	31	0.6%	66	1.3%	54	1.1%
Vehicle Towing Another Vehicle	18	0.4%	27	0.5%	16	0.3%
No Cargo Body	251	5.1%	191	3.8%	216	4.5%
Other	652	13.3%	721	14.3%	771	15.9%
Unknown	244	5.0%	223	4.4%	248	5.1%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,917	39.6%	19,651	42.8%	40,475	46.7%
Cargo Tank	284	5.9%	2,420	5.3%	4,245	4.9%
Flatbed	528	10.9%	4,717	10.3%	9,479	10.9%
Dump	405	8.4%	4,419	9.6%	6,938	8.0%
Concrete Mixer	49	1.0%	594	1.3%	821	0.9%
Auto Transporter	38	0.8%	507	1.1%	1,205	1.4%
Garbage/Refuse	80	1.7%	1,200	2.6%	1,992	2.3%
Grain, Gravel, etc.	149	3.1%	1,120	2.4%	1,909	2.2%
Pole	20	0.4%	117	0.3%	196	0.2%
Log	67	1.4%	586	1.3%	819	0.9%
Intermodal Container Chassis	54	1.1%	582	1.3%	1,097	1.3%
Vehicle Towing Another Vehicle	16	0.3%	152	0.3%	323	0.4%
No Cargo Body	216	4.5%	2,201	4.8%	3,701	4.3%
Other	771	15.9%	7,142	15.6%	12,594	14.5%
Unknown	248	5.1%	492	1.1%	824	1.0%
Total	**4,842**	**100.0%**	**45,900**	**100.0%**	**86,618**	**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 (CRSS) injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 31, 2021.

Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2018-2020

Gross Vehicle Weight Rating	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	1,233	25.1%	1,242	24.7%	1,341	27.7%
≥26,001 lb	3,670	74.8%	3,787	75.2%	3,501	72.3%
Unknown	6	0.1%	4	0.1%	0	0.0%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

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%	43	0.1%	92	0.1%
10,001 - 26,000 lb	1,341	27.7%	11,086	24.2%	19,064	22.0%
≥ 26,001 lb	3,501	72.3%	34,539	75.2%	67,018	77.4%
Unknown	0	0.0%	232	0.5%	444	0.5%
Total	**4,842**	**100.0%**	**45,900**	**100.0%**	**86,618**	**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 (CRSS) injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 31, 2021.

Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2018-2020

Truck Weight Rating	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	0	0.0%	0	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb	1	*	1	*	0	0.0%
Class 3: 10,001 - 14,000 lb	635	12.9%	658	13.1%	724	15.0%
Class 4: 14,001 - 16,000 lb	111	2.3%	132	2.6%	139	2.9%
Class 5: 16,001 - 19,500 lb	172	3.5%	163	3.2%	169	3.5%
Class 6: 19,501 - 26,000 lb	287	5.8%	274	5.4%	291	6.0%
Class 7: 26,001 - 33,000 lb	222	4.5%	235	4.7%	247	5.1%
Class 8: > 33,000 lb	3,197	65.1%	3,353	66.6%	3,123	64.5%
Unknown	284	5.8%	217	4.3%	149	3.1%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2018-2020

HM Cargo	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Yes	152	3.1%	120	2.4%	117	2.4%
No	4,757	96.9%	4,913	97.6%	4,725	97.6%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	117	2.4%	911	2.0%	1,576	1.8%
No	4,725	97.6%	33,408	72.8%	59,595	68.8%
Unknown	0	0.0%	11,581	25.2%	25,447	29.4%
Total	**4,842**	**100.0%**	**45,900**	**100.0%**	**86,618**	**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 (CRSS) injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 31, 2021.

Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2018-2020

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2018								
Explosives	0	0.0%	5	5.1%	0	0.0%	**5**	**3.3%**
Gases	4	10.5%	21	21.4%	2	12.5%	**27**	**17.8%**
Flammable Liquids	25	65.8%	53	54.1%	5	31.3%	**83**	**54.6%**
Flammable Solids	1	2.6%	0	0.0%	0	0.0%	**1**	**0.7%**
Oxidizing Substances	1	2.6%	0	0.0%	0	0.0%	**1**	**0.7%**
Poisonous and Infectious Substances	2	5.3%	1	1.0%	0	0.0%	**3**	**2.0%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	2	5.3%	4	4.1%	1	6.3%	**7**	**4.6%**
Miscellaneous Dangerous Goods	2	5.3%	4	4.1%	0	0.0%	**6**	**3.9%**
Unknown	1	2.6%	10	10.2%	8	50.0%	**19**	**12.5%**
Total	**38**	**100.0%**	**98**	**100.0%**	**16**	**100.0%**	**152**	**100.0%**
2019								
Explosives	0	0.0%	2	2.7%	0	0.0%	**2**	**1.7%**
Gases	6	15.4%	16	21.9%	1	12.5%	**23**	**19.2%**
Flammable Liquids	23	59.0%	36	49.3%	3	37.5%	**62**	**51.7%**
Flammable Solids	0	0.0%	1	1.4%	0	0.0%	**1**	**0.8%**
Oxidizing Substances	1	2.6%	0	0.0%	0	0.0%	**1**	**0.8%**
Poisonous and Infectious Substances	0	0.0%	1	1.4%	0	0.0%	**1**	**0.8%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	5	12.8%	6	8.2%	0	0.0%	**11**	**9.2%**
Miscellaneous Dangerous Goods	3	7.7%	8	11.0%	0	0.0%	**11**	**9.2%**
Unknown	1	2.6%	3	4.1%	4	50.0%	**8**	**6.7%**
Total	**39**	**100.0%**	**73**	**100.0%**	**8**	**100.0%**	**120**	**100.0%**
2020								
Explosives	0	0.0%	2	2.6%	0	0.0%	**2**	**1.7%**
Gases	2	5.9%	11	14.1%	0	0.0%	**13**	**11.1%**
Flammable Liquids	23	67.6%	46	59.0%	0	0.0%	**69**	**59.0%**
Flammable Solids	0	0.0%	1	1.3%	0	0.0%	**1**	**0.9%**
Oxidizing Substances	0	0.0%	1	1.3%	0	0.0%	**1**	**0.9%**
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	3	8.8%	5	6.4%	0	0.0%	**8**	**6.8%**
Miscellaneous Dangerous Goods	3	8.8%	8	10.3%	0	0.0%	**11**	**9.4%**
Unknown	3	8.8%	4	5.1%	5	100.0%	**12**	**10.3%**
Total	**34**	**100.0%**	**78**	**100.0%**	**5**	**100.0%**	**117**	**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, 2020

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Large Trucks in Fatal Crashes								
Explosives	0	0.0%	2	2.6%	0	0.0%	**2**	**1.7%**
Gases	2	5.9%	11	14.1%	0	0.0%	**13**	**11.1%**
Flammable Liquids	23	67.6%	46	59.0%	0	0.0%	**69**	**59.0%**
Flammable Solids	0	0.0%	1	1.3%	0	0.0%	**1**	**0.9%**
Oxidizing Substances	0	0.0%	1	1.3%	0	0.0%	**1**	**0.9%**
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	3	8.8%	5	6.4%	0	0.0%	**8**	**6.8%**
Miscellaneous Dangerous Goods	3	8.8%	8	10.3%	0	0.0%	**11**	**9.4%**
Unknown	3	8.8%	4	5.1%	5	100.0%	**12**	**10.3%**
Total	**34**	**100.0%**	**78**	**100.0%**	**5**	**100.0%**	**117**	**100.0%**
Large Trucks in Nonfatal Crashes (MCMIS Data)								
Explosives	12	2.4%	49	2.7%	9	4.1%	**70**	**2.7%**
Gases	60	12.2%	321	17.4%	34	15.5%	**415**	**16.3%**
Flammable Liquids	250	50.9%	928	50.4%	105	47.7%	**1,283**	**50.3%**
Flammable Solids	6	1.2%	28	1.5%	2	0.9%	**36**	**1.4%**
Oxidizing Substances	7	1.4%	28	1.5%	2	0.9%	**37**	**1.4%**
Poisonous and Infectious Substances	5	1.0%	14	0.8%	1	0.5%	**20**	**0.8%**
Radioactive Materials	1	0.2%	2	0.1%	1	0.5%	**4**	**0.2%**
Corrosives	40	8.1%	142	7.7%	21	9.5%	**203**	**8.0%**
Miscellaneous Dangerous Goods	31	6.3%	198	10.7%	15	6.8%	**244**	**9.6%**
Unknown	79	16.1%	132	7.2%	30	13.6%	**241**	**9.4%**
Total	**491**	**100.0%**	**1,842**	**100.0%**	**220**	**100.0%**	**2,553**	**100.0%**

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Nonfatal Crashes: Federal Motor Carrier Safety Administration (FMCSA), Motor Carrier Management Information System (MCMIS), data snapshot as of December 31, 2021.

Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2018-2020

Initial Point of Impact	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Front	2,906	59.2%	2,896	57.5%	2,899	59.9%
Rear	924	18.8%	972	19.3%	884	18.3%
Left	421	8.6%	438	8.7%	438	9.0%
Right	276	5.6%	333	6.6%	296	6.1%
Non-Collision	192	3.9%	169	3.4%	163	3.4%
Other	82	1.7%	81	1.6%	70	1.4%
Unknown	108	2.2%	144	2.9%	92	1.9%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,899	59.9%	50,000	46.5%	122,000	37.2%
Rear	884	18.3%	25,000	23.5%	80,000	24.5%
Left	438	9.0%	13,000	12.4%	44,000	13.3%
Right	296	6.1%	12,000	11.3%	53,000	16.1%
Non-Collision	163	3.4%	5,000	4.8%	12,000	3.6%
Other	70	1.4%	2,000	1.5%	17,000	5.3%
Unknown	92	1.9%	*	*	*	*
Total	**4,842**	**100.0%**	**107,000**	**100.0%**	**327,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2018-2020

Most Harmful Event	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,626	73.9%	3,763	74.8%	3,549	73.3%
Collision with Fixed Object	241	4.9%	210	4.2%	239	4.9%
Collision with Pedestrian	408	8.3%	420	8.3%	452	9.3%
Overturn (Rollover)	287	5.8%	288	5.7%	270	5.6%
Collision with Pedalcycle or Other Personal Conveyance	89	1.8%	105	2.1%	90	1.9%
Collision with Parked Motor Vehicle	28	0.6%	19	0.4%	26	0.5%
Collision with Train	18	0.4%	17	0.3%	11	0.2%
Collision with Other Object	76	1.5%	71	1.4%	59	1.2%
Collision with Animal	0	0.0%	3	0.1%	0	0.0%
Explosion/Fire	88	1.8%	101	2.0%	114	2.4%
Jackknife	7	0.1%	5	0.1%	2	*
Cargo/Equipment Loss or Shift	8	0.2%	10	0.2%	4	0.1%
Other	29	0.6%	18	0.4%	21	0.4%
Unknown	4	0.1%	3	0.1%	5	0.1%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**100.0%**

*Less than 500 or 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 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2020

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,549	73.3%	86,000	80.9%	241,000	73.6%
Collision with Fixed Object	239	4.9%	7,000	6.1%	36,000	11.0%
Collision with Pedestrian	452	9.3%	1,000	0.5%	*	*
Overturn (Rollover)	270	5.6%	8,000	7.2%	8,000	2.4%
Collision with Pedalcycle or Other Personal Conveyance	90	1.9%	1,000	0.6%	*	*
Collision with Parked Motor Vehicle	26	0.5%	1,000	1.4%	17,000	5.2%
Collision with Train	11	0.2%	*	0.1%	*	*
Collision with Other Object	59	1.2%	2,000	1.9%	13,000	3.9%
Collision with Animal	0	0.0%	1,000	0.7%	5,000	1.6%
Explosion/Fire	114	2.4%	*	*	2,000	0.6%
Jackknife	2	*	*	0.1%	2,000	0.5%
Pavement Surface Irregularity	0	0.0%	*	*	*	0.1%
Cargo/Equipment Loss or Shift	4	0.1%	*	0.2%	2,000	0.7%
Other	21	0.4%	*	0.1%	*	*
Unknown	5	0.1%	*	0.1%	1,000	0.3%
Total	**4,842**	**100.0%**	**107,000**	**100.0%**	**327,000**	**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, 2018-2020

Jackknife	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,795	36.6%	1,808	35.9%	1,858	38.4%
No	2,927	59.6%	3,052	60.6%	2,815	58.1%
Yes	187	3.8%	173	3.4%	169	3.5%
First Event	*40*	*0.8%*	*41*	*0.8%*	*27*	*0.6%*
Subsequent Event	*147*	*3.0%*	*132*	*2.6%*	*142*	*2.9%*
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,858	38.4%	55,000	51.6%	161,000	49.3%
No	2,815	58.1%	51,000	47.4%	162,000	49.5%
Yes	169	3.5%	1,000	0.9%	4,000	1.2%
First Event	*27*	*0.6%*	*	0.3%	3,000	0.9%
Subsequent Event	*142*	*2.9%*	1,000	0.6%	1,000	0.4%
Total	**4,842**	**100.0%**	**107,000**	**100.0%**	**327,000**	**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, 2018-2020

Crash Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	105	4.5%	86	3.6%	118	5.0%
Passenger Vehicle Rear-Ending Large Truck	381	16.3%	395	16.8%	400	17.1%
Large Truck Crossing Center Median (Head-On)	58	2.5%	51	2.2%	37	1.6%
Passenger Vehicle Crossing Center Median (Head-On)	412	17.6%	420	17.8%	395	16.9%
Large Truck Striking Passenger Vehicle (Other)	847	36.2%	873	37.0%	865	37.0%
Passenger Vehicle Striking Large Truck (Other)	393	16.8%	398	16.9%	393	16.8%
Other Collision	141	6.0%	134	5.7%	133	5.7%
Total	**2,337**	**100.0%**	**2,357**	**100.0%**	**2,341**	**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, 2020

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	118	5.0%	7,000	14.0%	18,000	10.6%
Passenger Vehicle Rear-Ending Large Truck	400	17.1%	9,000	16.4%	20,000	12.0%
Large Truck Crossing Center Median (Head-On)	37	1.6%	*	0.4%	*	0.1%
Passenger Vehicle Crossing Center Median (Head-On)	395	16.9%	*	0.9%	*	0.2%
Large Truck Striking Passenger Vehicle (Other)	865	37.0%	18,000	34.8%	51,000	30.8%
Passenger Vehicle Striking Large Truck (Other)	393	16.8%	13,000	25.5%	47,000	28.2%
Other Collision	133	5.7%	4,000	8.0%	30,000	18.0%
Total	**2,341**	**100.0%**	**53,000**	**100.0%**	**166,000**	**100.0%**

*Less than 500.

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

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

Vehicles Table 20. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2020

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	118	66	55.9%	60	50.8%
Passenger Vehicle Rear-Ending Large Truck	400	59	14.8%	271	67.8%
Large Truck Crossing Center Median (Head-On)	37	32	86.5%	7	18.9%
Passenger Vehicle Crossing Center Median (Head-On)	395	16	4.1%	349	88.4%
Large Truck Striking Passenger Vehicle (Other)	865	177	20.5%	688	79.5%
Passenger Vehicle Striking Large Truck (Other)	393	141	35.9%	236	60.1%
Other Collision	133	36	27.1%	92	69.2%
Total	**2,341**	**527**	**22.5%**	**1,703**	**72.7%**

[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, 2018-2020

Vehicle Age	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	137	2.8%	165	3.3%	89	1.8%
Model Year Same as Crash Year	353	7.2%	435	8.6%	436	9.0%
1 to 5 Years	1,807	36.8%	1,798	35.7%	1,877	38.8%
6 to 10 Years	786	16.0%	816	16.2%	830	17.1%
11 to 15 Years	982	20.0%	863	17.1%	743	15.3%
16 to 20 Years	518	10.6%	538	10.7%	434	9.0%
21 to 25 Years	198	4.0%	271	5.4%	281	5.8%
26 Years or Older	90	1.8%	114	2.3%	140	2.9%
Model Year Unknown	38	0.8%	33	0.7%	12	0.2%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**100.0%**
Average Vehicle Age (Years)	8.17		8.32		8.25	

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, 2018-2020

Vehicle Age	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	223	0.4%	255	0.5%	144	0.3%
Model Year Same as Crash Year	1,948	3.7%	1,933	3.7%	2,019	3.7%
1 to 5 Years	13,275	25.4%	13,245	25.7%	13,348	24.6%
6 to 10 Years	9,648	18.5%	9,591	18.6%	10,303	19.0%
11 to 15 Years	13,637	26.1%	12,705	24.6%	12,072	22.2%
16 to 20 Years	8,225	15.7%	8,426	16.3%	9,432	17.4%
21 to 25 Years	2,688	5.1%	2,898	5.6%	3,532	6.5%
26 Years or Older	1,352	2.6%	1,318	2.6%	1,678	3.1%
Model Year Unknown	1,290	2.5%	1,252	2.4%	1,744	3.2%
Total	**52,286**	**100.0%**	**51,623**	**100.0%**	**54,272**	**100.0%**
Average Vehicle Age (Years)	10.6		10.6		11.0	

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, 2018-2020

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
2018										
FARS State Code	158	10.5%	300	10.1%	0	0.0%	2	7.1%	**460**	**9.4%**
US DOT	719	47.9%	2,510	84.4%	22	5.4%	16	57.1%	**3,267**	**66.6%**
MC/MX (ICC)[a]	3	0.2%	7	0.2%	0	0.0%	0	0.0%	**10**	**0.2%**
Canada	1	0.1%	2	0.1%	0	0.0%	0	0.0%	**3**	**0.1%**
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
None	368	24.5%	38	1.3%	331	81.7%	3	10.7%	**740**	**15.1%**
Unknown	253	16.8%	117	3.9%	52	12.8%	7	25.0%	**429**	**8.7%**
Total	**1,502**	**100.0%**	**2,974**	**100.0%**	**405**	**100.0%**	**28**	**100.0%**	4,909	100.0%
2019										
FARS State Code	154	10.2%	363	12.0%	6	1.3%	4	9.3%	**527**	**10.5%**
US DOT	772	51.3%	2,470	81.5%	31	6.8%	12	27.9%	**3,285**	**65.3%**
MC/MX (ICC)[a]	3	0.2%	7	0.2%	0	0.0%	0	0.0%	**10**	**0.2%**
Canada	1	0.1%	5	0.2%	0	0.0%	0	0.0%	**6**	**0.1%**
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
None	352	23.4%	70	2.3%	338	74.4%	9	20.9%	**769**	**15.3%**
Unknown	222	14.8%	117	3.9%	79	17.4%	18	41.9%	**436**	**8.7%**
Total	**1,504**	**100.0%**	**3,032**	**100.0%**	**454**	**100.0%**	**43**	**100.0%**	5,033	100.0%
2020										
FARS State Code	167	11.4%	431	15.1%	3	0.6%	11	27.5%	**612**	**12.6%**
US DOT	661	45.2%	2,226	77.9%	15	3.1%	17	42.5%	**2,919**	**60.3%**
MC/MX (ICC)[a]	5	0.3%	5	0.2%	0	0.0%	0	0.0%	**10**	**0.2%**
Canada	0	0.0%	5	0.2%	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	370	25.3%	73	2.6%	371	77.1%	5	12.5%	**819**	**16.9%**
Unknown	260	17.8%	118	4.1%	92	19.1%	7	17.5%	**477**	**9.9%**
Total	**1,463**	**100.0%**	**2,858**	**100.0%**	**481**	**100.0%**	**40**	**100.0%**	4,842	100.0%

[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, 2018-2020

Vehicle Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	2,020	21.9%	1,983	20.9%	1,949	21.5%
Light Truck	1,965	21.3%	2,083	22.0%	1,921	21.2%
Large Truck	4,909	53.1%	5,033	53.1%	4,842	53.4%
Bus	18	0.2%	14	0.1%	12	0.1%
Motorcycle	290	3.1%	321	3.4%	293	3.2%
Other	38	0.4%	40	0.4%	58	0.6%
Total	**9,240**	**100.0%**	**9,474**	**100.0%**	**9,075**	**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, 2020

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,949	21.5%	54,000	26.1%	127,000	22.4%
Light Truck	1,921	21.2%	29,000	13.8%	66,000	11.7%
Large Truck	4,842	53.4%	107,000	51.4%	327,000	57.8%
Bus	12	0.1%	*	0.1%	1,000	0.2%
Motorcycle	293	3.2%	1,000	0.5%	*	*
Other	58	0.6%	17,000	8.2%	44,000	7.8%
Total	**9,075**	**100.0%**	**208,000**	**100.0%**	**566,000**	**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, 2018-2020

Crash Statistic	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	218	4.7%	202	4.3%	259	5.6%
Fatal Crashes Involving Large Trucks In Transport	4,461	96.3%	4,502	96.5%	4,444	95.4%
Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks[a]	**4,630**	—	**4,667**	—	4,660	—
Parked or Working Large Trucks Involved in Fatal Crashes	228	4.4%	214	4.1%	276	5.4%
Large Trucks In Transport Involved in Fatal Crashes	4,909	95.6%	5,033	95.9%	4,842	94.6%
Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes	**5,137**	**100.0%**	**5,247**	**100.0%**	**5,118**	**100.0%**
Occupant Fatalities in Parked or Working Large Trucks	4	0.4%	4	0.4%	0	0.0%
Occupant Fatalities in Large Trucks In Transport	890	99.6%	893	99.6%	831	100.0%
Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks	**894**	**100.0%**	**897**	**100.0%**	**831**	**100.0%**
Fatalities in Crashes Involving Parked or Working Large Trucks	243	4.7%	226	4.3%	293	5.6%
Fatalities in Crashes Involving Large Trucks In Transport	5,006	96.3%	5,032	96.5%	4,965	95.3%
Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks[a]	**5,199**	—	**5,215**	—	5,209	—

[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, 2018-2020

Critical Precrash Event[a]	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control[b]	202	4.1%	196	3.9%	161	3.3%
Large Truck's Movement[c]	941	19.2%	954	19.0%	968	20.0%
Other Vehicle in Large Truck's Lane[d]	1,335	27.2%	1,391	27.6%	1,287	26.6%
Other Vehicle's Encroachment into Large Truck's Lane[e]	1,800	36.7%	1,833	36.4%	1,760	36.3%
Pedestrian	349	7.1%	364	7.2%	382	7.9%
Pedalcyclist	82	1.7%	97	1.9%	82	1.7%
Animal	2	*	10	0.2%	5	0.1%
Foreign Object	38	0.8%	30	0.6%	37	0.8%
Other	148	3.0%	144	2.9%	142	2.9%
Unknown	12	0.2%	14	0.3%	18	0.4%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

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]	161	3.3%	4,000	3.7%	11,000	3.4%
Large Truck's Movement[c]	968	20.0%	32,000	29.6%	126,000	38.5%
Other Vehicle in Large Truck's Lane[d]	1,287	26.6%	30,000	28.4%	70,000	21.4%
Other Vehicle's Encroachment into Large Truck's Lane[e]	1,760	36.3%	35,000	33.0%	82,000	25.1%
Pedestrian	382	7.9%	*	0.4%	*	*
Pedalcyclist	82	1.7%	1,000	0.6%	*	*
Animal	5	0.1%	1,000	0.7%	6,000	1.9%
Foreign Object	37	0.8%	*	0.2%	5,000	1.5%
Other	142	2.9%	3,000	3.1%	24,000	7.3%
Unknown	18	0.4%	*	0.3%	3,000	0.9%
Total	**4,842**	**100.0%**	**107,000**	**100.0%**	**327,000**	**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, 2018-2020

Manner of Collision	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	1,242	25.3%	1,289	25.6%	1,304	26.9%
Front-to-Rear	1,181	24.1%	1,171	23.3%	1,103	22.8%
Front-to-Front	754	15.4%	756	15.0%	732	15.1%
Angle	1,331	27.1%	1,415	28.1%	1,309	27.0%
Sideswipe, Same Direction	170	3.5%	182	3.6%	173	3.6%
Sideswipe, Opposite Direction	143	2.9%	143	2.8%	155	3.2%
Rear-to-Side	22	0.4%	22	0.4%	8	0.2%
Rear-to-Rear	0	0.0%	0	0.0%	2	*
Other	49	1.0%	32	0.6%	49	1.0%
Unknown	17	0.3%	23	0.5%	7	0.1%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

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	1,304	26.9%	20,000	19.0%	80,000	24.4%
Front-to-Rear	1,103	22.8%	33,000	30.6%	76,000	23.1%
Front-to-Front	732	15.1%	2,000	2.0%	2,000	0.5%
Angle	1,309	27.0%	29,000	26.7%	51,000	15.6%
Sideswipe, Same Direction	173	3.6%	18,000	16.4%	92,000	28.2%
Sideswipe, Opposite Direction	155	3.2%	3,000	3.0%	13,000	3.9%
Rear-to-Side	8	0.2%	1,000	1.2%	6,000	1.8%
Rear-to-Rear	2	*	*	*	*	0.1%
Other	49	1.0%	1,000	1.0%	8,000	2.4%
Unknown	7	0.1%	*	0.1%	*	0.1%
Total	**4,842**	**100.0%**	**107,000**	**100.0%**	**327,000**	**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, 2018-2020

Vehicle-Related Factors	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Tires	68	1.4%	60	1.2%	43	0.9%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	88	1.8%	79	1.6%	39	0.8%
Brake System	46	0.9%	55	1.1%	37	0.8%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	15	0.3%	14	0.3%	11	0.2%
Police, Fire, or EMS Vehicle at Scene	4	0.1%	5	0.1%	9	0.2%
Other Lights	6	0.1%	4	0.1%	8	0.2%
Vehicle Contributing Factors - No Details	3	0.1%	7	0.1%	7	0.1%
Signal Lights	2	*	2	*	5	0.1%
Power Train	10	0.2%	8	0.2%	4	0.1%
Headlights	5	0.1%	6	0.1%	3	0.1%
At Least One Vehicle-Related Factor Recorded	286	5.8%	266	5.3%	187	3.9%
No Vehicle-Related Factors Recorded	4,623	94.2%	4,767	94.7%	4,655	96.1%
Total	**4,909**	**100.0%**	**5,033**	**100.0%**	**4,842**	**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, 2020

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	21	2.1%	22	0.6%	**43**	**0.9%**
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	9	0.9%	30	0.8%	**39**	**0.8%**
Brake System	16	1.6%	21	0.5%	**37**	**0.8%**
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	0	0.0%	11	0.3%	**11**	**0.2%**
Police, Fire, or EMS Vehicle at Scene...	0	0.0%	9	0.2%	**9**	**0.2%**
Other Lights	0	0.0%	8	0.2%	**8**	**0.2%**
Vehicle Contributing Factors - No Details	2	0.2%	5	0.1%	**7**	**0.1%**
Signal Lights	0	0.0%	5	0.1%	**5**	**0.1%**
Power Train	1	0.1%	3	0.1%	**4**	**0.1%**
Headlights	0	0.0%	3	0.1%	**3**	**0.1%**
At Least One Vehicle-Related Factor Recorded	57	5.8%	130	3.4%	**187**	**3.9%**
No Vehicle-Related Factors Recorded	924	94.2%	3,731	96.6%	**4,655**	**96.1%**
Total	**981**	**100.0%**	**3,861**	**100.0%**	**4,842**	**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, 2018-2020

Vehicle-Related Factors	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Tires	453	1.1%	425	1.1%	488	1.2%
Vehicle Registration for Handicapped	289	0.7%	262	0.7%	189	0.5%
Brake System	42	0.1%	48	0.1%	60	0.1%
Headlights	25	0.1%	39	0.1%	38	0.1%
Steering	24	0.1%	19	*	26	0.1%
Vehicle Contributing Factors - No Details	24	0.1%	15	*	26	0.1%
Power Train	12	*	15	*	20	*
Safety Systems	8	*	21	0.1%	18	*
Other Lights	12	*	11	*	18	*
Windows/Windshield	13	*	15	*	16	*
Body, Doors	11	*	14	*	13	*
At Least One Vehicle-Related Factor Recorded	1,090	2.7%	1,048	2.6%	1,043	2.5%
No Vehicle-Related Factors Recorded	39,406	97.3%	38,701	97.4%	40,391	97.5%
Total	**40,496**	**100.0%**	**39,749**	**100.0%**	**41,434**	**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, 2020

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	302	1.9%	186	0.7%	**488**	**1.2%**
Vehicle Registration for Handicapped	60	0.4%	129	0.5%	**189**	**0.5%**
Brake System	36	0.2%	24	0.1%	**60**	**0.1%**
Headlights	12	0.1%	26	0.1%	**38**	**0.1%**
Steering	18	0.1%	8	*	**26**	**0.1%**
Vehicle Contributing Factors - No Details	9	0.1%	17	0.1%	**26**	**0.1%**
Power Train	9	0.1%	11	*	**20**	*
Safety Systems	9	0.1%	9	*	**18**	*
Other Lights	4	*	14	0.1%	**18**	*
Windows/Windshield	11	0.1%	5	*	**16**	*
Body, Doors	5	*	8	*	**13**	*
At Least One Vehicle-Related Factor Recorded	531	3.3%	512	2.0%	**1,043**	**2.5%**
No Vehicle-Related Factors Recorded	15,494	96.7%	24,897	98.0%	**40,391**	**97.5%**
Total	**16,025**	**100.0%**	**25,409**	**100.0%**	**41,434**	**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 4,778 drivers of large trucks involved in fatal crashes in 2020, 312 (7 percent) were 25 years of age or younger, and 294 (6 percent) were 66 years of age or older. In comparison, 2 (1 percent) of the 155 drivers of buses in fatal crashes were 25 years of age or younger, and 20 (13 percent) were 66 years of age or older.
- In 2020, 14 percent (826) of large truck occupants in fatal crashes were not wearing a safety belt, of which 356 (43 percent) were killed in the crash. In contrast, only 349 (8 percent) of the 4,526 large truck occupants wearing safety belts in fatal crashes were killed. Eleven percent of the 4,778 drivers of large trucks involved in fatal crashes (533) were not wearing a safety belt at the time of the crash.
- In 2020, 299 of the 4,778 large truck drivers in fatal crashes (6 percent) tested positive for at least one drug, although 57 percent of them were not tested. Conversely, 9,149 of the 53,892 drivers of all vehicles in fatal crashes (17 percent) tested positive for at least one drug, although 43 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 2020, at least one driver-related factor was recorded for 32 percent of the large truck drivers in fatal crashes, compared to 55 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; “Impairment (Fatigue, Alcohol, Illness, etc.)” was the second most common for both vehicle types.
- There were 831 large truck occupant fatalities in 2020, a decrease of 7 percent from the 893 fatalities in 2019. In 2020, 87 percent of these occupant fatalities were drivers of large trucks, and 13 percent were passengers in large trucks.

People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2018-2020

Age Group (Years)	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
17 and under	251	5.0%	244	4.8%	300	6.0%
18 - 25	742	14.8%	785	15.6%	745	15.0%
26 - 35	902	18.0%	862	17.1%	929	18.7%
36 - 45	721	14.4%	723	14.4%	752	15.1%
46 - 55	743	14.8%	726	14.4%	714	14.4%
56 - 65	745	14.9%	747	14.8%	695	14.0%
66 - 75	476	9.5%	507	10.1%	443	8.9%
76 and over	416	8.3%	433	8.6%	368	7.4%
Unknown	10	0.2%	5	0.1%	19	0.4%
Total	**5,006**	**100.0%**	**5,032**	**100.0%**	**4,965**	**100.0%**
Average Age (Years)	45.1		45.3		43.9	

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 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2020

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	188	5.2%	111	8.2%	1	20.0%	**300**	**6.0%**
18 - 25	518	14.3%	227	16.8%	0	0.0%	**745**	**15.0%**
26 - 35	704	19.5%	225	16.7%	0	0.0%	**929**	**18.7%**
36 - 45	561	15.5%	191	14.1%	0	0.0%	**752**	**15.1%**
46 - 55	539	14.9%	174	12.9%	1	20.0%	**714**	**14.4%**
56 - 65	526	14.6%	169	12.5%	0	0.0%	**695**	**14.0%**
66 - 75	314	8.7%	129	9.6%	0	0.0%	**443**	**8.9%**
76 and over	248	6.9%	119	8.8%	1	20.0%	**368**	**7.4%**
Unknown	12	0.3%	5	0.4%	2	40.0%	**19**	**0.4%**
Total	**3,610**	**100.0%**	**1,350**	**100.0%**	**5**	**100.0%**	**4,965**	**100.0%**
Average Age (Years)	44.1		43.4		47.7		**43.9**	

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 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2018-2020

Age Group (Years)	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
17 and under	1,894	5.9%	1,834	5.8%	1,977	5.9%
18 - 25	5,486	17.1%	5,165	16.3%	5,745	17.3%
26 - 35	5,714	17.8%	5,472	17.3%	6,407	19.3%
36 - 45	4,165	13.0%	4,243	13.4%	4,724	14.2%
46 - 55	4,346	13.5%	4,243	13.4%	4,284	12.9%
56 - 65	4,427	13.8%	4,354	13.8%	4,468	13.4%
66 - 75	3,040	9.5%	3,125	9.9%	2,957	8.9%
76 and over	3,000	9.3%	3,117	9.9%	2,562	7.7%
Unknown	59	0.2%	40	0.1%	145	0.4%
Total	**32,131**	**100.0%**	**31,593**	**100.0%**	**33,269**	**100.0%**
Average Age (Years)	44.5		45.1		43.3	

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, 2020

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,217	5.2%	753	7.6%	7	8.4%	**1,977**	**5.9%**
18 - 25	4,077	17.5%	1,664	16.8%	4	4.8%	**5,745**	**17.3%**
26 - 35	4,637	19.9%	1,765	17.8%	5	6.0%	**6,407**	**19.3%**
36 - 45	3,375	14.5%	1,335	13.4%	14	16.9%	**4,724**	**14.2%**
46 - 55	3,063	13.2%	1,212	12.2%	9	10.8%	**4,284**	**12.9%**
56 - 65	3,237	13.9%	1,223	12.3%	8	9.6%	**4,468**	**13.4%**
66 - 75	1,983	8.5%	967	9.7%	7	8.4%	**2,957**	**8.9%**
76 and over	1,576	6.8%	980	9.9%	6	7.2%	**2,562**	**7.7%**
Unknown	95	0.4%	27	0.3%	23	27.7%	**145**	**0.4%**
Total	**23,260**	**100.0%**	**9,926**	**100.0%**	**83**	**100.0%**	**33,269**	**100.0%**
Average Age (Years)	43.1		44.0		47.1		**43.3**	

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, 2020

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	8,000	8.8%	9,000	15.8%	**17,000**	**11.5%**
18 - 25	14,000	15.3%	9,000	16.5%	**23,000**	**15.8%**
26 - 35	19,000	21.1%	12,000	20.3%	**31,000**	**20.8%**
36 - 45	15,000	16.9%	8,000	13.7%	**23,000**	**15.7%**
46 - 55	15,000	16.6%	8,000	14.8%	**23,000**	**15.9%**
56 - 65	13,000	14.0%	5,000	8.3%	**17,000**	**11.8%**
66 - 75	4,000	5.0%	4,000	7.4%	**9,000**	**5.9%**
76 and over	2,000	2.2%	2,000	3.2%	**4,000**	**2.6%**
Total	**90,000**	**100.0%**	**57,000**	**100.0%**	**147,000**	**100.0%**
Average Age (Years)	39.7		37.1		**38.6**	

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, 2020

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	117,000	10.8%	118,000	10.7%	**234,000**	**10.7%**
18 - 25	228,000	21.2%	236,000	21.5%	**465,000**	**21.3%**
26 - 35	226,000	21.0%	227,000	20.7%	**454,000**	**20.8%**
36 - 45	153,000	14.2%	157,000	14.3%	**310,000**	**14.2%**
46 - 55	141,000	13.0%	137,000	12.5%	**278,000**	**12.8%**
56 - 65	117,000	10.9%	114,000	10.4%	**231,000**	**10.6%**
66 - 75	63,000	5.9%	72,000	6.5%	**135,000**	**6.2%**
76 and over	34,000	3.1%	39,000	3.5%	**72,000**	**3.3%**
Total	**1,080,000**	**100.0%**	**1,099,000**	**100.0%**	**2,179,000**	**100.0%**
Average Age (Years)	37.7		37.7		**37.7**	

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, 2018-2020

Age Group (Years)	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
17 and under	13	0.3%	9	0.2%	8	0.2%
18 - 25	323	6.7%	346	7.0%	304	6.4%
26 - 35	867	17.9%	912	18.3%	930	19.5%
36 - 45	1,056	21.9%	1,015	20.4%	1,004	21.0%
46 - 55	1,271	26.3%	1,247	25.1%	1,205	25.2%
56 - 65	964	20.0%	1,052	21.1%	1,015	21.2%
66 - 75	252	5.2%	308	6.2%	247	5.2%
76 and over	46	1.0%	55	1.1%	47	1.0%
Unknown	40	0.8%	33	0.7%	18	0.4%
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,778**	**100.0%**
Average Age (Years)	45.9		46.4		46.0	

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 8. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2020

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	8	0.2%	0	0.0%	0	0.0%	**8**	**0.2%**
18 - 25	289	6.3%	15	9.1%	0	0.0%	**304**	**6.4%**
26 - 35	895	19.5%	34	20.6%	1	5.3%	**930**	**19.5%**
36 - 45	973	21.2%	29	17.6%	2	10.5%	**1,004**	**21.0%**
46 - 55	1,159	25.2%	44	26.7%	2	10.5%	**1,205**	**25.2%**
56 - 65	979	21.3%	34	20.6%	2	10.5%	**1,015**	**21.2%**
66 - 75	239	5.2%	8	4.8%	0	0.0%	**247**	**5.2%**
76 and over	46	1.0%	1	0.6%	0	0.0%	**47**	**1.0%**
Unknown	6	0.1%	0	0.0%	12	63.2%	**18**	**0.4%**
Total	**4,594**	**100.0%**	**165**	**100.0%**	**19**	**100.0%**	**4,778**	**100.0%**
Average Age (Years)	46.1		45.0		47.3		**46.0**	

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 9. Drivers of Buses in Fatal Crashes by Age, 2018-2020

Age Group (Years)	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
17 and under	0	0.0%	0	0.0%	0	0.0%
18 - 25	3	1.3%	3	1.3%	2	1.3%
26 - 35	28	12.0%	27	11.5%	20	12.9%
36 - 45	30	12.8%	35	14.9%	20	12.9%
46 - 55	70	29.9%	62	26.4%	49	31.6%
56 - 65	69	29.5%	73	31.1%	43	27.7%
66 - 75	28	12.0%	24	10.2%	17	11.0%
76 and over	6	2.6%	9	3.8%	3	1.9%
Unknown	0	0.0%	2	0.9%	1	0.6%
Total	**234**	**100.0%**	**235**	**100.0%**	**155**	**100.0%**
Average Age (Years)	52.6		52.3		51.7	

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, 2020

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	1.8%	0	0.0%	0	0.0%	**2**	**1.3%**
26 - 35	14	12.5%	6	14.3%	0	0.0%	**20**	**12.9%**
36 - 45	14	12.5%	6	14.3%	0	0.0%	**20**	**12.9%**
46 - 55	36	32.1%	13	31.0%	0	0.0%	**49**	**31.6%**
56 - 65	29	25.9%	14	33.3%	0	0.0%	**43**	**27.7%**
66 - 75	15	13.4%	2	4.8%	0	0.0%	**17**	**11.0%**
76 and over	2	1.8%	1	2.4%	0	0.0%	**3**	**1.9%**
Unknown	0	0.0%	0	0.0%	1	100.0%	**1**	**0.6%**
Total	**112**	**100.0%**	**42**	**100.0%**	**1**	**100.0%**	**155**	**100.0%**
Average Age (Years)	52.1		50.7		—		**51.7**	

— 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, 2018-2020

Time of Day	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	358	7.2%	376	7.5%	376	7.6%
3am - 6am	522	10.4%	502	10.0%	458	9.2%
6am - 9am	739	14.8%	727	14.4%	734	14.8%
9am - 12pm	759	15.2%	782	15.5%	773	15.6%
12pm - 3pm	935	18.7%	902	17.9%	856	17.2%
3pm - 6pm	791	15.8%	810	16.1%	781	15.7%
6pm - 9pm	515	10.3%	522	10.4%	540	10.9%
9pm - 12am	383	7.7%	402	8.0%	433	8.7%
Unknown	4	0.1%	9	0.2%	14	0.3%
Daytime (6am - 6pm)	*3,224*	*64.4%*	*3,221*	*64.0%*	*3,144*	*63.3%*
Nighttime (6pm - 6am)	*1,778*	*35.5%*	*1,802*	*35.8%*	*1,807*	*36.4%*
Total	**5,006**	**100.0%**	**5,032**	**100.0%**	**4,965**	**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, 2020

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	376	7.6%	7,000	4.9%
3am - 6am	458	9.2%	8,000	5.8%
6am - 9am	734	14.8%	21,000	14.4%
9am - 12pm	773	15.6%	27,000	18.5%
12pm - 3pm	856	17.2%	31,000	21.1%
3pm - 6pm	781	15.7%	32,000	21.7%
6pm - 9pm	540	10.9%	13,000	8.8%
9pm - 12am	433	8.7%	7,000	4.9%
Unknown	14	0.3%	*	*
Daytime (6am - 6pm)	*3,144*	*63.3%*	*111,000*	*75.7%*
Nighttime (6pm - 6am)	*1,807*	*36.4%*	*36,000*	*24.3%*
Total	**4,965**	**100.0%**	**147,000**	**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, 2018-2020

Person Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	740	14.8%	768	15.3%	724	14.6%
Driver of Other Motor Vehicle	2,735	54.6%	2,781	55.3%	2,751	55.4%
Passenger of Large Truck in Transport	149	3.0%	123	2.4%	107	2.2%
Passenger of Other Motor Vehicle in Transport	828	16.5%	782	15.5%	758	15.3%
Occupant of Motor Vehicle Not in Transport	11	0.2%	10	0.2%	11	0.2%
Occupant of Non-Motor Vehicle Transport Device**	1	*	1	*	7	0.1%
Pedestrian	452	9.0%	453	9.0%	514	10.4%
Bicyclist	78	1.6%	89	1.8%	84	1.7%
Other Cyclist	0	0.0%	2	*	0	0.0%
Other Person on Personal Conveyance/In Building	11	0.2%	15	0.3%	6	0.1%
Unknown Occupant Type in Motor Vehicle in Transport	1	*	8	0.2%	3	0.1%
Total	**5,006**	**100.0%**	**5,032**	**100.0%**	**4,965**	**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, 2020

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	442	43.5%	282	7.1%	**724**	**14.6%**
Driver of Other Motor Vehicle	0	0.0%	2,751	69.6%	**2,751**	**55.4%**
Passenger of Large Truck in Transport	66	6.5%	41	1.0%	**107**	**2.2%**
Passenger of Other Motor Vehicle in Transport	0	0.0%	758	19.2%	**758**	**15.3%**
Occupant of Motor Vehicle Not in Transport	8	0.8%	3	0.1%	**11**	**0.2%**
Occupant of Non-Motor Vehicle Transport Device**	7	0.7%	0	0.0%	**7**	**0.1%**
Pedestrian	409	40.3%	105	2.7%	**514**	**10.4%**
Bicyclist	77	7.6%	7	0.2%	**84**	**1.7%**
Other Cyclist	0	0.0%	0	0.0%	**0**	**0.0%**
Other Person on Personal Conveyance/In Building	3	0.3%	0	0.0%	**3**	**0.1%**
Unknown Occupant Type in Motor Vehicle in Transport	3	0.3%	3	0.1%	**6**	**0.1%**
Total Persons Killed	**1,015**	**100.0%**	**3,950**	**100.0%**	**4,965**	**100.0%**
Persons Injured						
Driver of Large Truck	14,000	77.2%	21,000	15.9%	**34,000**	**23.2%**
Driver of Other Motor Vehicle	*	*	71,000	55.0%	**71,000**	**48.4%**
Passenger of Large Truck in Transport	2,000	12.5%	8,000	6.5%	**11,000**	**7.2%**
Passenger of Other Motor Vehicle in Transport	*	*	28,000	22.0%	**28,000**	**19.3%**
Occupant of Motor Vehicle Not in Transport	*	2.6%	*	0.4%	**1,000**	**0.6%**
Occupant of Non-Motor Vehicle Transport Device**	*	*	*	*	*	*
Pedestrian	1,000	3.9%	*	0.2%	**1,000**	**0.6%**
Bicyclist	1,000	2.9%	*	*	**1,000**	**0.4%**
Other Persons on Personal Conveyances/In Buildings	*	0.9%	*	*	*	**0.1%**
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	0.1%	*	**0.1%**
Total Persons Injured	**18,000**	**100.0%**	**129,000**	**100.0%**	**147,000**	**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, 2018-2020

Person Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Driver	740	83.1%	768	86.0%	724	87.1%
Passenger	149	16.7%	123	13.8%	107	12.9%
Unknown Occupant Type	1	0.1%	2	0.2%	0	0.0%
Total	**890**	**100.0%**	**893**	**100.0%**	**831**	**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, 2020

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	724	87.1%	34,000	76.1%
Passenger	107	12.9%	11,000	23.6%
Unknown Occupant Type	0	0.0%	*	0.3%
Total	**831**	**100.0%**	**45,000**	**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, 2020

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	1,949	21.4%	2,838	22.4%	1,691	34.1%
Light Truck	1,921	21.1%	2,900	22.9%	1,483	29.9%
Large Truck (Single-Vehicle Crash)	981	10.8%	1,191	9.4%	508	10.2%
Large Truck (Multiple-Vehicle Crash)	3,861	42.3%	4,546	35.9%	323	6.5%
Bus	12	0.1%	89	0.7%	6	0.1%
Motorcycle	293	3.2%	312	2.5%	298	6.0%
Other Vehicle Type	106	1.2%	59	0.5%	34	0.7%
Total Vehicles/Vehicle Occupants	***9,123***	***100.0%***	***11,935***	***94.3%***	***4,343***	***87.5%***
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	64	0.5%	11	0.2%
Occupant of a Non-Motor Vehicle Transport Device	—	—	15	0.1%	7	0.1%
Pedestrian	—	—	553	4.4%	514	10.4%
Bicyclist	—	—	86	0.7%	84	1.7%
Person on a Personal Conveyance	—	—	6	*	6	0.1%
Person in or on a Building	—	—	3	*	0	0.0%
Total Nonmotorists	**—**	**—**	***727***	***5.7%***	***622***	***12.5%***
Total	**9,123**	**100.0%**	**12,662**	**100.0%**	**4,965**	**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, 2020

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	68	23.2%	104	13.3%	59	33.5%
Light Truck	40	13.7%	46	5.9%	28	15.9%
Large Truck	13	4.4%	15	1.9%	5	2.8%
Bus (Single-Vehicle Crash)	53	18.1%	177	22.6%	9	5.1%
Bus (Multiple-Vehicle Crash)	103	35.2%	368	47.1%	7	4.0%
Motorcycle	13	4.4%	13	1.7%	12	6.8%
Other Vehicle Type	3	1.0%	4	0.5%	2	1.1%
Total Vehicles/Vehicle Occupants	***293***	***100.0%***	***727***	***93.0%***	***122***	***69.3%***
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	—	—	46	5.9%	45	25.6%
Bicyclist	—	—	7	0.9%	7	4.0%
Person on a Personal Conveyance	—	—	2	0.3%	2	1.1%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	***—***	***—***	***55***	***7.0%***	***54***	***30.7%***
Total	**293**	**100.0%**	**782**	**100.0%**	**176**	**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, 2018-2020

Crash Type	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Pedestrian Fatalities						
Large Truck Crash	452	7.1%	453	7.2%	514	7.9%
Bus Crash	54	0.8%	59	0.9%	45	0.7%
All Crashes	6,374	100.0%	6,272	100.0%	6,516	100.0%
Bicyclist Fatalities						
Large Truck Crash	78	9.0%	89	10.4%	84	9.0%
Bus Crash	7	0.8%	12	1.4%	7	0.8%
All Crashes	868	100.0%	856	100.0%	932	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, 2018-2020

Restraint Use	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
None	465	9.6%	456	9.2%	533	11.2%
Yes	4,005	82.9%	4,135	83.1%	3,938	82.4%
Shoulder Belt Only	*33*	*0.7%*	*29*	*0.6%*	*16*	*0.3%*
Lap Belt Only	*40*	*0.8%*	*26*	*0.5%*	*22*	*0.5%*
Lap and Shoulder Belt	*3,916*	*81.0%*	*4,051*	*81.4%*	*3,883*	*81.3%*
Type Unknown	*16*	*0.3%*	*29*	*0.6%*	*17*	*0.4%*
Unknown	362	7.5%	386	7.8%	307	6.4%
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,778**	**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, 2020

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	382	8.4%	107	75.4%	40	75.5%	4	20.0%	**533**	**11.2%**
Yes	3,906	85.6%	17	12.0%	10	18.9%	5	25.0%	**3,938**	**82.4%**
Shoulder Belt Only	*15*	*0.3%*	*1*	*0.7%*	*0*	*0.0%*	*0*	*0.0%*	***16***	***0.3%***
Lap Belt Only	*21*	*0.5%*	*1*	*0.7%*	*0*	*0.0%*	*0*	*0.0%*	***22***	***0.5%***
Lap and Shoulder Belt	*3,854*	*84.5%*	*14*	*9.9%*	*10*	*18.9%*	*5*	*25.0%*	***3,883***	***81.3%***
Type Unknown	*16*	*0.4%*	*1*	*0.7%*	*0*	*0.0%*	*0*	*0.0%*	***17***	***0.4%***
Unknown	275	6.0%	18	12.7%	3	5.7%	11	55.0%	**307**	**6.4%**
Total	**4,563**	**100.0%**	**142**	**100.0%**	**53**	**100.0%**	**20**	**100.0%**	**4,778**	**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, 2020

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	356	43.1%	349	7.7%	126	32.5%	**831**	**14.5%**
Injury	195	23.6%	621	13.7%	40	10.3%	**856**	**14.9%**
Unknown Injury Severity	72	8.7%	458	10.1%	39	10.1%	**569**	**9.9%**
No Apparent Injury	203	24.6%	3,098	68.4%	183	47.2%	**3,484**	**60.7%**
Died Prior to Crash	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Total	**826**	**100.0%**	**4,526**	**100.0%**	**388**	**100.0%**	**5,740**	**100.0%**

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Restraint uses of “Shoulder Belt Only,” “Lap Belt Only,” “Lap and Shoulder Belt," and "Type Unknown” are grouped together as “Yes.” Injury severities of “Suspected Minor Injury,” “Suspected Serious Injury,” and “Injured, Severity Unknown” are grouped together as “Injury.” Injury severities of “Possible Injury” and “Unknown” are grouped together as "Unknown Injury Severity.”
Source: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS).

People Table 23. Drivers of Large Trucks in Fatal Crashes by Commercial Driver's License (CDL) Status, 2018-2020

CDL Status	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,616	74.8%	3,756	75.5%	3,426	71.7%
No CDL	990	20.5%	992	19.9%	1,050	22.0%
Suspended	28	0.6%	23	0.5%	22	0.5%
Revoked, Expired, Canceled, Disqualified	44	0.9%	47	0.9%	58	1.2%
Other Not Valid	22	0.5%	14	0.3%	17	0.4%
Unknown	132	2.7%	145	2.9%	205	4.3%
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,778**	**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, 2018-2020

License Compliance	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	4,462	92.3%	4,604	92.5%	4,270	89.4%
Not Licensed	26	0.5%	26	0.5%	44	0.9%
No License Required for Class of Vehicle	4	0.1%	4	0.1%	4	0.1%
No Valid License for Class of Vehicle	175	3.6%	161	3.2%	200	4.2%
Unknown if Required for Class of Vehicle	22	0.5%	20	0.4%	39	0.8%
Unknown	143	3.0%	162	3.3%	221	4.6%
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,778**	**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, 2018-2020

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2018										
Valid License for Class of Vehicle	3,574	98.8%	844	85.3%	43	45.7%	1	0.8%	**4,462**	**92.3%**
Not Licensed	0	0.0%	26	2.6%	0	0.0%	0	0.0%	**26**	**0.5%**
No License Required for Class of Vehicle	1	*	3	0.3%	0	0.0%	0	0.0%	**4**	**0.1%**
No Valid License for Class of Vehicle	15	0.4%	108	10.9%	51	54.3%	1	0.8%	**175**	**3.6%**
Unknown if Required for Class of Vehicle	16	0.4%	6	0.6%	0	0.0%	0	0.0%	**22**	**0.5%**
Unknown	10	0.3%	3	0.3%	0	0.0%	130	98.5%	**143**	**3.0%**
Total	**3,616**	**100.0%**	**990**	**100.0%**	**94**	**100.0%**	**132**	**100.0%**	4,832	100.0%
2019										
Valid License for Class of Vehicle	3,718	99.0%	853	86.0%	32	38.1%	1	0.7%	**4,604**	**92.5%**
Not Licensed	0	0.0%	26	2.6%	0	0.0%	0	0.0%	**26**	**0.5%**
No License Required for Class of Vehicle	2	0.1%	2	0.2%	0	0.0%	0	0.0%	**4**	**0.1%**
No Valid License for Class of Vehicle	13	0.3%	99	10.0%	49	58.3%	0	0.0%	**161**	**3.2%**
Unknown if Required for Class of Vehicle	12	0.3%	7	0.7%	1	1.2%	0	0.0%	**20**	**0.4%**
Unknown	11	0.3%	5	0.5%	2	2.4%	144	99.3%	**162**	**3.3%**
Total	**3,756**	**100.0%**	**992**	**100.0%**	**84**	**100.0%**	**145**	**100.0%**	4,977	100.0%
2020										
Valid License for Class of Vehicle	3,371	98.4%	864	82.3%	33	34.0%	2	1.0%	**4,270**	**89.4%**
Not Licensed	0	0.0%	42	4.0%	2	2.1%	0	0.0%	**44**	**0.9%**
No License Required for Class of Vehicle	1	*	2	0.2%	1	1.0%	0	0.0%	**4**	**0.1%**
No Valid License for Class of Vehicle	11	0.3%	126	12.0%	61	62.9%	2	1.0%	**200**	**4.2%**
Unknown if Required for Class of Vehicle	24	0.7%	14	1.3%	0	0.0%	1	0.5%	**39**	**0.8%**
Unknown	19	0.6%	2	0.2%	0	0.0%	200	97.6%	**221**	**4.6%**
Total	**3,426**	**100.0%**	**1,050**	**100.0%**	**97**	**100.0%**	**205**	**100.0%**	4,778	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, 2020

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	12,000	11.7%	12,000	11.5%	14,000	9.8%
Suspected Minor Injury	35,000	34.9%	38,000	35.4%	49,000	33.5%
Possible Injury	53,000	52.7%	56,000	52.4%	82,000	56.1%
Injured, Severity Unknown	1,000	0.7%	1,000	0.7%	1,000	0.7%
Total	**101,000**	**100.0%**	**107,000**	**100.0%**	**147,000**	**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, 2018-2020

Drug Test Result	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,949	61.0%	3,026	60.8%	2,747	57.5%
No Drugs Reported/Negative	1,030	21.3%	1,044	21.0%	818	17.1%
Unknown	422	8.7%	483	9.7%	372	7.8%
Tested for Drugs, Results Unknown	85	1.8%	82	1.6%	57	1.2%
Unknown if Tested	20	0.4%	24	0.5%	485	10.2%
At Least One Positive Drug Test Result:	326	6.7%	318	6.4%	299	6.3%
Narcotic	*63*	*1.3%*	*63*	*1.3%*	*49*	*1.0%*
Depressant	*40*	*0.8%*	*39*	*0.8%*	*42*	*0.9%*
Stimulant	*113*	*2.3%*	*138*	*2.8%*	*134*	*2.8%*
Hallucinogen	*4*	*0.1%*	*7*	*0.1%*	*3*	*0.1%*
Cannabinoid	*149*	*3.1%*	*120*	*2.4%*	*116*	*2.4%*
Phencyclidine (PCP)	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*
Inhalant	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*
Other Drugs	*164*	*3.4%*	*156*	*3.1%*	*140*	*2.9%*
Tested for Drugs, Drugs Found, Type Unknown/Positive	*17*	*0.4%*	*24*	*0.5%*	*26*	*0.5%*
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,778**	**100.0%**

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

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

People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2018-2020

Drug Test Result	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	26,188	50.5%	25,656	50.0%	23,313	43.3%
No Drugs Reported/Negative	10,642	20.5%	10,095	19.7%	8,582	15.9%
Unknown	4,824	9.3%	5,017	9.8%	4,158	7.7%
Tested for Drugs, Results Unknown	986	1.9%	1,035	2.0%	593	1.1%
Unknown if Tested	400	0.8%	532	1.0%	8,097	15.0%
At Least One Positive Drug Test Result:	8,865	17.1%	8,968	17.5%	9,149	17.0%
Narcotic	*2,061*	*4.0%*	*1,935*	*3.8%*	*2,126*	*3.9%*
Depressant	*1,970*	*3.8%*	*1,639*	*3.2%*	*1,712*	*3.2%*
Stimulant	*3,893*	*7.5%*	*4,039*	*7.9%*	*4,559*	*8.5%*
Hallucinogen	*162*	*0.3%*	*218*	*0.4%*	*192*	*0.4%*
Cannabinoid	*4,798*	*9.2%*	*4,982*	*9.7%*	*5,674*	*10.5%*
Phencyclidine (PCP)	*46*	*0.1%*	*43*	*0.1%*	*67*	*0.1%*
Anabolic Steroid	*2*	*	*3*	*	*1*	*0.0%*
Inhalant	*8*	*	*15*	*	*8*	*0.0%*
Other Drugs	*3,134*	*6.0%*	*3,750*	*7.3%*	*3,834*	*7.1%*
Tested for Drugs, Drugs Found, Type Unknown/Positive	*441*	*0.8%*	*507*	*1.0%*	*515*	*1.0%*
Total	**51,905**	**100.0%**	**51,303**	**100.0%**	**53,892**	**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, 2018-2020

Driver-Related Factors	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	333	6.9%	376	7.6%	351	7.3%
Impairment (Fatigue, Alcohol, Illness, etc.)[a]	220	4.6%	234	4.7%	250	5.2%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)[a]	253	5.2%	255	5.1%	248	5.2%
Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care	199	4.1%	224	4.5%	231	4.8%
Failure to Yield Right of Way	226	4.7%	232	4.7%	203	4.2%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	149	3.1%	167	3.4%	150	3.1%
Improper Lane Usage	166	3.4%	146	2.9%	135	2.8%
Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws	110	2.3%	117	2.4%	105	2.2%
Following Improperly	107	2.2%	108	2.2%	89	1.9%
Overcorrecting	65	1.3%	62	1.2%	81	1.7%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner	56	1.2%	51	1.0%	55	1.2%
Driver has a Driving Record or Driver's License From More Than One State	59	1.2%	58	1.2%	55	1.2%
Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)	37	0.8%	42	0.8%	54	1.1%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	46	1.0%	77	1.5%	46	1.0%
Improper or Erratic Lane Changing	35	0.7%	27	0.5%	32	0.7%
Stopping in Roadway (Vehicle Not Abandoned)	35	0.7%	42	0.8%	32	0.7%
Making Improper Turn	42	0.9%	44	0.9%	26	0.5%
Emergency Medical Service Personnel	0	0.0%	4	0.1%	23	0.5%
Starting or Backing Improperly	14	0.3%	21	0.4%	23	0.5%
Vehicle in Road	20	0.4%	18	0.4%	21	0.4%
Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)	41	0.8%	39	0.8%	21	0.4%
Operating Without Required Equipment	19	0.4%	21	0.4%	17	0.4%
Tire Blowout or Flat	21	0.4%	18	0.4%	14	0.3%
Looked but Did Not See	23	0.5%	16	0.3%	12	0.3%
Overloading or Improper Loading of Vehicle with Passengers or Cargo	10	0.2%	12	0.2%	11	0.2%
Fire Personnel[b]	—	—	9	0.2%	9	0.2%
Operator Inexperience	8	0.2%	6	0.1%	8	0.2%
Road Rage/Aggressive Driving	5	0.1%	9	0.2%	8	0.2%
Driver Has Not Complied With Physical or Other Imposed Restrictions	11	0.2%	9	0.2%	8	0.2%
Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	13	0.3%	14	0.3%	8	0.2%
Improper Passing Location	1	*	1	*	7	0.1%
Tow Operator[c]	—	—	7	0.1%	7	0.1%
Debris or Objects in Road	7	0.1%	3	0.1%	6	0.1%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	6	0.1%	10	0.2%	6	0.1%
Pedestrian, Pedalcyclist, or Other Non-Motorist in Road	7	0.1%	5	0.1%	5	0.1%
At Least One Driver-Related Factor Recorded	1,572	32.5%	1,639	32.9%	1,509	31.6%
No Driver-Related Factors Recorded	3,260	67.5%	3,338	67.1%	3,268	68.4%
Total[d]	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,777**	**100.0%**
At Least One Moving Violation Recorded	441	9.1%	472	9.5%	366	7.7%
No Moving Violations Recorded	4,391	90.9%	4,505	90.5%	4,411	92.3%
Total[d]	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,777**	**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] "Fire Personnel" was listed as a driver-related factor for the first time in 2019.

[c] "Tow Operator" was listed as a driver-related factor for the first time in 2019.

[d] 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, 2020

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	120	12.4%	231	6.1%	**351**	**7.3%**
Impairment (Fatigue, Alcohol, Illness, etc.)[a]	131	13.5%	119	3.1%	**250**	**5.2%**
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)[a]	82	8.4%	166	4.4%	**248**	**5.2%**
Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care	86	8.9%	145	3.8%	**231**	**4.8%**
Failure to Yield Right of Way	30	3.1%	173	4.5%	**203**	**4.2%**
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	41	4.2%	109	2.9%	**150**	**3.1%**
Improper Lane Usage	36	3.7%	99	2.6%	**135**	**2.8%**
Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws	12	1.2%	93	2.4%	**105**	**2.2%**
Following Improperly	4	0.4%	85	2.2%	**89**	**1.9%**
Overcorrecting	55	5.7%	26	0.7%	**81**	**1.7%**
Driver has a Driving Record or Driver's License From More Than One State	9	0.9%	46	1.2%	**55**	**1.2%**
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner	22	2.3%	33	0.9%	**55**	**1.2%**
Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)	10	1.0%	44	1.2%	**54**	**1.1%**
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	13	1.3%	33	0.9%	**46**	**1.0%**
Improper or Erratic Lane Changing	8	0.8%	24	0.6%	**32**	**0.7%**
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	32	0.8%	**32**	**0.7%**
Making Improper Turn	0	0.0%	26	0.7%	**26**	**0.5%**
Emergency Medical Service Personnel	6	0.6%	17	0.4%	**23**	**0.5%**
Starting or Backing Improperly	7	0.7%	16	0.4%	**23**	**0.5%**
Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)	3	0.3%	18	0.5%	**21**	**0.4%**
Vehicle in Road	6	0.6%	15	0.4%	**21**	**0.4%**
Operating Without Required Equipment	4	0.4%	13	0.3%	**17**	**0.4%**
Tire Blowout or Flat	7	0.7%	7	0.2%	**14**	**0.3%**
Looked but Did Not See	7	0.7%	5	0.1%	**12**	**0.3%**
Overloading or Improper Loading of Vehicle with Passengers or Cargo	4	0.4%	7	0.2%	**11**	**0.2%**
Fire Personnel	2	0.2%	7	0.2%	**9**	**0.2%**
Driver Has Not Complied With Physical or Other Imposed Restrictions	1	0.1%	7	0.2%	**8**	**0.2%**
Operator Inexperience	5	0.5%	3	0.1%	**8**	**0.2%**
Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	0	0.0%	8	0.2%	**8**	**0.2%**
Road Rage/Aggressive Driving	2	0.2%	6	0.2%	**8**	**0.2%**
Improper Passing Location	5	0.5%	2	0.1%	**7**	**0.1%**
Tow Operator	3	0.3%	4	0.1%	**7**	**0.1%**
Debris or Objects in Road	1	0.1%	5	0.1%	**6**	**0.1%**
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	2	0.2%	4	0.1%	**6**	**0.1%**
Pedestrian, Pedalcyclist, or Other Non-Motorist in Road	4	0.4%	1	0.0%	**5**	**0.1%**
At Least One Driver-Related Factor Recorded	475	48.9%	1,034	27.2%	**1,509**	**31.6%**
No Driver-Related Factors Recorded	496	51.1%	2,772	72.8%	**3,268**	**68.4%**
Total[b]	**971**	**100.0%**	**3,806**	**100.0%**	**4,777**	**100.0%**
At Least One Moving Violation Recorded	79	8.1%	287	7.5%	**366**	**7.7%**
No Moving Violations Recorded	892	91.9%	3,519	92.5%	**4,411**	**92.3%**
Total[b]	**971**	**100.0%**	**3,806**	**100.0%**	**4,777**	**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, 2018-2020

Driver Distraction-Related Factors	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	95	2.0%	95	1.9%	99	2.1%
Distracted, Details Unknown	16	0.3%	27	0.5%	39	0.8%
Distracted by Outside Person, Object, or Event	16	0.3%	21	0.4%	22	0.5%
Distraction/Inattention	32	0.7%	27	0.5%	14	0.3%
Other Distraction	18	0.4%	11	0.2%	13	0.3%
Talking or Listening to Cellular Phone	15	0.3%	12	0.2%	13	0.3%
Other Cellular Phone Related	10	0.2%	16	0.3%	11	0.2%
Using or Reaching For Device/Object Brought Into Vehicle	11	0.2%	17	0.3%	9	0.2%
Eating or Drinking	7	0.1%	8	0.2%	9	0.2%
Dialing/Manipulating Cellular Phone[a]	7	0.1%	8	0.2%	8	0.2%
Lost In Thought/Day Dreaming	1	*	2	*	3	0.1%
Adjusting Audio and/or Climate Controls	2	*	0	0.0%	2	*
Using Other Device/Controls Integral to Vehicle	6	0.1%	0	0.0%	2	*
Distracted By Other Occupant(s)	2	*	5	0.1%	1	*
Careless/Inattentive	12	0.2%	4	0.1%	1	*
Distracted By Moving Object in Vehicle	2	*	2	*	1	*
Distraction/Careless	0	0.0%	0	0.0%	1	*
Looked But Did Not See	0	0.0%	0	0.0%	0	0.0%
Smoking Related	1	*	0	0.0%	0	0.0%
At Least One Driver Distraction-Related Factor Recorded	253	5.2%	255	5.1%	248	5.2%
No Driver Distraction-Related Factors Recorded	4,579	94.8%	4,722	94.9%	4,529	94.8%
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,777**	**100.0%**

Driver Impairment-Related Factors	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Under the Influence of Alcohol, Drugs or Medication	111	2.3%	94	1.9%	121	2.5%
Asleep or Fatigued	62	1.3%	72	1.4%	68	1.4%
Ill, Blackout	22	0.5%	33	0.7%	34	0.7%
Emotional (Depressed, Angry, Disturbed, etc.)	5	0.1%	17	0.3%	11	0.2%
Physical Impairment – No Details	11	0.2%	13	0.3%	10	0.2%
Other Physical Impairment	9	0.2%	5	0.1%	5	0.1%
Blind	0	0.0%	0	0.0%	1	*
Deaf	0	0.0%	0	0.0%	0	0.0%
Impaired Due to Previous Injury	0	0.0%	0	0.0%	0	0.0%
At Least One Driver Impairment-Related Factor Recorded	220	4.6%	234	4.7%	250	5.2%
No Driver Impairment-Related Factors Recorded	4,612	95.4%	4,743	95.3%	4,527	94.8%
Total	**4,832**	**100.0%**	**4,977**	**100.0%**	**4,777**	**100.0%**

*Less than 0.05 percent.

[a] "Dialing/Manipulating Cellular Phone" combines two separate driver distraction-related factors: "Dialing Cellular Phone" and "Manipulating Cellular Phone."

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, 2020

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	26	2.7%	73	1.9%	**99**	**2.1%**
Distracted, Details Unknown	14	1.4%	25	0.7%	**39**	**0.8%**
Distracted by Outside Person, Object, or Event	9	0.9%	13	0.3%	**22**	**0.5%**
Distraction/Inattention	7	0.7%	7	0.2%	**14**	**0.3%**
Other Distraction	5	0.5%	8	0.2%	**13**	**0.3%**
Talking or Listening to Cellular Phone	3	0.3%	10	0.3%	**13**	**0.3%**
Other Cellular Phone Related	6	0.6%	5	0.1%	**11**	**0.2%**
Eating or Drinking	3	0.3%	6	0.2%	**9**	**0.2%**
Using or Reaching for Device/Object Brought Into Vehicle	1	0.1%	8	0.2%	**9**	**0.2%**
Manipulating Cellular Phone	3	0.3%	5	0.1%	**8**	**0.2%**
Lost in Thought/Daydreaming	0	0.0%	3	0.1%	**3**	**0.1%**
Adjusting Audio and/or Climate Controls	1	0.1%	1	*	**2**	*
Using Other Device/Controls Integral to Vehicle	1	0.1%	1	*	**2**	*
Careless/Inattentive	0	0.0%	1	*	**1**	*
Distracted by Moving Object in Vehicle	1	0.1%	0	0.0%	**1**	*
Distracted by Other Occupant(s)	1	0.1%	0	0.0%	**1**	*
Distraction/Careless	1	0.1%	0	0.0%	**1**	*
At Least One Driver Distraction-Related Factor Recorded	82	8.4%	166	4.4%	**248**	**5.2%**
No Driver Distraction-Related Factors Recorded	889	91.6%	3,640	95.6%	**4,529**	**94.8%**
Total	**971**	**100.0%**	**3,806**	**100.0%**	**4,777**	**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	63	6.5%	58	1.5%	**121**	**2.5%**
Asleep or Fatigued	35	3.6%	33	0.9%	**68**	**1.4%**
Ill, Blackout	20	2.1%	14	0.4%	**34**	**0.7%**
Emotional (Depressed, Angry, Disturbed, etc.)	3	0.3%	8	0.2%	**11**	**0.2%**
Physical Impairment – No Details	8	0.8%	2	0.1%	**10**	**0.2%**
Other Physical Impairment	1	0.1%	4	0.1%	**5**	**0.1%**
Blind	1	0.1%	0	0.0%	**1**	*
At Least One Driver Impairment-Related Factor Recorded	131	13.5%	119	3.1%	**250**	**5.2%**
No Driver Impairment-Related Factors Recorded	840	86.5%	3,687	96.9%	**4,527**	**94.8%**
Total	**971**	**100.0%**	**3,806**	**100.0%**	**4,777**	**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, 2018-2020

Driver-Related Factors	2018		2019		2020	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	6,621	16.5%	6,582	16.7%	7,718	18.8%
Impairment (Fatigue, Alcohol, Illness, etc.)	6,230	15.5%	6,006	15.2%	6,805	16.6%
Failure to Yield Right of Way	3,196	7.9%	3,304	8.4%	3,183	7.7%
Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care	2,259	5.6%	2,621	6.6%	3,081	7.5%
Improper Lane Usage	3,246	8.1%	2,954	7.5%	2,834	6.9%
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)	2,215	5.5%	2,435	6.2%	2,426	5.9%
Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws	1,693	4.2%	1,739	4.4%	1,878	4.6%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner	1,568	3.9%	1,488	3.8%	1,844	4.5%
Overcorrecting	1,494	3.7%	1,427	3.6%	1,534	3.7%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	1,237	3.1%	1,222	3.1%	1,185	2.9%
Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)	1,005	2.5%	971	2.5%	832	2.0%
Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)	608	1.5%	638	1.6%	623	1.5%
Improper or Erratic Lane Changing	552	1.4%	540	1.4%	478	1.2%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	565	1.4%	523	1.3%	461	1.1%
Road Rage/Aggressive Driving	322	0.8%	324	0.8%	431	1.0%
Following Improperly	389	1.0%	428	1.1%	405	1.0%
Making Improper Turn	523	1.3%	324	0.8%	285	0.7%
Police Pursuing This Driver or Police Officer in Pursuit	209	0.5%	232	0.6%	285	0.7%
Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	206	0.5%	266	0.7%	234	0.6%
Driver has a Driving Record or Driver's License From More Than One State	301	0.7%	235	0.6%	212	0.5%
Driver Has Not Complied With Physical or Other Imposed Restrictions	154	0.4%	179	0.5%	196	0.5%
Stopping in Roadway (Vehicle Not Abandoned)	146	0.4%	151	0.4%	157	0.4%
Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	101	0.3%	128	0.3%	147	0.4%
Driving Wrong Way on One-Way Trafficway	124	0.3%	145	0.4%	135	0.3%
Improper Passing Location	48	0.1%	51	0.1%	135	0.3%
Looked but Did Not See	303	0.8%	225	0.6%	117	0.3%
Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass	155	0.4%	97	0.2%	112	0.3%
Making Improper Entry to or Exit From Trafficway	40	0.1%	43	0.1%	98	0.2%
Police or Law Enforcement Officer	50	0.1%	52	0.1%	92	0.2%
Operator Inexperience	88	0.2%	91	0.2%	89	0.2%
Alcohol and/or Drug Test Refused	87	0.2%	96	0.2%	84	0.2%
Tire Blowout or Flat	80	0.2%	58	0.1%	80	0.2%
Vehicle in Road	70	0.2%	70	0.2%	75	0.2%
Slippery or Loose Surface	44	0.1%	49	0.1%	66	0.2%
Live Animals in Road	52	0.1%	42	0.1%	62	0.2%
At Least One Driver-Related Factor Recorded	21,535	53.5%	21,125	53.5%	22,454	54.6%
No Driver-Related Factors Recorded	18,687	46.5%	18,381	46.5%	18,660	45.4%
Total[a]	**40,222**	**100.0%**	**39,506**	**100.0%**	**41,114**	**100.0%**
At Least One Moving Violation Recorded	4,623	11.5%	4,771	12.1%	4,447	10.8%
No Moving Violations Recorded	35,599	88.5%	34,735	87.9%	36,667	89.2%
Total[a]	**40,222**	**100.0%**	**39,506**	**100.0%**	**41,114**	**100.0%**

[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).

People Table 34. Drivers of Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2020

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	4,700	29.5%	3,018	12.0%	**7,718**	**18.8%**
Impairment (Fatigue, Alcohol, Illness, etc.)	3,871	24.3%	2,934	11.7%	**6,805**	**16.6%**
Failure to Yield Right of Way	320	2.0%	2,863	11.4%	**3,183**	**7.7%**
Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care	1,645	10.3%	1,436	5.7%	**3,081**	**7.5%**
Improper Lane Usage	707	4.4%	2,127	8.5%	**2,834**	**6.9%**
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,142	7.2%	1,284	5.1%	**2,426**	**5.9%**
Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws	386	2.4%	1,492	5.9%	**1,878**	**4.6%**
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner	1,010	6.3%	834	3.3%	**1,844**	**4.5%**
Overcorrecting	1,280	8.0%	254	1.0%	**1,534**	**3.7%**
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	538	3.4%	647	2.6%	**1,185**	**2.9%**
Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally)	88	0.6%	744	3.0%	**832**	**2.0%**
Non-Traffic Violation Charged (Manslaughter, Homicide or Other Assault Offense Committed Without Malice)	267	1.7%	356	1.4%	**623**	**1.5%**
Improper or Erratic Lane Changing	154	1.0%	324	1.3%	**478**	**1.2%**
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	261	1.6%	200	0.8%	**461**	**1.1%**
Road Rage/Aggressive Driving	241	1.5%	190	0.8%	**431**	**1.0%**
Following Improperly	30	0.2%	375	1.5%	**405**	**1.0%**
Making Improper Turn	31	0.2%	254	1.0%	**285**	**0.7%**
Police Pursuing This Driver or Police Officer in Pursuit	166	1.0%	119	0.5%	**285**	**0.7%**
Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	53	0.3%	181	0.7%	**234**	**0.6%**
Driver has a Driving Record or Driver's License From More Than One State	76	0.5%	136	0.5%	**212**	**0.5%**
Driver Has Not Complied With Physical or Other Imposed Restrictions	92	0.6%	104	0.4%	**196**	**0.5%**
Stopping in Roadway (Vehicle Not Abandoned)	1	*	156	0.6%	**157**	**0.4%**
Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	89	0.6%	58	0.2%	**147**	**0.4%**
Driving Wrong Way on One-Way Trafficway	10	0.1%	125	0.5%	**135**	**0.3%**
Improper Passing Location	41	0.3%	94	0.4%	**135**	**0.3%**
Looked but Did Not See	56	0.4%	61	0.2%	**117**	**0.3%**
Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass	27	0.2%	85	0.3%	**112**	**0.3%**
Making Improper Entry to or Exit From Trafficway	77	0.5%	21	0.1%	**98**	**0.2%**
Police or Law Enforcement Officer	29	0.2%	63	0.3%	**92**	**0.2%**
Operator Inexperience	54	0.3%	35	0.1%	**89**	**0.2%**
Alcohol and/or Drug Test Refused	52	0.3%	32	0.1%	**84**	**0.2%**
Tire Blowout or Flat	58	0.4%	22	0.1%	**80**	**0.2%**
Vehicle in Road	9	0.1%	66	0.3%	**75**	**0.2%**
Slippery or Loose Surface	35	0.2%	31	0.1%	**66**	**0.2%**
Live Animals in Road	50	0.3%	12	*	**62**	**0.2%**
At Least One Driver-Related Factor Recorded	10,109	63.4%	12,345	49.1%	**22,454**	**54.6%**
No Driver-Related Factors Recorded	5,845	36.6%	12,815	50.9%	**18,660**	**45.4%**
Total[a]	**15,954**	**100.0%**	**25,160**	**100.0%**	**41,114**	**100.0%**
At Least One Moving Violation Recorded	1,658	10.4%	2,789	11.1%	**4,447**	**10.8%**
No Moving Violations Recorded	14,296	89.6%	22,371	88.9%	**36,667**	**89.2%**
Total[a]	**15,954**	**100.0%**	**25,160**	**100.0%**	**41,114**	**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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