



U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2021



**Federal Motor Carrier Safety Administration
Analysis Division**

November 2023

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LARGE TRUCK AND BUS CRASH FACTS 2021

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**Analysis Division
Federal Motor Carrier Safety Administration**

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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 2021. 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 2021 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 2019 and 2020 are reflected in this report. Updated final counts for 2021 will be reflected in the 2022 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/national-automotive-sampling-system/nass-general-estimates-system>.
- ◆ **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>.
- ◆ **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 <https://www.fhwa.dot.gov/policyinformation/statistics/2021>.

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2021 in the context of available historical data for past years. In the other chapters, the 2021 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 2021. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2021. Nonfatal crash statistics are presented for 2000 through 2021. 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 2021, 5,904 large trucks and buses were involved in fatal crashes, a 18-percent increase from 2020. From 2020 to 2021, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased from 0.176 to 0.191, 7 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 52 percent between 2010 and 2021. From 2020 to 2021, the number of fatal crashes involving large trucks or buses increased by 17 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 2021, according to NHTSA's CRSS data, large truck and bus injury crashes increased 6 percent (from 112,000 in 2016 to 119,000 in 2021).
- ◆ On average, from 2010 to 2021, intercity buses accounted for 11 percent, and school buses and transit buses accounted for 37 percent and 36 percent, respectively, of all buses involved in fatal crashes.
- ◆ In 2021, there were 80 school buses, 17 intercity buses, and 78 transit buses involved in fatal crashes.
- ◆ Over the past year (from 2020 to 2021):
 - ❖ The number of large trucks involved in fatal crashes increased 18 percent, from 4,821 to 5,700, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) increased 8 percent, from 1.62 to 1.74.
 - ❖ The number of large trucks involved in injury crashes increased by 11 percent, from 105,000 to 117,000.
 - ❖ The number of large trucks involved in property damage only crashes increased 25 percent, from 322,000 to 401,000.
 - ❖ The number of buses involved in fatal crashes increased from 164 to 204.

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, 1975-2021

| 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 |
| 1980 | 5,353 | 5,709 | 1,308 | 6,333 | 1,527,295 | 0.350 | 0.374 | 0.415 | 6,319,442 |
| 1985 | 5,153 | 5,490 | 1,034 | 6,089 | 1,774,826 | 0.290 | 0.309 | 0.343 | 6,589,822 |
| 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† | 4,574 | 4,986 | 841 | 5,113 | 2,903,622 | 0.158 | 0.172 | 0.176 | 13,909,675 |
| 2021† | 5,340 | 5,904 | 1,022 | 5,991 | 3,132,411 | 0.170 | 0.188 | 0.191 | 14,798,400 |

†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 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 2021*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 2. Large Truck and Bus Injury Crash Statistics, 2001-2021

| 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 | |
| 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* | 107,000 | 113,000 | 157,000 | 2,903,622 | 3.68 | 3.89 | 5.39 | 13,909,675 |
| 2021* | 119,000 | 127,000 | 172,000 | 3,132,411 | 3.80 | 4.07 | 5.50 | 14,798,400 |

*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 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 2001-2021

| 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 | |
| 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* | 327,000 | 347,000 | 2,903,622 | 11.3 | 11.9 | 13,909,675 |
| 2021* | 412,000 | 439,000 | 3,132,411 | 13.2 | 14.0 | 14,798,400 |

*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 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2021

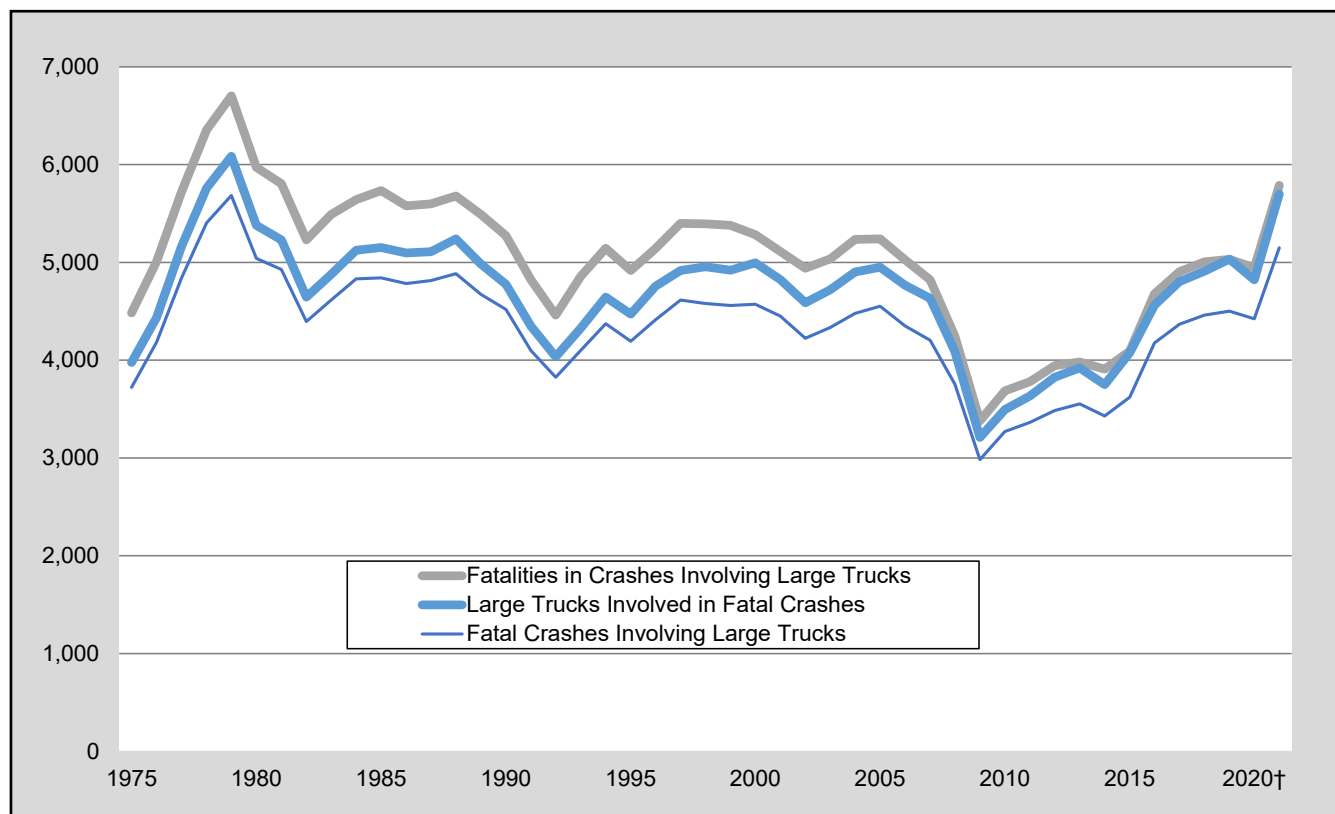
| Year | Fatal Crashes Involving Large Trucks | Large Trucks Involved in Fatal Crashes | Large Truck Occupant Fatalities | Total Fatalities in Large Truck Crashes | Million Vehicle Miles Traveled by Large Trucks | Rates per 100 Million Vehicle Miles Traveled by Large Trucks | | | Large Trucks Registered |
|-------|--------------------------------------|--|---------------------------------|---|--|--|--|-----------------------------------|-------------------------|
| | | | | | | 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 |
| 1980 | 5,042 | 5,379 | 1,262 | 5,971 | 108,491 | 4.65 | 4.96 | 5.50 | 5,790,653 |
| 1985 | 4,841 | 5,153 | 977 | 5,734 | 123,504 | 3.92 | 4.17 | 4.64 | 5,996,337 |
| 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† | 4,423 | 4,821 | 822 | 4,945 | 297,649 | 1.49 | 1.62 | 1.66 | 12,899,371 |
| 2021† | 5,149 | 5,700 | 1,008 | 5,788 | 327,026 | 1.57 | 1.74 | 1.77 | 13,859,181 |

†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 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 2021*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2021



†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, 1975-2021

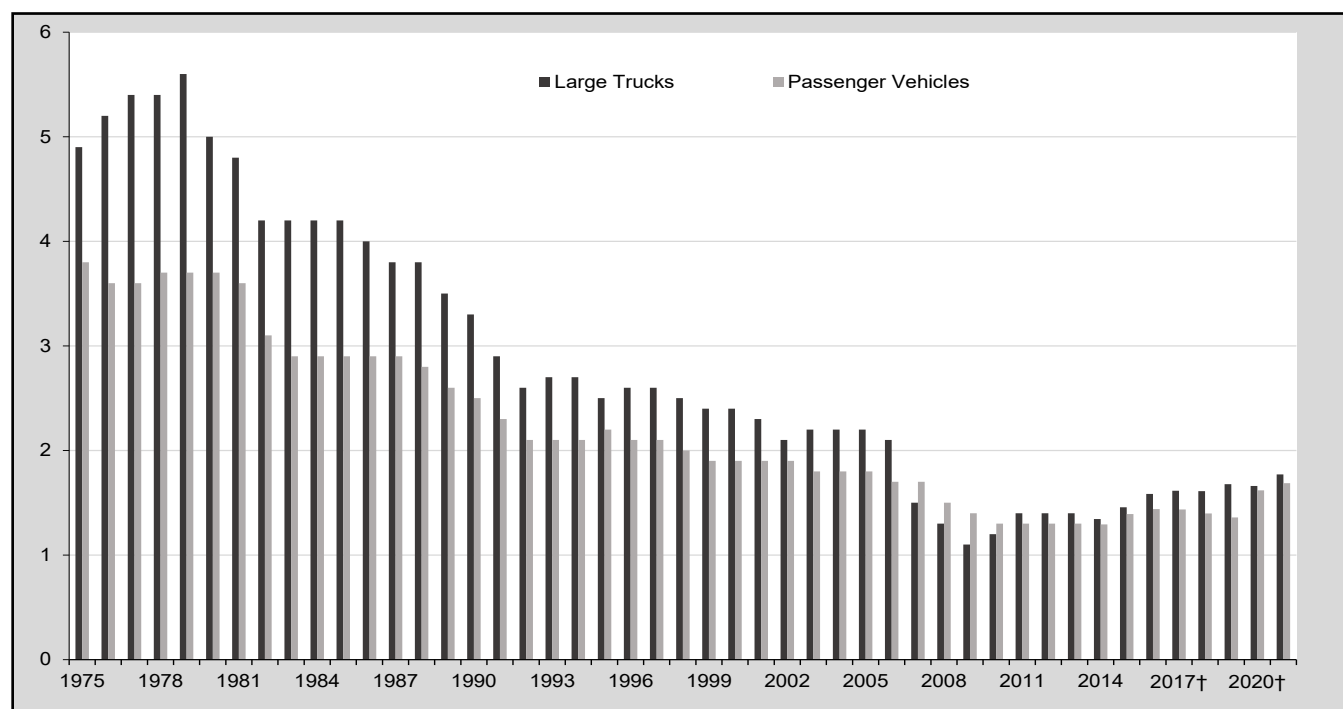
| Year | Fatal Crashes Involving Passenger Vehicles | Passenger Vehicles Involved in Fatal Crashes | Passenger Vehicle Occupant Fatalities | Total Fatalities in Passenger Vehicle Crashes | Million Vehicle Miles Traveled by Passenger Vehicles | Rates per 100 Million Vehicle Miles Traveled by Passenger 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 |
| 1980 | 39,623 | 51,739 | 34,935 | 45,139 | 1,402,531 | 2.83 | 3.69 | 3.22 | 134,831,752 |
| 1985 | 34,567 | 46,741 | 29,901 | 38,976 | 1,637,759 | 2.11 | 2.85 | 2.38 | 154,013,265 |
| 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† | 30,509 | 41,626 | 23,914 | 33,429 | 2,572,988 | 1.19 | 1.62 | 1.30 | 253,679,257 |
| 2021† | 33,764 | 46,822 | 26,325 | 37,019 | 2,768,999 | 1.22 | 1.69 | 1.34 | 257,675,179 |

†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 2021*. 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, 1975-2021

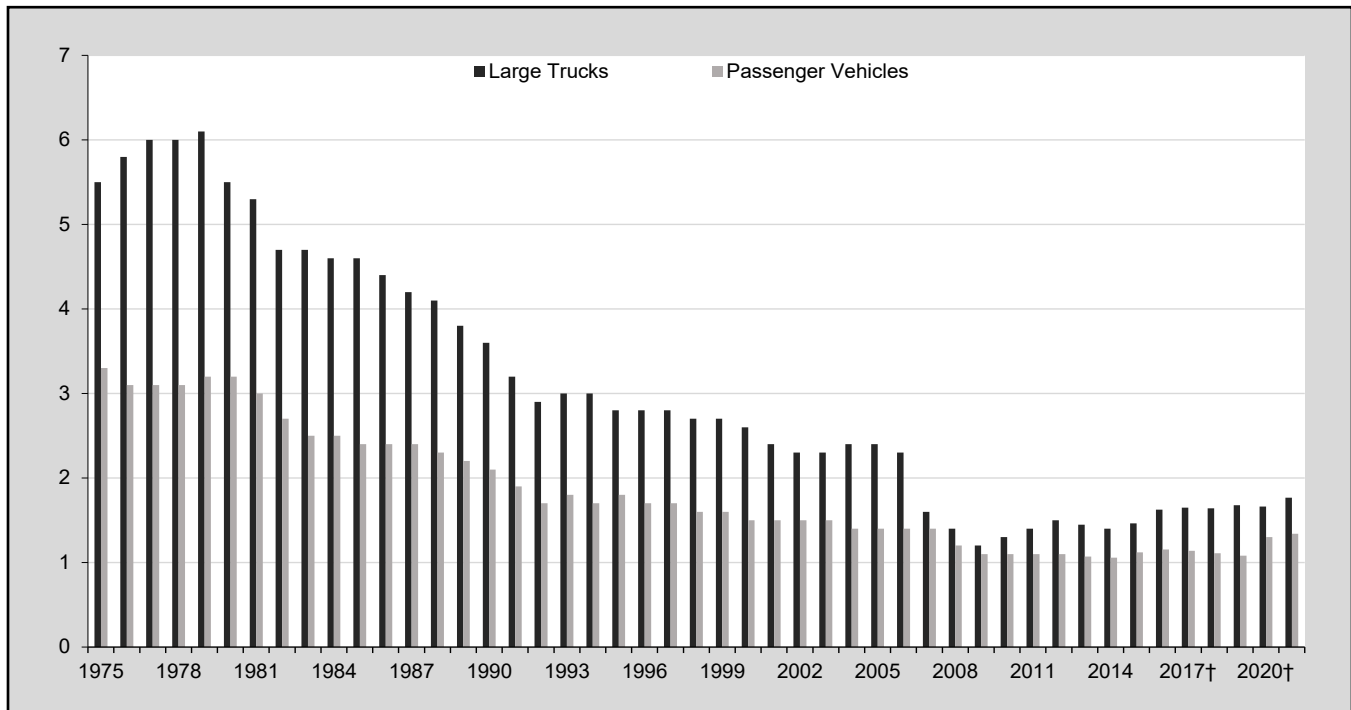


†Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks (included in passenger vehicle count) as large trucks. Due to this methodology 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 2021*. 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, 1975-2021



†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 2021*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2021

| 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 |
| 1980 | 45,284 | 63,485 | 41,927 | 51,091 | 1,527,295 | 2.96 | 4.16 | 3.35 | 146,845,134 |
| 1985 | 39,196 | 58,271 | 36,043 | 43,825 | 1,774,826 | 2.21 | 3.28 | 2.47 | 166,047,491 |
| 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 | 35,935 | 54,552 | 31,237 | 39,007 | 2,903,622 | 1.24 | 1.88 | 1.34 | 275,936,367 |
| 2021 | 39,508 | 61,332 | 34,290 | 42,939 | 3,132,411 | 1.26 | 1.96 | 1.37 | 282,354,993 |

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 2021*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 2001-2021

| 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 | |
| 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* | 99,000 | 105,000 | 142,000 | 297,649 | 33.2 | 35.2 | 47.6 | 12,899,371 |
| 2021* | 110,000 | 117,000 | 155,000 | 327,026 | 33.6 | 35.9 | 47.3 | 13,859,181 |

*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 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 2001-2021

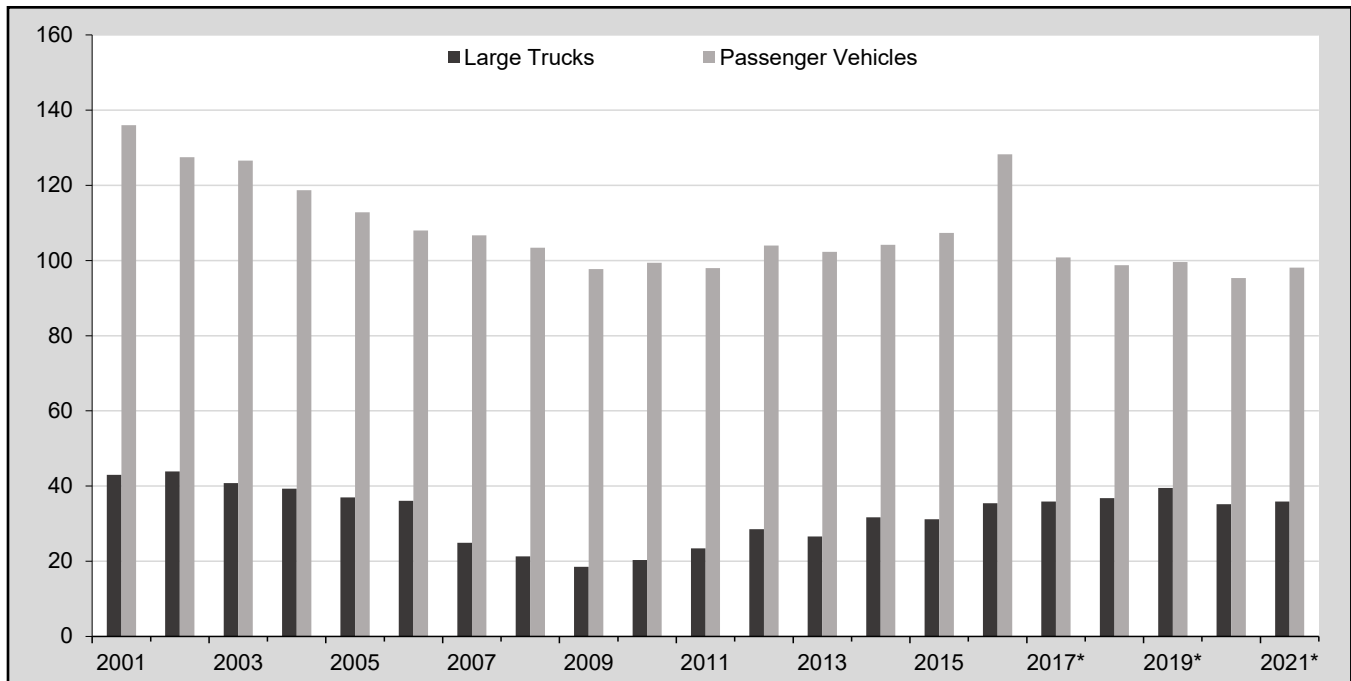
| Year | Injury Crashes Involving Passenger Vehicles | Passenger Vehicles Involved in Injury Crashes | Persons Injured in Passenger Vehicle Crashes | Million Vehicle Miles Traveled by Passenger Vehicles | Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles | | | Passenger Vehicles Registered |
|-------|---|---|--|--|--|---|--|-------------------------------|
| | | | | | Injury Crashes Involving Passenger Vehicles | Passenger Vehicles Involved in Injury Crashes | Persons Injured in Passenger Vehicle Crashes | |
| 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 | 2,877,378 | 60.0 | 100.8 | 88.6 | 250,553,248 |
| 2019* | 1,746,000 | 2,913,000 | 2,528,000 | 2,897,083 | 59.5 | 98.8 | 86.4 | 250,709,853 |
| 2020* | 1,456,000 | 2,454,000 | 2,118,000 | 2,572,988 | 56.6 | 95.4 | 82.3 | 253,679,257 |
| 2021* | 1,581,000 | 2,716,000 | 2,319,000 | 2,768,999 | 57.1 | 98.1 | 83.7 | 257,675,179 |

*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 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2001-2021

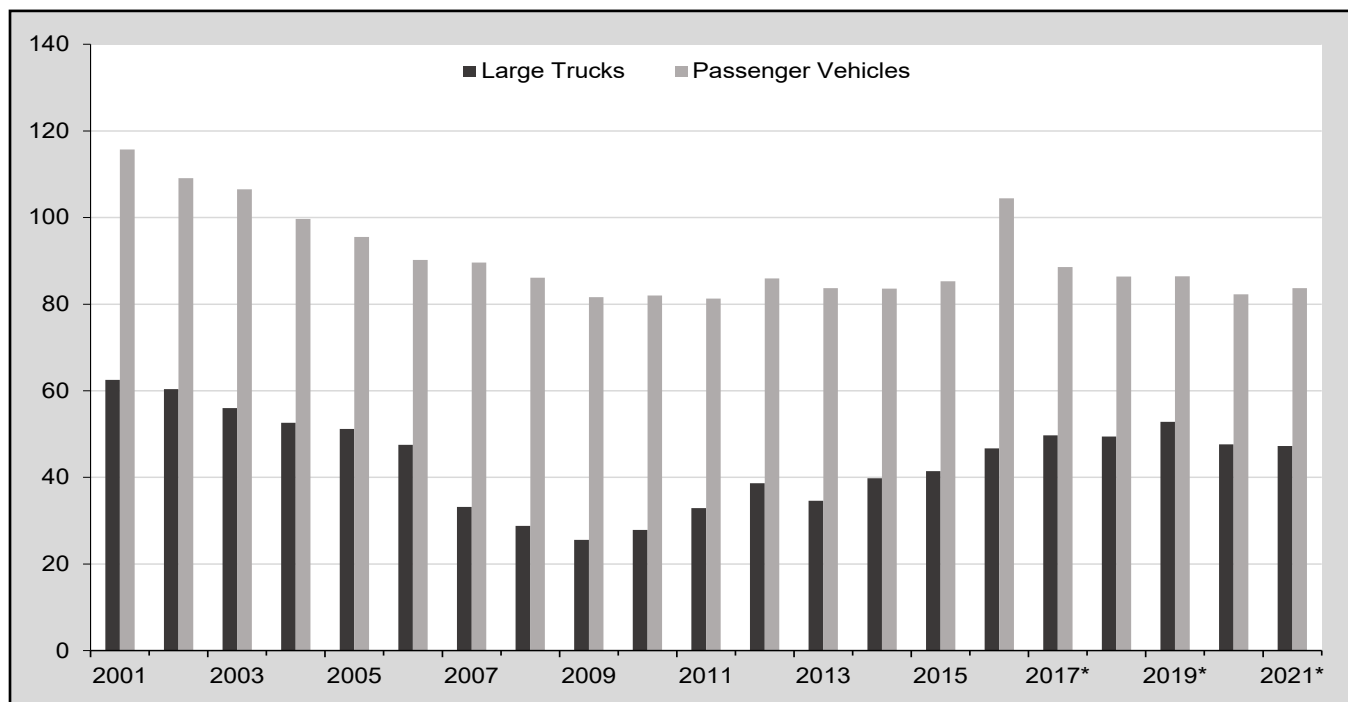


*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) implemented changes to revise vehicle classification based on gross vehicle weight rating (GVWR), which reclassified 329 light pickup trucks as large trucks. Due to this methodology change, comparisons of the 2016 (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 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. 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 CRSS estimates with older GES estimates should be performed with caution. The rates depicted in this figure are based on unrounded GES data.

Sources: VMT: FHWA, *Highway Statistics 2021*. Injury Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2001-2021



*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 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 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. 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 CRSS estimates with older GES estimates should be performed with caution. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2021*. Injury Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 2001-2021

| 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 | |
| 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 | 275,936,367 |
| 2021* | 1,728,000 | 3,177,000 | 2,497,000 | 3,132,411 | 55.2 | 101.4 | 79.7 | 282,354,993 |

*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 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 2001-2021

| 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 | |
| 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* | 304,000 | 322,000 | 297,649 | 102.1 | 108.1 | 12,899,371 |
| 2021* | 379,000 | 401,000 | 327,026 | 115.8 | 122.6 | 13,859,181 |

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 2001-2021

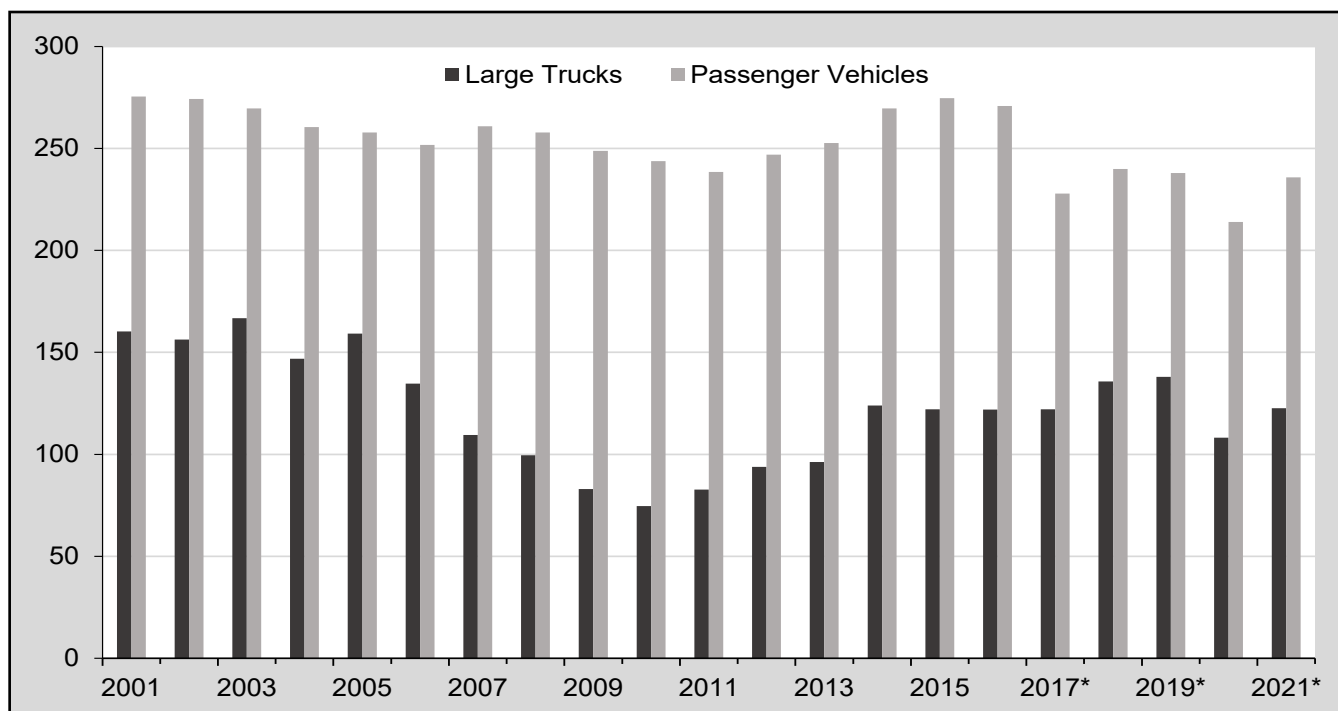
| Year | PDO Crashes Involving Passenger Vehicles | Passenger Vehicles Involved in PDO Crashes | Million Vehicle Miles Traveled by Passenger Vehicles | Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles | | Passenger Vehicles Registered |
|-------|--|--|--|--|--|-------------------------------|
| | | | | PDO Crashes Involving Passenger Vehicles | Passenger Vehicles Involved in PDO Crashes | |
| 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* | 3,370,000 | 5,506,000 | 2,572,988 | 131.0 | 214.0 | 253,679,257 |
| 2021* | 3,959,000 | 6,529,000 | 2,768,999 | 143.0 | 235.8 | 257,675,179 |

*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 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2001-2021



*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 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 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. 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. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 2001-2021

| 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 | |
| 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 | 275,936,367 |
| 2021* | 4,336,000 | 7,648,000 | 3,132,411 | 138.4 | 244.2 | 282,354,993 |

*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 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2021

| 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 |
| 1980 | 2,880 | 849 | 861 | 401 | 300 | 9 | 46 | 5,346 |
| 1985 | 3,020 | 881 | 634 | 343 | 243 | 25 | 58 | 5,204 |
| 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† | 1,535 | 1,622 | 504 | 318 | 291 | 9 | 44 | 4,323 |
| 2021† | 1,770 | 2,017 | 583 | 425 | 314 | 6 | 43 | 5,158 |

†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, 1975-2021

| Year | Nonmotorists | | | | Vehicle Occupants | Total |
|-------|--------------|--------------|---------------|-------|-------------------|-------|
| | Pedestrian | Pedalcyclist | Other/Unknown | Total | | |
| 1975 | 333 | 66 | 17 | 416 | 4,067 | 4,483 |
| 1980 | 523 | 73 | 29 | 625 | 5,346 | 5,971 |
| 1985 | 447 | 64 | 19 | 530 | 5,204 | 5,734 |
| 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† | 517 | 84 | 21 | 622 | 4,323 | 4,945 |
| 2021† | 549 | 66 | 15 | 631 | 5,157 | 5,788 |

†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, 2001-2021

| Year | Large Truck | | | Passenger Car | | |
|-------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Total Drivers | BAC=0.01+ | BAC=0.08+ | Total Drivers | BAC=0.01+ | BAC=0.08+ |
| 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† | 4,755 | 3.7% | 2.5% | 19,063 | 27.5% | 23.8% |
| 2021† | 5,634 | 4.9% | 2.7% | 20,959 | 28.0% | 24.1% |

| Year | Light Truck | | | Motorcycle | | |
|-------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Total Drivers | BAC=0.01+ | BAC=0.08+ | Total Drivers | BAC=0.01+ | BAC=0.08+ |
| 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† | 22,266 | 22.3% | 18.8% | 5,636 | 33.1% | 25.8% |
| 2021† | 25,525 | 22.7% | 19.6% | 6,080 | 35.5% | 28.4% |

†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, 1975-2021

| 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 |
| 1980 | 3,731 | 3,957 | 904 | 4,473 | 68,678 | 5.43 | 5.76 | 6.51 | 1,416,869 |
| 1985 | 3,892 | 4,124 | 772 | 4,655 | 78,063 | 4.99 | 5.28 | 5.96 | 1,403,266 |
| 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† | 2,912 | 3,158 | 453 | 3,286 | 179,817 | 1.62 | 1.76 | 1.83 | 2,990,962 |
| 2021† | 3,415 | 3,759 | 599 | 3,870 | 195,389 | 1.75 | 1.92 | 1.98 | 3,143,484 |

†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 2021. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2021

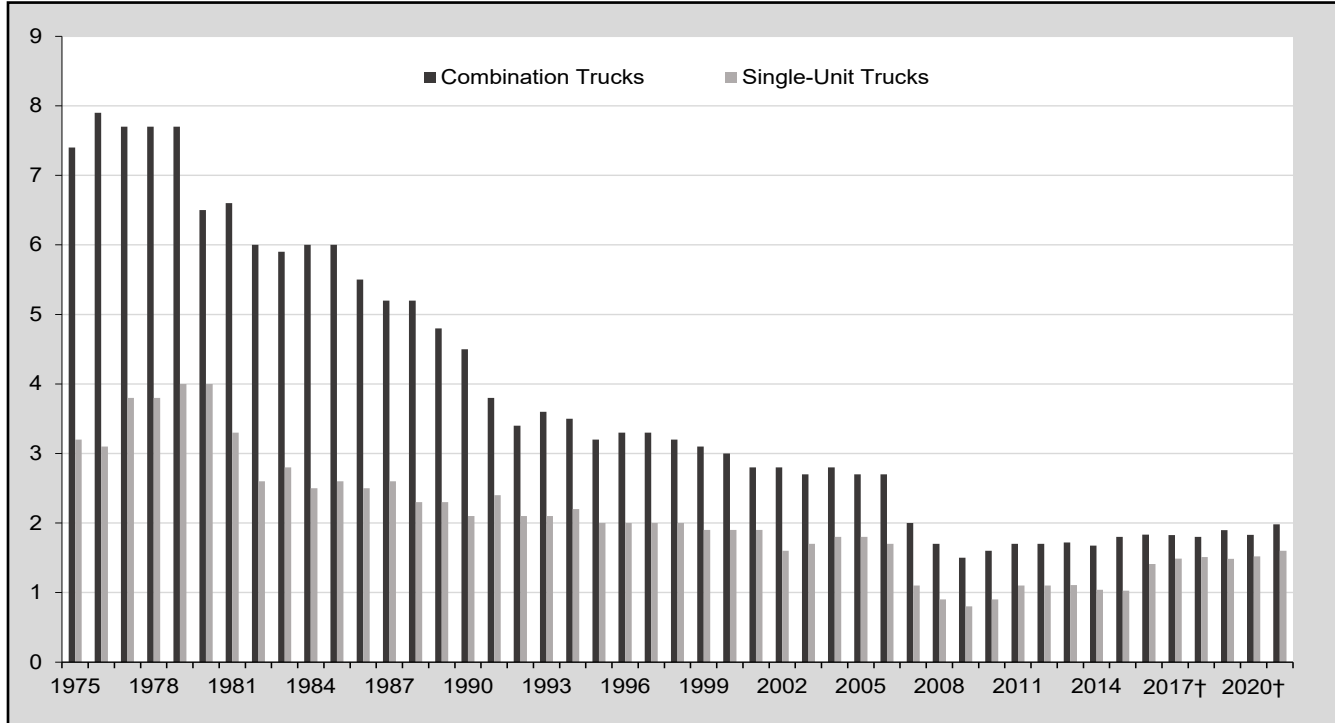
| Year | Fatal Crashes Involving Single-Unit Trucks | Single-Unit Trucks Involved in Fatal Crashes | Single-Unit Truck Occupant Fatalities | Total Fatalities in Single-Unit Truck Crashes | Million Vehicle Miles Traveled by Single-Unit Trucks | Rates per 100 Million Vehicle Miles Traveled by Single-Unit 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 |
| 1980 | 1,388 | 1,422 | 358 | 1,590 | 39,813 | 3.49 | 3.57 | 3.99 | 4,373,784 |
| 1985 | 1,016 | 1,029 | 205 | 1,163 | 45,441 | 2.24 | 2.26 | 2.56 | 4,593,071 |
| 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† | 1,625 | 1,663 | 369 | 1,793 | 117,832 | 1.38 | 1.41 | 1.52 | 9,908,409 |
| 2021† | 1,887 | 1,941 | 409 | 2,104 | 131,637 | 1.43 | 1.47 | 1.60 | 10,715,697 |

†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 2021. 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, 1975-2021



†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 2021*. Fatal Crashes, Vehicles Involved, and Fatalities: NHTSA, FARS.

Trends Table 18. Combination Truck Injury Crash Statistics, 2001-2021

| 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 | |
| 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 | 179,817 | 29.1 | 30.7 | 41.0 | 2,990,962 |
| 2021* | 57,000 | 61,000 | 79,000 | 195,389 | 29.2 | 31.0 | 40.4 | 3,143,484 |

*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 2021. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 2001-2021

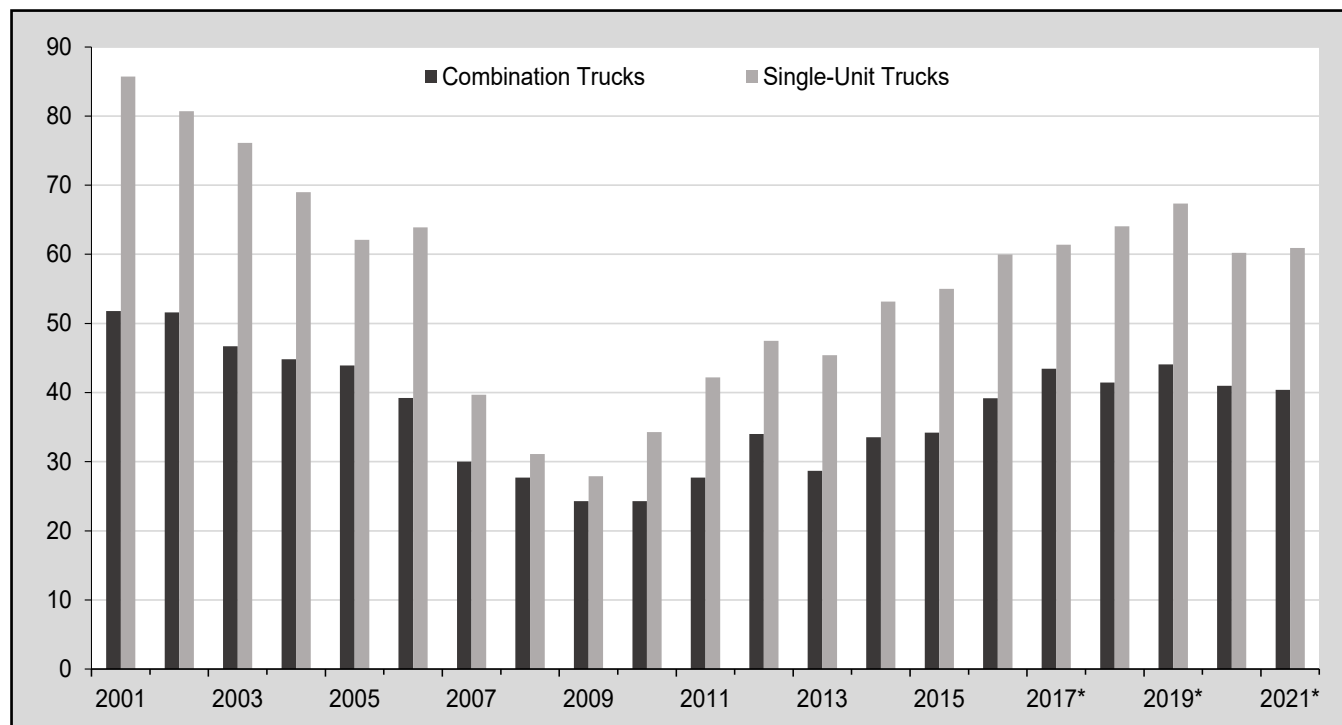
| Year | Injury Crashes Involving Single-Unit Trucks | Single-Unit Trucks Involved in Injury Crashes | Persons Injured in Single-Unit Truck Crashes | Million Vehicle Miles Traveled by Single-Unit Trucks | Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks | | | Single-Unit Trucks Registered |
|-------|---|---|--|--|--|---|--|-------------------------------|
| | | | | | Injury Crashes Involving Single-Unit Trucks | Single-Unit Trucks Involved in Injury Crashes | Persons Injured in Single-Unit Truck Crashes | |
| 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* | 48,000 | 50,000 | 71,000 | 117,832 | 40.9 | 42.0 | 60.2 | 9,908,409 |
| 2021* | 55,000 | 57,000 | 80,000 | 131,637 | 42.1 | 43.1 | 60.9 | 10,715,697 |

*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 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 2001-2021



*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. 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. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 2001-2021

| 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 | |
| 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 | 179,817 | 92.6 | 98.0 | 2,990,962 |
| 2021* | 203,000 | 215,000 | 195,389 | 103.7 | 110.2 | 3,143,484 |

*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 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 2001-2021

| 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 | |
| 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* | 144,000 | 146,000 | 117,832 | 122.2 | 123.6 | 9,908,409 |
| 2021* | 182,000 | 186,000 | 131,637 | 138.6 | 141.0 | 10,715,697 |

*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 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2021

| 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 |
| 1980 | 329 | 330 | 46 | 390 | 6,059 | 5.43 | 5.45 | 6.44 | 528,789 |
| 1985 | 337 | 337 | 57 | 398 | 4,478 | 7.53 | 7.53 | 8.89 | 593,485 |
| 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 | 164 | 165 | 19 | 187 | 15,037 | 1.09 | 1.10 | 1.24 | 1,010,304 |
| 2021 | 204 | 204 | 15 | 221 | 16,744 | 1.22 | 1.22 | 1.32 | 939,219 |

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 2021*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 2001-2021

| 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 | |
| 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* | 8,000 | 8,000 | 16,000 | 15,037 | 54.3 | 54.3 | 104.7 | 1,010,304 |
| 2021* | 10,000 | 10,000 | 18,000 | 16,744 | 59.0 | 60.8 | 109.8 | 939,219 |

*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 2021*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 2001-2021

| 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 | |
| 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* | 25,000 | 25,000 | 15,037 | 164.5 | 165.3 | 1,010,304 |
| 2021* | 38,000 | 38,000 | 16,744 | 225.1 | 228.5 | 939,219 |

*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 2021*. PDO Crashes and Vehicles Involved: NHTSA, GES (2001-2015) and CRSS (2016-2021).

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2021

| 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 |
| 1980 | 117 | 38 | 149 | — | 14 | 11 | 329 |
| 1985 | 126 | 29 | 116 | — | 33 | 33 | 337 |
| 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 | 43 | 13 | 80 | — | 25 | 3 | 164 |
| 2021 | 80 | 17 | 78 | — | 22 | 7 | 204 |

^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, Fatality Analysis Reporting System (FARS).

Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2021

| 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 |
| 1980 | 117 | 38 | 150 | — | 14 | 11 | 330 |
| 1985 | 126 | 29 | 116 | — | 33 | 33 | 337 |
| 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 | 43 | 13 | 81 | — | 25 | 3 | 165 |
| 2021 | 80 | 17 | 78 | — | 22 | 7 | 204 |

^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, Fatality Analysis Reporting System (FARS).

Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2021

| 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 |
| 1980 | 136 | 66 | 156 | — | 17 | 15 | 390 |
| 1985 | 153 | 40 | 129 | — | 42 | 34 | 398 |
| 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 | 46 | 17 | 86 | — | 35 | 3 | 187 |
| 2021 | 84 | 20 | 86 | — | 23 | 8 | 221 |

^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, Fatality Analysis Reporting System (FARS).

Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2021

| 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 |
| 1980 | 14 | 23 | 7 | — | 2 | 1 | 47 |
| 1985 | 24 | 15 | 4 | — | 12 | 2 | 57 |
| 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 | 2 | 3 | 1 | — | 12 | 1 | 19 |
| 2021 | 8 | 0 | 4 | — | 2 | 0 | 14 |

^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, Fatality Analysis Reporting System (FARS).

Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2011-2021

| State | 2011 | 2012 | 2013 | 2014 | 2015 | 2016† | 2017† | 2018† | 2019† | 2020† | 2021† |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 100 | 107 | 109 | 84 | 101 | 149 | 99 | 121 | 137 | 141 | 150 |
| Alaska | 0 | 4 | 4 | 5 | 1 | 7 | 6 | 10 | 9 | 9 | 8 |
| Arizona | 68 | 85 | 63 | 67 | 91 | 84 | 95 | 90 | 96 | 121 | 143 |
| Arkansas | 88 | 91 | 83 | 78 | 70 | 76 | 89 | 86 | 83 | 88 | 116 |
| California | 282 | 261 | 259 | 301 | 305 | 375 | 383 | 375 | 418 | 411 | 437 |
| Colorado | 51 | 58 | 56 | 63 | 64 | 88 | 87 | 91 | 103 | 78 | 102 |
| Connecticut | 14 | 16 | 20 | 21 | 37 | 31 | 23 | 31 | 21 | 27 | 26 |
| Delaware | 10 | 9 | 10 | 12 | 12 | 9 | 15 | 15 | 16 | 10 | 14 |
| District of Columbia | 2 | 1 | 3 | 5 | 2 | 0 | 0 | 3 | 0 | 1 | 1 |
| Florida | 213 | 213 | 197 | 190 | 225 | 320 | 298 | 322 | 349 | 344 | 373 |
| Georgia | 174 | 153 | 163 | 155 | 182 | 203 | 228 | 192 | 204 | 235 | 244 |
| Hawaii | 3 | 6 | 7 | 4 | 5 | 6 | 9 | 7 | 3 | 6 | 7 |
| Idaho | 21 | 13 | 34 | 23 | 26 | 36 | 48 | 55 | 44 | 52 | 45 |
| Illinois | 122 | 122 | 142 | 111 | 103 | 151 | 149 | 166 | 144 | 173 | 180 |
| Indiana | 136 | 112 | 117 | 128 | 118 | 118 | 152 | 151 | 140 | 152 | 167 |
| Iowa | 60 | 60 | 61 | 48 | 61 | 74 | 67 | 63 | 69 | 71 | 67 |
| Kansas | 65 | 64 | 68 | 46 | 65 | 81 | 95 | 86 | 86 | 70 | 79 |
| Kentucky | 88 | 82 | 78 | 68 | 81 | 106 | 91 | 107 | 114 | 118 | 128 |
| Louisiana | 80 | 108 | 84 | 80 | 79 | 92 | 102 | 105 | 89 | 98 | 135 |
| Maine | 17 | 11 | 18 | 10 | 11 | 20 | 25 | 16 | 17 | 22 | 18 |
| Maryland | 39 | 66 | 58 | 49 | 58 | 65 | 55 | 71 | 60 | 56 | 41 |
| Massachusetts | 35 | 18 | 31 | 27 | 28 | 31 | 28 | 37 | 31 | 27 | 31 |
| Michigan | 61 | 73 | 88 | 98 | 75 | 113 | 90 | 105 | 102 | 71 | 111 |
| Minnesota | 52 | 60 | 75 | 66 | 64 | 62 | 61 | 44 | 58 | 58 | 80 |
| Mississippi | 73 | 51 | 63 | 81 | 72 | 90 | 105 | 107 | 90 | 84 | 106 |
| Missouri | 101 | 92 | 85 | 100 | 105 | 118 | 112 | 130 | 135 | 110 | 137 |
| Montana | 31 | 11 | 20 | 12 | 20 | 25 | 24 | 17 | 34 | 30 | 38 |
| Nebraska | 31 | 44 | 29 | 52 | 40 | 58 | 41 | 51 | 64 | 56 | 57 |
| Nevada | 35 | 19 | 18 | 17 | 27 | 29 | 37 | 24 | 36 | 39 | 61 |
| New Hampshire | 8 | 6 | 13 | 12 | 6 | 9 | 13 | 22 | 7 | 11 | 7 |
| New Jersey | 53 | 60 | 60 | 74 | 50 | 59 | 53 | 91 | 78 | 51 | 88 |
| New Mexico | 48 | 42 | 54 | 72 | 46 | 44 | 72 | 68 | 78 | 51 | 89 |
| New York | 114 | 100 | 118 | 98 | 126 | 119 | 126 | 100 | 118 | 114 | 114 |
| North Carolina | 117 | 127 | 139 | 121 | 129 | 163 | 165 | 177 | 167 | 169 | 172 |
| North Dakota | 40 | 48 | 63 | 49 | 47 | 13 | 28 | 31 | 21 | 21 | 13 |
| Ohio | 117 | 152 | 131 | 130 | 167 | 141 | 171 | 184 | 172 | 149 | 220 |
| Oklahoma | 112 | 124 | 112 | 134 | 106 | 127 | 134 | 116 | 101 | 89 | 136 |
| Oregon | 50 | 28 | 33 | 32 | 53 | 56 | 54 | 73 | 67 | 73 | 84 |
| Pennsylvania | 160 | 166 | 155 | 162 | 161 | 169 | 168 | 142 | 135 | 132 | 162 |
| Rhode Island | 1 | 4 | 5 | 2 | 1 | 2 | 8 | 2 | 4 | 6 | 3 |
| South Carolina | 89 | 84 | 64 | 63 | 114 | 111 | 96 | 123 | 122 | 132 | 144 |
| South Dakota | 12 | 20 | 18 | 21 | 13 | 8 | 22 | 27 | 16 | 27 | 20 |
| Tennessee | 108 | 112 | 127 | 110 | 116 | 121 | 135 | 130 | 151 | 179 | 179 |
| Texas | 432 | 573 | 535 | 553 | 567 | 602 | 658 | 666 | 652 | 643 | 806 |
| Utah | 22 | 18 | 20 | 18 | 39 | 29 | 37 | 37 | 43 | 40 | 67 |
| Vermont | 6 | 5 | 8 | 11 | 8 | 7 | 10 | 11 | 10 | 4 | 8 |
| Virginia | 76 | 84 | 89 | 90 | 71 | 100 | 104 | 109 | 109 | 107 | 120 |
| Washington | 33 | 45 | 40 | 36 | 40 | 52 | 79 | 62 | 77 | 62 | 87 |
| West Virginia | 34 | 45 | 46 | 30 | 22 | 31 | 55 | 52 | 43 | 33 | 45 |
| Wisconsin | 71 | 65 | 83 | 55 | 56 | 73 | 85 | 73 | 70 | 69 | 103 |
| Wyoming | 26 | 26 | 25 | 34 | 28 | 25 | 19 | 32 | 39 | 25 | 19 |
| Total | 3,781 | 3,944 | 3,981 | 3,908 | 4,094 | 4,678 | 4,906 | 5,006 | 5,032 | 4,945 | 5,788 |

†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, 2011-2021

| State | 2011 | 2012 | 2013 | 2014 | 2015 | 2016† | 2017† | 2018† | 2019† | 2020† | 2021† |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 88 | 100 | 101 | 74 | 94 | 131 | 85 | 108 | 127 | 128 | 125 |
| Alaska | 0 | 4 | 3 | 5 | 1 | 6 | 5 | 8 | 9 | 8 | 8 |
| Arizona | 57 | 66 | 56 | 59 | 79 | 70 | 84 | 78 | 87 | 104 | 112 |
| Arkansas | 82 | 82 | 74 | 68 | 58 | 68 | 80 | 76 | 73 | 76 | 104 |
| California | 249 | 233 | 240 | 266 | 280 | 324 | 340 | 335 | 365 | 371 | 379 |
| Colorado | 42 | 47 | 50 | 57 | 56 | 83 | 80 | 82 | 90 | 68 | 90 |
| Connecticut | 13 | 16 | 20 | 17 | 32 | 30 | 20 | 29 | 20 | 26 | 25 |
| Delaware | 9 | 8 | 10 | 11 | 12 | 9 | 15 | 11 | 15 | 9 | 13 |
| District of Columbia | 2 | 1 | 3 | 4 | 2 | 0 | 0 | 3 | 0 | 1 | 1 |
| Florida | 194 | 182 | 179 | 168 | 197 | 286 | 281 | 296 | 311 | 322 | 340 |
| Georgia | 155 | 139 | 142 | 128 | 161 | 192 | 207 | 179 | 180 | 211 | 222 |
| Hawaii | 3 | 6 | 7 | 4 | 5 | 5 | 6 | 7 | 3 | 6 | 7 |
| Idaho | 18 | 13 | 31 | 20 | 23 | 34 | 46 | 47 | 39 | 44 | 40 |
| Illinois | 109 | 106 | 123 | 102 | 93 | 140 | 126 | 145 | 126 | 152 | 160 |
| Indiana | 111 | 101 | 99 | 112 | 106 | 110 | 132 | 137 | 125 | 130 | 157 |
| Iowa | 48 | 52 | 57 | 46 | 48 | 61 | 63 | 57 | 62 | 64 | 62 |
| Kansas | 56 | 55 | 63 | 42 | 58 | 68 | 78 | 74 | 76 | 62 | 73 |
| Kentucky | 82 | 76 | 69 | 63 | 76 | 98 | 77 | 91 | 103 | 105 | 109 |
| Louisiana | 71 | 90 | 70 | 72 | 67 | 82 | 89 | 95 | 80 | 90 | 114 |
| Maine | 16 | 10 | 16 | 10 | 10 | 14 | 24 | 15 | 16 | 19 | 17 |
| Maryland | 37 | 54 | 53 | 47 | 48 | 60 | 51 | 65 | 56 | 53 | 41 |
| Massachusetts | 33 | 17 | 30 | 26 | 27 | 30 | 27 | 35 | 29 | 26 | 30 |
| Michigan | 58 | 67 | 74 | 87 | 69 | 100 | 78 | 97 | 94 | 70 | 99 |
| Minnesota | 49 | 53 | 70 | 60 | 58 | 51 | 59 | 42 | 51 | 52 | 75 |
| Mississippi | 58 | 39 | 55 | 66 | 64 | 81 | 95 | 92 | 75 | 77 | 98 |
| Missouri | 90 | 84 | 71 | 85 | 96 | 109 | 105 | 115 | 115 | 107 | 119 |
| Montana | 23 | 11 | 19 | 7 | 17 | 22 | 21 | 16 | 30 | 25 | 33 |
| Nebraska | 27 | 34 | 25 | 41 | 35 | 43 | 39 | 40 | 52 | 49 | 46 |
| Nevada | 24 | 19 | 17 | 15 | 25 | 27 | 35 | 21 | 34 | 30 | 53 |
| New Hampshire | 8 | 6 | 11 | 12 | 6 | 8 | 12 | 18 | 6 | 10 | 7 |
| New Jersey | 51 | 55 | 57 | 69 | 48 | 58 | 51 | 77 | 69 | 49 | 82 |
| New Mexico | 41 | 38 | 47 | 56 | 42 | 37 | 56 | 52 | 62 | 46 | 75 |
| New York | 107 | 90 | 108 | 91 | 113 | 111 | 117 | 96 | 113 | 105 | 102 |
| North Carolina | 108 | 117 | 122 | 109 | 114 | 152 | 139 | 160 | 154 | 149 | 153 |
| North Dakota | 30 | 40 | 54 | 41 | 37 | 12 | 23 | 26 | 19 | 18 | 12 |
| Ohio | 105 | 138 | 120 | 114 | 156 | 128 | 150 | 159 | 152 | 129 | 191 |
| Oklahoma | 95 | 108 | 104 | 109 | 97 | 115 | 121 | 109 | 95 | 87 | 118 |
| Oregon | 48 | 27 | 32 | 27 | 47 | 52 | 51 | 64 | 63 | 61 | 79 |
| Pennsylvania | 150 | 149 | 144 | 146 | 139 | 146 | 158 | 124 | 129 | 121 | 149 |
| Rhode Island | 1 | 3 | 5 | 2 | 1 | 2 | 7 | 2 | 4 | 6 | 3 |
| South Carolina | 77 | 79 | 60 | 59 | 95 | 102 | 89 | 115 | 111 | 113 | 127 |
| South Dakota | 10 | 15 | 17 | 19 | 13 | 8 | 16 | 22 | 14 | 22 | 19 |
| Tennessee | 97 | 97 | 109 | 93 | 101 | 105 | 120 | 118 | 136 | 152 | 166 |
| Texas | 386 | 496 | 456 | 481 | 480 | 525 | 564 | 591 | 579 | 568 | 715 |
| Utah | 20 | 16 | 19 | 17 | 33 | 25 | 35 | 32 | 41 | 36 | 56 |
| Vermont | 6 | 5 | 7 | 9 | 5 | 7 | 7 | 8 | 10 | 4 | 8 |
| Virginia | 69 | 75 | 81 | 82 | 69 | 89 | 92 | 102 | 98 | 96 | 110 |
| Washington | 28 | 41 | 34 | 33 | 32 | 49 | 75 | 55 | 72 | 53 | 77 |
| West Virginia | 32 | 44 | 44 | 23 | 22 | 27 | 42 | 45 | 37 | 31 | 39 |
| Wisconsin | 68 | 57 | 75 | 50 | 53 | 63 | 75 | 63 | 62 | 59 | 91 |
| Wyoming | 24 | 25 | 21 | 25 | 22 | 22 | 19 | 27 | 33 | 23 | 18 |
| Total | 3,365 | 3,486 | 3,554 | 3,429 | 3,622 | 4,177 | 4,367 | 4,461 | 4,502 | 4,423 | 5,149 |

†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, 2011-2021

| State | 2011 | 2012 | 2013 | 2014 | 2015 | 2016† | 2017† | 2018† | 2019† | 2020† | 2021† |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 96 | 111 | 107 | 76 | 103 | 141 | 94 | 114 | 136 | 138 | 134 |
| Alaska | 0 | 4 | 4 | 5 | 1 | 7 | 5 | 8 | 9 | 10 | 8 |
| Arizona | 65 | 73 | 69 | 61 | 88 | 80 | 94 | 90 | 93 | 110 | 127 |
| Arkansas | 101 | 88 | 86 | 75 | 65 | 72 | 89 | 91 | 89 | 88 | 117 |
| California | 265 | 251 | 265 | 282 | 300 | 358 | 361 | 362 | 399 | 394 | 416 |
| Colorado | 46 | 51 | 51 | 60 | 66 | 89 | 87 | 89 | 97 | 72 | 103 |
| Connecticut | 14 | 16 | 20 | 19 | 33 | 34 | 21 | 30 | 25 | 27 | 25 |
| Delaware | 10 | 10 | 10 | 11 | 12 | 9 | 15 | 11 | 15 | 9 | 13 |
| District of Columbia | 2 | 1 | 3 | 4 | 2 | 0 | 0 | 3 | 0 | 2 | 1 |
| Florida | 201 | 193 | 187 | 179 | 215 | 306 | 302 | 326 | 340 | 351 | 366 |
| Georgia | 169 | 149 | 157 | 135 | 178 | 207 | 238 | 198 | 195 | 228 | 245 |
| Hawaii | 3 | 6 | 7 | 4 | 5 | 5 | 6 | 7 | 3 | 6 | 7 |
| Idaho | 18 | 17 | 31 | 21 | 25 | 38 | 50 | 51 | 43 | 49 | 47 |
| Illinois | 120 | 115 | 136 | 116 | 105 | 154 | 140 | 165 | 142 | 167 | 177 |
| Indiana | 130 | 115 | 116 | 138 | 134 | 124 | 146 | 148 | 149 | 146 | 184 |
| Iowa | 49 | 65 | 59 | 47 | 50 | 64 | 71 | 65 | 68 | 67 | 76 |
| Kansas | 58 | 59 | 66 | 47 | 64 | 70 | 86 | 81 | 83 | 66 | 87 |
| Kentucky | 88 | 88 | 71 | 67 | 92 | 100 | 81 | 106 | 107 | 114 | 130 |
| Louisiana | 81 | 102 | 74 | 84 | 75 | 89 | 101 | 103 | 97 | 98 | 126 |
| Maine | 17 | 10 | 16 | 10 | 10 | 15 | 26 | 16 | 16 | 20 | 18 |
| Maryland | 38 | 57 | 60 | 49 | 52 | 64 | 54 | 68 | 59 | 55 | 42 |
| Massachusetts | 33 | 17 | 30 | 27 | 30 | 31 | 28 | 39 | 32 | 27 | 30 |
| Michigan | 61 | 70 | 88 | 90 | 105 | 110 | 91 | 105 | 100 | 71 | 108 |
| Minnesota | 53 | 54 | 74 | 63 | 62 | 53 | 61 | 45 | 55 | 58 | 79 |
| Mississippi | 62 | 44 | 57 | 72 | 71 | 91 | 100 | 99 | 78 | 84 | 108 |
| Missouri | 95 | 89 | 77 | 95 | 107 | 113 | 114 | 136 | 130 | 116 | 128 |
| Montana | 24 | 11 | 19 | 7 | 18 | 22 | 21 | 16 | 31 | 26 | 34 |
| Nebraska | 29 | 42 | 27 | 45 | 37 | 49 | 40 | 47 | 60 | 53 | 50 |
| Nevada | 28 | 21 | 24 | 15 | 26 | 28 | 38 | 22 | 36 | 34 | 59 |
| New Hampshire | 8 | 6 | 11 | 12 | 6 | 8 | 12 | 19 | 6 | 10 | 8 |
| New Jersey | 59 | 62 | 64 | 81 | 57 | 61 | 53 | 80 | 73 | 54 | 88 |
| New Mexico | 44 | 39 | 55 | 66 | 53 | 47 | 81 | 68 | 80 | 56 | 89 |
| New York | 112 | 97 | 114 | 104 | 117 | 116 | 120 | 99 | 119 | 113 | 108 |
| North Carolina | 118 | 132 | 125 | 111 | 119 | 162 | 149 | 168 | 172 | 156 | 164 |
| North Dakota | 32 | 44 | 64 | 45 | 42 | 14 | 26 | 28 | 20 | 18 | 13 |
| Ohio | 113 | 145 | 151 | 130 | 186 | 141 | 167 | 177 | 184 | 145 | 204 |
| Oklahoma | 100 | 124 | 116 | 123 | 109 | 126 | 132 | 122 | 104 | 94 | 127 |
| Oregon | 48 | 28 | 34 | 31 | 51 | 55 | 58 | 68 | 67 | 64 | 82 |
| Pennsylvania | 163 | 175 | 170 | 164 | 168 | 172 | 185 | 139 | 177 | 146 | 163 |
| Rhode Island | 1 | 3 | 5 | 2 | 2 | 2 | 9 | 2 | 4 | 7 | 3 |
| South Carolina | 79 | 81 | 66 | 61 | 102 | 109 | 92 | 123 | 120 | 119 | 137 |
| South Dakota | 10 | 16 | 18 | 19 | 13 | 9 | 18 | 22 | 15 | 23 | 19 |
| Tennessee | 101 | 108 | 121 | 107 | 113 | 115 | 129 | 136 | 153 | 165 | 183 |
| Texas | 414 | 548 | 492 | 532 | 537 | 586 | 630 | 660 | 658 | 622 | 832 |
| Utah | 24 | 17 | 21 | 20 | 38 | 29 | 39 | 34 | 44 | 37 | 63 |
| Vermont | 6 | 6 | 7 | 9 | 5 | 7 | 7 | 8 | 11 | 4 | 8 |
| Virginia | 74 | 88 | 100 | 90 | 76 | 99 | 106 | 109 | 106 | 112 | 117 |
| Washington | 35 | 43 | 38 | 35 | 32 | 52 | 82 | 58 | 79 | 59 | 87 |
| West Virginia | 32 | 47 | 48 | 25 | 22 | 34 | 48 | 50 | 40 | 35 | 42 |
| Wisconsin | 77 | 60 | 85 | 52 | 57 | 65 | 78 | 70 | 68 | 63 | 98 |
| Wyoming | 27 | 27 | 25 | 26 | 38 | 30 | 24 | 28 | 46 | 33 | 20 |
| Total | 3,633 | 3,825 | 3,921 | 3,749 | 4,074 | 4,562 | 4,805 | 4,909 | 5,033 | 4,821 | 5,700 |

†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, 2011-2021

| State | 2011 | 2012 | 2013 | 2014 | 2015 | 2016† | 2017† | 2018† | 2019† | 2020† | 2021† |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|--------------|
| Alabama | 11 | 13 | 24 | 15 | 19 | 32 | 20 | 21 | 18 | 26 | 24 |
| Alaska | 0 | 1 | 0 | 1 | 0 | 3 | 2 | 2 | 4 | 0 | 2 |
| Arizona | 14 | 19 | 15 | 16 | 17 | 17 | 19 | 18 | 12 | 29 | 28 |
| Arkansas | 18 | 20 | 20 | 11 | 15 | 16 | 24 | 16 | 11 | 23 | 20 |
| California | 63 | 57 | 70 | 64 | 59 | 86 | 91 | 80 | 83 | 101 | 79 |
| Colorado | 12 | 8 | 17 | 12 | 11 | 23 | 18 | 15 | 14 | 20 | 15 |
| Connecticut | 2 | 5 | 4 | 5 | 13 | 7 | 4 | 8 | 5 | 7 | 4 |
| Delaware | 1 | 3 | 3 | 2 | 4 | 2 | 4 | 1 | 0 | 2 | 3 |
| District of Columbia | 1 | 1 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| Florida | 54 | 38 | 39 | 34 | 39 | 59 | 58 | 78 | 64 | 61 | 72 |
| Georgia | 29 | 25 | 32 | 31 | 27 | 44 | 28 | 35 | 26 | 43 | 32 |
| Hawaii | 1 | 2 | 6 | 4 | 1 | 1 | 1 | 3 | 0 | 2 | 0 |
| Idaho | 3 | 1 | 7 | 6 | 4 | 3 | 13 | 10 | 5 | 7 | 9 |
| Illinois | 26 | 17 | 20 | 20 | 16 | 28 | 21 | 34 | 23 | 36 | 28 |
| Indiana | 20 | 15 | 17 | 20 | 16 | 18 | 21 | 27 | 14 | 26 | 32 |
| Iowa | 12 | 7 | 11 | 9 | 7 | 11 | 18 | 6 | 10 | 15 | 14 |
| Kansas | 9 | 19 | 12 | 4 | 9 | 16 | 13 | 11 | 13 | 14 | 15 |
| Kentucky | 19 | 16 | 12 | 11 | 7 | 21 | 13 | 12 | 17 | 18 | 22 |
| Louisiana | 11 | 21 | 12 | 13 | 3 | 14 | 26 | 23 | 25 | 16 | 19 |
| Maine | 3 | 2 | 3 | 1 | 1 | 0 | 4 | 1 | 8 | 6 | 2 |
| Maryland | 9 | 8 | 8 | 8 | 12 | 17 | 16 | 17 | 17 | 10 | 16 |
| Massachusetts | 6 | 7 | 11 | 10 | 10 | 13 | 10 | 8 | 8 | 7 | 8 |
| Michigan | 7 | 8 | 8 | 12 | 12 | 17 | 8 | 8 | 15 | 13 | 19 |
| Minnesota | 10 | 10 | 8 | 8 | 6 | 10 | 12 | 1 | 6 | 6 | 19 |
| Mississippi | 9 | 5 | 16 | 14 | 14 | 15 | 15 | 15 | 13 | 9 | 14 |
| Missouri | 25 | 22 | 20 | 18 | 22 | 26 | 19 | 28 | 32 | 27 | 25 |
| Montana | 2 | 4 | 4 | 1 | 1 | 5 | 3 | 6 | 12 | 10 | 14 |
| Nebraska | 2 | 3 | 7 | 5 | 6 | 7 | 5 | 9 | 7 | 9 | 11 |
| Nevada | 9 | 4 | 4 | 1 | 4 | 10 | 8 | 7 | 12 | 8 | 13 |
| New Hampshire | 2 | 0 | 3 | 5 | 2 | 1 | 4 | 5 | 1 | 5 | 0 |
| New Jersey | 13 | 18 | 11 | 13 | 21 | 15 | 15 | 22 | 25 | 17 | 22 |
| New Mexico | 12 | 16 | 14 | 19 | 12 | 3 | 15 | 6 | 12 | 12 | 25 |
| New York | 40 | 27 | 40 | 29 | 36 | 48 | 44 | 37 | 58 | 47 | 29 |
| North Carolina | 20 | 29 | 28 | 27 | 17 | 30 | 21 | 34 | 29 | 28 | 26 |
| North Dakota | 4 | 7 | 12 | 5 | 9 | 8 | 7 | 4 | 2 | 2 | 4 |
| Ohio | 18 | 15 | 18 | 15 | 22 | 17 | 24 | 27 | 26 | 20 | 35 |
| Oklahoma | 23 | 27 | 23 | 26 | 19 | 26 | 19 | 27 | 23 | 16 | 19 |
| Oregon | 18 | 6 | 9 | 8 | 11 | 8 | 14 | 13 | 21 | 17 | 25 |
| Pennsylvania | 26 | 16 | 28 | 27 | 34 | 30 | 32 | 26 | 27 | 30 | 32 |
| Rhode Island | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 3 | 0 |
| South Carolina | 26 | 15 | 10 | 11 | 16 | 25 | 24 | 24 | 21 | 22 | 25 |
| South Dakota | 2 | 0 | 1 | 4 | 2 | 1 | 6 | 6 | 3 | 2 | 5 |
| Tennessee | 19 | 18 | 17 | 14 | 17 | 16 | 19 | 23 | 21 | 33 | 36 |
| Texas | 75 | 120 | 97 | 101 | 84 | 100 | 105 | 120 | 122 | 114 | 145 |
| Utah | 7 | 2 | 7 | 4 | 10 | 5 | 5 | 10 | 8 | 5 | 13 |
| Vermont | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 2 | 2 | 0 |
| Virginia | 16 | 23 | 17 | 23 | 24 | 30 | 16 | 24 | 28 | 21 | 22 |
| Washington | 6 | 9 | 7 | 8 | 8 | 16 | 11 | 15 | 18 | 7 | 20 |
| West Virginia | 4 | 7 | 13 | 5 | 4 | 6 | 9 | 13 | 12 | 7 | 6 |
| Wisconsin | 6 | 9 | 11 | 8 | 7 | 14 | 6 | 10 | 11 | 7 | 9 |
| Wyoming | 5 | 7 | 3 | 4 | 5 | 8 | 7 | 9 | 9 | 7 | 7 |
| Total | 732 | 733 | 783 | 715 | 719 | 931 | 900 | 957 | 953 | 975 | 1,064 |

†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, 2011-2021

| State | 2011 | 2012 | 2013 | 2014 | 2015 | 2016† | 2017† | 2018† | 2019† | 2020† | 2021† |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 77 | 87 | 77 | 59 | 75 | 99 | 65 | 87 | 109 | 102 | 101 |
| Alaska | 0 | 3 | 3 | 4 | 1 | 3 | 3 | 6 | 5 | 8 | 6 |
| Arizona | 43 | 47 | 41 | 43 | 62 | 53 | 65 | 60 | 75 | 75 | 84 |
| Arkansas | 64 | 62 | 54 | 57 | 43 | 52 | 56 | 60 | 62 | 53 | 84 |
| California | 186 | 176 | 170 | 202 | 221 | 238 | 249 | 255 | 282 | 270 | 300 |
| Colorado | 30 | 39 | 33 | 45 | 45 | 60 | 62 | 67 | 76 | 48 | 75 |
| Connecticut | 11 | 11 | 16 | 12 | 19 | 23 | 16 | 21 | 15 | 19 | 21 |
| Delaware | 8 | 5 | 7 | 9 | 8 | 7 | 11 | 10 | 15 | 7 | 10 |
| District of Columbia | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 2 | 0 | 1 | 1 |
| Florida | 140 | 144 | 140 | 134 | 158 | 227 | 223 | 218 | 247 | 261 | 268 |
| Georgia | 126 | 114 | 110 | 97 | 134 | 148 | 179 | 144 | 154 | 168 | 190 |
| Hawaii | 2 | 4 | 1 | 0 | 4 | 4 | 5 | 4 | 3 | 4 | 7 |
| Idaho | 15 | 12 | 24 | 14 | 19 | 31 | 33 | 37 | 34 | 37 | 31 |
| Illinois | 83 | 89 | 103 | 82 | 77 | 112 | 105 | 111 | 103 | 116 | 132 |
| Indiana | 91 | 86 | 82 | 92 | 90 | 92 | 111 | 110 | 111 | 104 | 125 |
| Iowa | 36 | 45 | 46 | 37 | 41 | 50 | 45 | 51 | 52 | 49 | 48 |
| Kansas | 47 | 36 | 51 | 38 | 49 | 52 | 65 | 63 | 63 | 48 | 58 |
| Kentucky | 63 | 60 | 57 | 52 | 69 | 77 | 64 | 79 | 86 | 87 | 87 |
| Louisiana | 60 | 69 | 58 | 59 | 64 | 68 | 63 | 72 | 55 | 74 | 95 |
| Maine | 13 | 8 | 13 | 9 | 9 | 14 | 20 | 14 | 8 | 13 | 15 |
| Maryland | 28 | 46 | 45 | 39 | 36 | 43 | 35 | 48 | 39 | 43 | 25 |
| Massachusetts | 27 | 10 | 19 | 16 | 17 | 17 | 17 | 27 | 21 | 19 | 22 |
| Michigan | 51 | 59 | 66 | 75 | 57 | 83 | 70 | 89 | 79 | 57 | 80 |
| Minnesota | 39 | 43 | 62 | 52 | 52 | 41 | 47 | 41 | 45 | 46 | 56 |
| Mississippi | 49 | 34 | 39 | 52 | 50 | 66 | 80 | 77 | 62 | 68 | 84 |
| Missouri | 65 | 62 | 51 | 67 | 74 | 83 | 86 | 87 | 83 | 80 | 94 |
| Montana | 21 | 7 | 15 | 6 | 16 | 17 | 18 | 10 | 18 | 15 | 19 |
| Nebraska | 25 | 31 | 18 | 36 | 29 | 36 | 34 | 31 | 45 | 40 | 35 |
| Nevada | 15 | 15 | 13 | 14 | 21 | 17 | 27 | 14 | 22 | 22 | 40 |
| New Hampshire | 6 | 6 | 8 | 7 | 4 | 7 | 8 | 13 | 5 | 5 | 7 |
| New Jersey | 38 | 37 | 46 | 56 | 27 | 43 | 36 | 55 | 44 | 32 | 60 |
| New Mexico | 29 | 22 | 33 | 37 | 30 | 34 | 41 | 46 | 50 | 34 | 50 |
| New York | 67 | 63 | 68 | 62 | 77 | 63 | 73 | 59 | 55 | 58 | 73 |
| North Carolina | 88 | 88 | 94 | 82 | 97 | 122 | 118 | 126 | 125 | 121 | 127 |
| North Dakota | 26 | 33 | 42 | 36 | 28 | 4 | 16 | 22 | 17 | 16 | 8 |
| Ohio | 87 | 123 | 102 | 99 | 134 | 111 | 126 | 132 | 126 | 109 | 156 |
| Oklahoma | 72 | 81 | 81 | 83 | 78 | 89 | 102 | 82 | 72 | 71 | 99 |
| Oregon | 30 | 21 | 23 | 19 | 36 | 44 | 37 | 51 | 42 | 44 | 54 |
| Pennsylvania | 124 | 133 | 116 | 119 | 105 | 116 | 126 | 98 | 102 | 91 | 117 |
| Rhode Island | 1 | 3 | 3 | 1 | 1 | 0 | 6 | 2 | 4 | 3 | 3 |
| South Carolina | 51 | 64 | 50 | 48 | 79 | 77 | 65 | 91 | 90 | 91 | 102 |
| South Dakota | 8 | 15 | 16 | 15 | 11 | 7 | 10 | 16 | 11 | 20 | 14 |
| Tennessee | 78 | 79 | 92 | 79 | 84 | 89 | 101 | 95 | 115 | 119 | 130 |
| Texas | 311 | 376 | 359 | 380 | 396 | 425 | 459 | 471 | 457 | 454 | 570 |
| Utah | 13 | 14 | 12 | 13 | 23 | 20 | 30 | 22 | 33 | 31 | 43 |
| Vermont | 4 | 4 | 6 | 8 | 3 | 6 | 5 | 7 | 8 | 2 | 8 |
| Virginia | 53 | 52 | 64 | 59 | 45 | 59 | 76 | 78 | 70 | 75 | 88 |
| Washington | 22 | 32 | 27 | 25 | 24 | 33 | 64 | 40 | 54 | 46 | 57 |
| West Virginia | 28 | 37 | 31 | 18 | 18 | 21 | 33 | 32 | 25 | 24 | 33 |
| Wisconsin | 62 | 48 | 64 | 42 | 46 | 49 | 69 | 53 | 51 | 52 | 82 |
| Wyoming | 19 | 18 | 18 | 21 | 17 | 14 | 12 | 18 | 24 | 16 | 11 |
| Total | 2,633 | 2,753 | 2,771 | 2,714 | 2,903 | 3,246 | 3,467 | 3,504 | 3,549 | 3,448 | 4,085 |

†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 2021 in this section:

- ◆ Of the approximately 494,000 police-reported crashes involving large trucks in 2021, there were 5,149 (1 percent) fatal crashes and 110,000 (22 percent) injury crashes.
- ◆ Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 21 percent of all fatal crashes, 14 percent of all injury crashes, and 22 percent of all property damage only crashes involving large trucks in 2021. 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, 26 percent occurred on Interstate highways, and 12 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 21 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- ◆ The vast majority of fatal crashes (83 percent) and nonfatal crashes (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 74 percent of fatal crashes involving large trucks, 84 percent of injury crashes involving large trucks, and 75 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 2021, 33 percent of work zone fatal crashes and 15 percent of work zone injury crashes involved at least one large truck.
- ◆ There were 15.51 fatal large truck crashes per million people in the United States in 2021, a 46-percent increase from 10.6 in 2010.
- ◆ In 2021, 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, 2019-2021

| First Harmful Event | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Collision with Vehicle in Transport | 3,290 | 73.1% | 3,170 | 71.7% | 3,785 | 73.5% |
| Collision with Fixed Object | 423 | 9.4% | 451 | 10.2% | 465 | 9.0% |
| Collision with Pedestrian | 394 | 8.8% | 429 | 9.7% | 459 | 8.9% |
| Overturn (Rollover) | 165 | 3.7% | 157 | 3.5% | 224 | 4.4% |
| Collision with Pedalcycle or Other Personal Conveyance | 104 | 2.3% | 87 | 2.0% | 74 | 1.4% |
| Collision with Parked Motor Vehicle | 45 | 1.0% | 50 | 1.1% | 57 | 1.1% |
| Collision with Train | 16 | 0.4% | 11 | 0.2% | 14 | 0.3% |
| Collision with Other Object | 17 | 0.4% | 16 | 0.4% | 14 | 0.3% |
| Collision with Animal | 8 | 0.2% | 7 | 0.2% | 12 | 0.2% |
| Explosion/Fire | 1 | * | 0 | 0.0% | 1 | * |
| Jackknife | 12 | 0.3% | 11 | 0.2% | 6 | 0.1% |
| Pavement Surface Irregularity | 0 | 0.0% | 2 | * | 0 | 0.0% |
| Cargo Equipment Loss or Shift | 10 | 0.2% | 6 | 0.1% | 8 | 0.2% |
| Other | 17 | 0.4% | 26 | 0.6% | 30 | 0.6% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 2. Crashes Involving Large Trucks by First Harmful Event, Number of Vehicles Involved, and Crash Severity, 2021

| 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% | 3,785 | 92.7% | 3,785 | 73.5% |
| Collision with Fixed Object | 324 | 30.5% | 141 | 3.5% | 465 | 9.0% |
| Collision with Pedestrian | 404 | 38.0% | 55 | 1.3% | 459 | 8.9% |
| Overturn (Rollover) | 165 | 15.5% | 59 | 1.4% | 224 | 4.4% |
| Collision with Pedalcycle or Other Personal Conveyance | 73 | 6.9% | 1 | * | 74 | 1.4% |
| Collision with Parked Motor Vehicle | 44 | 4.1% | 13 | 0.3% | 57 | 1.1% |
| Collision with Train | 13 | 1.2% | 1 | * | 14 | 0.3% |
| Collision with Other Object | 6 | 0.6% | 8 | 0.2% | 14 | 0.3% |
| Collision with Animal | 5 | 0.5% | 7 | 0.2% | 12 | 0.2% |
| Explosion/Fire | 1 | 0.1% | 0 | 0.0% | 1 | * |
| Jackknife | 3 | 0.3% | 3 | 0.1% | 6 | 0.1% |
| Pavement Surface Irregularity | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Cargo Equipment Loss or Shift | 4 | 0.4% | 4 | 0.1% | 8 | 0.2% |
| Other | 22 | 2.1% | 8 | 0.2% | 30 | 0.6% |
| Total Fatal Crashes | 1,064 | 100.0% | 4,085 | 100.0% | 5,149 | 100.0% |
| Injury Crashes | | | | | | |
| Collision with Vehicle in Transport | * | 0 | 92,000 | 96.7% | 92,000 | 83.6% |
| Collision with Fixed Object | 7,000 | 45.2% | 2,000 | 1.9% | 8,000 | 7.7% |
| Collision with Pedestrian | 1,000 | 4.7% | * | 0.1% | 1,000 | 0.7% |
| Overturn (Rollover) | 4,000 | 26.4% | * | 0.5% | 4,000 | 4.0% |
| Collision with Pedalcycle or Other Personal Conveyance | 1,000 | 5.9% | * | * | 1,000 | 0.8% |
| Collision with Parked Motor Vehicle | 2,000 | 11.6% | * | 0.2% | 2,000 | 1.7% |
| Collision with Train | * | * | * | * | * | * |
| Collision with Other Object | * | * | * | * | * | * |
| Collision with Animal | * | 3.1% | * | 0.1% | 1,000 | 0.5% |
| Explosion/Fire | * | * | * | * | * | * |
| Jackknife | * | 1.1% | * | * | * | 0.2% |
| Pavement Surface Irregularity | * | * | * | * | * | * |
| Cargo Equipment Loss or Shift | * | 1.1% | 1,000 | 0.6% | 1,000 | 0.7% |
| Other | * | 1.0% | * | * | * | 0.1% |
| Unknown | * | * | * | * | * | * |
| Total Injury Crashes | 15,000 | 100.0% | 95,000 | 100.0% | 110,000 | 100.0% |
| Property Damage Only Crashes | | | | | | |
| Collision with Vehicle in Transport | * | 0.0% | 285,000 | 96.9% | 285,000 | 75.2% |
| Collision with Fixed Object | 42,000 | 49.0% | 4,000 | 1.3% | 46,000 | 12.0% |
| Collision with Pedestrian | * | 0.0% | * | * | * | * |
| Overturn (Rollover) | 8,000 | 9.2% | * | * | 8,000 | 2.2% |
| Collision with Pedalcycle or Other Personal Conveyance | * | 0.0% | * | * | * | 0.0% |
| Collision with Parked Motor Vehicle | 21,000 | 25.3% | * | 0.2% | 22,000 | 5.8% |
| Collision with Train | * | 0.0% | * | * | * | * |
| Collision with Other Object | 3,000 | 3.8% | 1,000 | 0.5% | 5,000 | 1.2% |
| Collision with Animal | 5,000 | 5.4% | * | * | 5,000 | 1.2% |
| Explosion/Fire | 2,000 | 2.6% | * | * | 2,000 | 0.6% |
| Jackknife | 2,000 | 2.2% | 1,000 | * | 2,000 | 0.6% |
| Pavement Surface Irregularity | * | 0.2% | * | * | * | 0.1% |
| Cargo Equipment Loss or Shift | 1,000 | 1.5% | 2,000 | 0.6% | 3,000 | 0.8% |
| Other | 1,000 | 0.9% | * | * | 1,000 | 0.2% |
| Unknown | * | 0.0% | * | 0.1% | * | 0.0% |
| Total Property Damage Only Crashes | 85,000 | 100.0% | 294,000 | 100.0% | 379,000 | 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, 2019-2021

| Speed Limit | 2019 | | 2020 | | 2021 | |
|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 25 mph or Less | 123 | 2.7% | 127 | 2.9% | 160 | 3.1% |
| 30 - 35 mph | 319 | 7.1% | 289 | 6.5% | 322 | 6.3% |
| 40 - 45 mph | 643 | 14.3% | 616 | 13.9% | 717 | 13.9% |
| 50 - 55 mph | 1,505 | 33.4% | 1,488 | 33.6% | 1,687 | 32.8% |
| 60 - 65 mph | 898 | 19.9% | 854 | 19.3% | 1,088 | 21.1% |
| 70 - 75 mph | 859 | 19.1% | 857 | 19.4% | 948 | 18.4% |
| 80 - 85 mph | 24 | 0.5% | 28 | 0.6% | 40 | 0.8% |
| No Statutory Limit | 46 | 1.0% | 43 | 1.0% | 55 | 1.1% |
| Unknown | 85 | 1.9% | 121 | 2.7% | 132 | 2.6% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 100.0% |
| Average Speed Limit | 55.2 mph | | 55.4 mph | | 55.3 mph | |

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

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

Crashes Table 4. Fatal Crashes Involving Large Trucks by Speed Limit and Number of Vehicles Involved, 2021

| Speed Limit | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|---------------------|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 25 mph or Less | 83 | 7.8% | 77 | 1.9% | 160 | 3.1% |
| 30 - 35 mph | 108 | 10.2% | 214 | 5.2% | 322 | 6.3% |
| 40 - 45 mph | 132 | 12.4% | 585 | 14.3% | 717 | 13.9% |
| 50 - 55 mph | 266 | 25.0% | 1,421 | 34.8% | 1,687 | 32.8% |
| 60 - 65 mph | 188 | 17.7% | 900 | 22.0% | 1,088 | 21.1% |
| 70 - 75 mph | 232 | 21.8% | 716 | 17.5% | 948 | 18.4% |
| 80 - 85 mph | 11 | 1.0% | 29 | 0.7% | 40 | 0.8% |
| No Statutory Limit | 6 | 0.6% | 49 | 1.2% | 55 | 1.1% |
| Unknown | 38 | 3.6% | 94 | 2.3% | 132 | 2.6% |
| Total | 1,064 | 100.0% | 4,085 | 100.0% | 5,149 | 100.0% |
| Average Speed Limit | 53.8 mph | | 55.7 mph | | 55.3 mph | |

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

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

Crashes Table 5. Fatal Crashes Involving Large Trucks by Land Use and Functional System, 2019-2021

| Functional System | 2019 | | 2020 | | 2021 | |
|--------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Rural Crashes | | | | | | |
| Interstate | 577 | 12.8% | 561 | 12.7% | 635 | 12.3% |
| Freeway/Expressway | 71 | 1.6% | 50 | 1.1% | 67 | 1.3% |
| Other Principal Arterial | 801 | 17.8% | 724 | 16.4% | 899 | 17.5% |
| Minor Arterial | 488 | 10.8% | 479 | 10.8% | 562 | 10.9% |
| Major Collector | 393 | 8.7% | 386 | 8.7% | 456 | 8.9% |
| Minor Collector | 74 | 1.6% | 68 | 1.5% | 74 | 1.4% |
| Local Roads | 120 | 2.7% | 90 | 2.0% | 109 | 2.1% |
| Unknown | 2 | * | 2 | * | 0 | 0.0% |
| Total Rural Crashes | 2,526 | 56.1% | 2,360 | 53.4% | 2,802 | 54.4% |
| Urban Crashes | | | | | | |
| Interstate | 549 | 12.2% | 627 | 14.2% | 704 | 13.7% |
| Freeway/Expressway | 145 | 3.2% | 156 | 3.5% | 199 | 3.9% |
| Other Principal Arterial | 709 | 15.7% | 686 | 15.5% | 771 | 15.0% |
| Minor Arterial | 335 | 7.4% | 318 | 7.2% | 369 | 7.2% |
| Major Collector | 118 | 2.6% | 143 | 3.2% | 167 | 3.2% |
| Minor Collector | 17 | 0.4% | 20 | 0.5% | 18 | 0.3% |
| Local Roads | 93 | 2.1% | 99 | 2.2% | 106 | 2.1% |
| Unknown | 2 | * | 4 | 0.1% | 2 | * |
| Total Urban Crashes | 1,968 | 43.7% | 2,053 | 46.4% | 2,336 | 45.3% |
| Unknown Whether Rural or Urban | 8 | 0.2% | 10 | 0.2% | 11 | 0.2% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 6. Fatal Crashes Involving Large Trucks by Land Use, Functional System, and Number of Vehicles Involved, 2021

| Functional System | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--------------------------------|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Rural Crashes | | | | | | |
| Interstate | 179 | 16.8% | 456 | 11.2% | 635 | 12.3% |
| Freeway/Expressway | 14 | 1.3% | 53 | 1.3% | 67 | 1.3% |
| Other Principal Arterial | 104 | 9.8% | 795 | 19.5% | 899 | 17.5% |
| Minor Arterial | 64 | 6.0% | 498 | 12.2% | 562 | 10.9% |
| Major Collector | 104 | 9.8% | 352 | 8.6% | 456 | 8.9% |
| Minor Collector | 29 | 2.7% | 45 | 1.1% | 74 | 1.4% |
| Local Roads | 47 | 4.4% | 62 | 1.5% | 109 | 2.1% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total Rural Crashes | 541 | 50.8% | 2,261 | 55.3% | 2,802 | 54.4% |
| Urban Crashes | | | | | | |
| Interstate | 169 | 15.9% | 535 | 13.1% | 704 | 13.7% |
| Freeway/Expressway | 46 | 4.3% | 153 | 3.7% | 199 | 3.9% |
| Other Principal Arterial | 137 | 12.9% | 634 | 15.5% | 771 | 15.0% |
| Minor Arterial | 65 | 6.1% | 304 | 7.4% | 369 | 7.2% |
| Major Collector | 38 | 3.6% | 129 | 3.2% | 167 | 3.2% |
| Minor Collector | 4 | 0.4% | 14 | 0.3% | 18 | 0.3% |
| Local Roads | 55 | 5.2% | 51 | 1.2% | 106 | 2.1% |
| Unknown | 2 | 0.2% | 0 | 0.0% | 2 | * |
| Total Urban Crashes | 516 | 48.5% | 1,820 | 44.6% | 2,336 | 45.3% |
| Unknown Whether Rural or Urban | 7 | 0.7% | 4 | 0.1% | 11 | 0.2% |
| Total | 1,064 | 100.0% | 4,085 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 7. Fatal Crashes Involving Large Trucks by Time of Day, 2019-2021

| Time of Day | 2019 | | 2020 | | 2021 | |
|------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 12am - 3am | 329 | 7.3% | 340 | 7.7% | 419 | 8.1% |
| 3am - 6am | 462 | 10.3% | 410 | 9.3% | 482 | 9.4% |
| 6am - 9am | 667 | 14.8% | 656 | 14.8% | 799 | 15.5% |
| 9am - 12pm | 697 | 15.5% | 689 | 15.6% | 784 | 15.2% |
| 12pm - 3pm | 793 | 17.6% | 757 | 17.1% | 900 | 17.5% |
| 3pm - 6pm | 728 | 16.2% | 694 | 15.7% | 783 | 15.2% |
| 6pm - 9pm | 458 | 10.2% | 471 | 10.6% | 559 | 10.9% |
| 9pm - 12am | 359 | 8.0% | 394 | 8.9% | 414 | 8.0% |
| Unknown | 9 | 0.2% | 12 | 0.3% | 9 | 0.2% |
| <i>Daytime (6am - 6pm)</i> | <i>2,885</i> | <i>64.1%</i> | <i>2,796</i> | <i>63.2%</i> | <i>3,266</i> | <i>63.4%</i> |
| <i>Nighttime (6pm - 6am)</i> | <i>1,617</i> | <i>35.9%</i> | <i>1,627</i> | <i>36.8%</i> | <i>1,883</i> | <i>36.6%</i> |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2021

| Time of Day | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|------------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 12am - 3am | 419 | 8.1% | 5,000 | 4.2% | 12,000 | 3.2% |
| 3am - 6am | 482 | 9.4% | 7,000 | 6.8% | 16,000 | 4.2% |
| 6am - 9am | 799 | 15.5% | 15,000 | 14.0% | 55,000 | 14.4% |
| 9am - 12pm | 784 | 15.2% | 21,000 | 18.9% | 81,000 | 21.4% |
| 12pm - 3pm | 900 | 17.5% | 26,000 | 23.5% | 88,000 | 23.4% |
| 3pm - 6pm | 783 | 15.2% | 21,000 | 19.2% | 75,000 | 19.7% |
| 6pm - 9pm | 559 | 10.9% | 10,000 | 8.8% | 36,000 | 9.6% |
| 9pm - 12am | 414 | 8.0% | 5,000 | 4.5% | 16,000 | 4.2% |
| Unknown | 9 | 0.2% | * | * | * | * |
| <i>Daytime (6am - 6pm)</i> | <i>3,266</i> | <i>63.4%</i> | <i>83,000</i> | <i>75.6%</i> | <i>299,000</i> | <i>78.9%</i> |
| <i>Nighttime (6pm - 6am)</i> | <i>1,883</i> | <i>36.6%</i> | <i>27,000</i> | <i>24.4%</i> | <i>80,000</i> | <i>21.1%</i> |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Day of Week | 2019 | | 2020 | | 2021 | |
|--------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Sunday | 344 | 7.6% | 338 | 7.6% | 393 | 7.6% |
| Monday | 732 | 16.3% | 700 | 15.8% | 835 | 16.2% |
| Tuesday | 748 | 16.6% | 728 | 16.5% | 814 | 15.8% |
| Wednesday | 765 | 17.0% | 731 | 16.5% | 892 | 17.3% |
| Thursday | 722 | 16.0% | 731 | 16.5% | 891 | 17.3% |
| Friday | 750 | 16.7% | 728 | 16.5% | 846 | 16.4% |
| Saturday | 441 | 9.8% | 467 | 10.6% | 478 | 9.3% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 10. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2021

| Day of Week | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Sunday | 393 | 7.6% | 6,000 | 5.2% | 22,000 | 5.7% |
| Monday | 835 | 16.2% | 18,000 | 16.0% | 61,000 | 16.0% |
| Tuesday | 814 | 15.8% | 18,000 | 16.8% | 68,000 | 18.1% |
| Wednesday | 892 | 17.3% | 21,000 | 19.4% | 72,000 | 18.9% |
| Thursday | 891 | 17.3% | 19,000 | 17.5% | 64,000 | 16.9% |
| Friday | 846 | 16.4% | 17,000 | 15.7% | 66,000 | 17.5% |
| Saturday | 478 | 9.3% | 10,000 | 9.3% | 26,000 | 6.9% |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Trafficway Flow | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Two-Way, Not Divided | 2,176 | 48.3% | 2,098 | 47.4% | 2,428 | 47.2% |
| Two-Way, Divided, Unprotected Median | 985 | 21.9% | 951 | 21.5% | 1,117 | 21.7% |
| Two-Way, Divided, Positive Median Barrier | 971 | 21.6% | 1,062 | 24.0% | 1,207 | 23.4% |
| Two-Way, Not Divided, With a Continuous Left-Turn Lane | 213 | 4.7% | 165 | 3.7% | 195 | 3.8% |
| Entrance/Exit Ramp | 43 | 1.0% | 47 | 1.1% | 76 | 1.5% |
| One-Way Trafficway | 67 | 1.5% | 52 | 1.2% | 59 | 1.1% |
| Non-Trafficway Area | 40 | 0.9% | 40 | 0.9% | 53 | 1.0% |
| Unknown | 7 | 0.2% | 8 | 0.2% | 14 | 0.3% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 12. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2021

| Trafficway Flow | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Two-Way, Not Divided | 2,428 | 47.2% | 38,000 | 34.5% | 120,000 | 31.7% |
| Two-Way, Divided, Unprotected Median | 1,117 | 21.7% | 18,000 | 16.3% | 56,000 | 14.7% |
| Two-Way, Divided, Positive Median Barrier | 1,207 | 23.4% | 34,000 | 31.4% | 109,000 | 28.9% |
| Two-Way, Not Divided, With a Continuous Left-Turn Lane | 195 | 3.8% | 4,000 | 3.3% | 14,000 | 3.7% |
| Entrance/Exit Ramp | 76 | 1.5% | 3,000 | 3.0% | 14,000 | 3.6% |
| One-Way Trafficway | 59 | 1.1% | 2,000 | 1.4% | 10,000 | 2.7% |
| Non-Trafficway Area | 53 | 1.0% | 1,000 | 1.1% | 9,000 | 2.4% |
| Unknown | 14 | 0.3% | 10,000 | 8.9% | 47,000 | 12.4% |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Relation to Junction | 2019 | | 2020 | | 2021 | |
|-----------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Non-Interchange Area | | | | | | |
| Non-Junction | 2,824 | 62.7% | 2,827 | 63.9% | 3,214 | 62.4% |
| Intersection | 844 | 18.7% | 873 | 19.7% | 979 | 19.0% |
| Intersection Related | 300 | 6.7% | 218 | 4.9% | 273 | 5.3% |
| Driveway Access | 37 | 0.8% | 23 | 0.5% | 27 | 0.5% |
| Driveway Access Related | 169 | 3.8% | 160 | 3.6% | 200 | 3.9% |
| Entrance/Exit Ramp | 3 | 0.1% | 2 | * | 1 | * |
| Entrance/Exit Ramp Related | 4 | 0.1% | 9 | 0.2% | 12 | 0.2% |
| Railway Grade Crossing | 18 | 0.4% | 11 | 0.2% | 16 | 0.3% |
| 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 | 25 | 0.6% | 22 | 0.5% | 15 | 0.3% |
| Other | 2 | * | 2 | * | 0 | 0.0% |
| Unknown | 1 | * | 1 | * | 0 | 0.0% |
| Total Non-Interchange Area | 4,227 | 93.9% | 4,148 | 93.8% | 4,737 | 92.0% |
| Interchange Area | | | | | | |
| Non-Junction | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Intersection | 64 | 1.4% | 56 | 1.3% | 109 | 2.1% |
| Intersection Related | 30 | 0.7% | 24 | 0.5% | 30 | 0.6% |
| Driveway Access | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Driveway Access Related | 2 | * | 1 | * | 7 | 0.1% |
| Entrance/Exit Ramp | 13 | 0.3% | 9 | 0.2% | 23 | 0.4% |
| Entrance/Exit Ramp Related | 33 | 0.7% | 36 | 0.8% | 48 | 0.9% |
| Railway Grade Crossing | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Acceleration/Deceleration Lane | 4 | 0.1% | 6 | 0.1% | 7 | 0.1% |
| Through Roadway | 99 | 2.2% | 114 | 2.6% | 142 | 2.8% |
| Crossover Related | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Other | 25 | 0.6% | 28 | 0.6% | 43 | 0.8% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total Interchange Area | 270 | 6.0% | 274 | 6.2% | 409 | 7.9% |
| Unknown Relation to Junction | 5 | 0.1% | 1 | * | 3 | 0.1% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 14. Crashes Involving Large Trucks by Relation to Junction and Crash Severity, 2021

| Relation to Junction | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--------------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Non-Junction | 3,214 | 62.4% | 51,000 | 46.1% | 185,000 | 49.0% |
| Intersection | 1,089 | 21.1% | 24,000 | 22.1% | 48,000 | 12.7% |
| Intersection Related | 304 | 5.9% | 16,000 | 14.8% | 78,000 | 20.7% |
| Driveway Access | 27 | 0.5% | 1,000 | 0.9% | 3,000 | 0.9% |
| Driveway Access Related | 207 | 4.0% | 5,000 | 4.7% | 23,000 | 6.0% |
| Entrance/Exit Ramp | 24 | 0.5% | 2,000 | 1.5% | 5,000 | 1.3% |
| Entrance/Exit Ramp Related | 60 | 1.2% | 1,000 | 1.0% | 6,000 | 1.7% |
| Railway Grade Crossing | 16 | 0.3% | * | 0.1% | * | 0.1% |
| Acceleration/Deceleration Lane | 7 | 0.1% | 1,000 | 0.6% | * | 0.1% |
| Through Roadway | 142 | 2.8% | 7,000 | 6.6% | 26,000 | 6.8% |
| Crossover Related | 15 | 0.3% | 1,000 | 0.7% | * | * |
| Other | 43 | 0.8% | 1,000 | 1.0% | 3,000 | 0.8% |
| Unknown | 1 | * | * | * | * | * |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Relation to Roadway | 2019 | | 2020 | | 2021 | |
|-------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| On Roadway | 3,867 | 85.9% | 3,776 | 85.4% | 4,421 | 85.9% |
| On Shoulder | 77 | 1.7% | 66 | 1.5% | 105 | 2.0% |
| On Median | 113 | 2.5% | 140 | 3.2% | 159 | 3.1% |
| On Roadside | 388 | 8.6% | 388 | 8.8% | 399 | 7.7% |
| Outside Trafficway | 17 | 0.4% | 20 | 0.5% | 28 | 0.5% |
| Off Roadway, Location Unknown | 5 | 0.1% | 1 | * | 0 | 0.0% |
| In Parking Lane | 9 | 0.2% | 3 | 0.1% | 2 | * |
| Gore | 12 | 0.3% | 10 | 0.2% | 18 | 0.3% |
| Separator | 10 | 0.2% | 13 | 0.3% | 11 | 0.2% |
| Continuous Left-Turn Lane | 2 | * | 1 | * | 3 | 0.1% |
| Pedestrian Refuge Island | 1 | * | 1 | * | 1 | 0.0% |
| Unknown | 1 | * | 4 | 0.1% | 2 | * |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 16. Crashes Involving Large Trucks by Relation to Roadway, Number of Vehicles Involved, and Crash Severity, 2021

| Relation to Roadway | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|-------------------------------------|------------------------|---------------|--------------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| On Roadway | 552 | 51.9% | 3,869 | 94.7% | 4,421 | 85.9% |
| On Shoulder | 56 | 5.3% | 49 | 1.2% | 105 | 2.0% |
| On Median | 76 | 7.1% | 83 | 2.0% | 159 | 3.1% |
| On Roadside | 329 | 30.9% | 70 | 1.7% | 399 | 7.7% |
| Outside Trafficway | 27 | 2.5% | 1 | * | 28 | 0.5% |
| Off Roadway, Location Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| In Parking Lane | 2 | 0.2% | 0 | 0.0% | 2 | * |
| Gore | 11 | 1.0% | 7 | 0.2% | 18 | 0.3% |
| Separator | 6 | 0.6% | 5 | 0.1% | 11 | 0.2% |
| Continuous Left-Turn Lane | 2 | 0.2% | 1 | * | 3 | 0.1% |
| Pedestrian Refuge Island | 1 | 0.1% | 0 | 0.0% | 1 | * |
| Unknown | 2 | 0.2% | 0 | 0.0% | 2 | * |
| Total | 1064 | 100.0% | 4,085 | 100.0% | 5,149 | 100.0% |
| Injury Crashes | | | | | | |
| On Roadway | 4,000 | 25.6% | 92,000 | 97.1% | 96,000 | 87.5% |
| On Shoulder | 1,000 | 5.2% | 1,000 | 0.7% | 1,000 | 1.3% |
| On Median | 2,000 | 10.3% | 1,000 | 0.8% | 2,000 | 2.1% |
| On Roadside | 7,000 | 47.8% | 1,000 | 1.1% | 8,000 | 7.4% |
| Outside Trafficway | * | 1.3% | * | * | * | 0.2% |
| Off Roadway, Location Unknown | * | * | * | * | * | * |
| In Parking Lane | 1,000 | 8.0% | * | 0.2% | 1,000 | 1.3% |
| Gore | * | 0.9% | * | * | * | 0.1% |
| Separator | * | 0.8% | * | * | * | 0.1% |
| Continuous Left-Turn Lane | * | * | * | * | * | * |
| Pedestrian Refuge Island | * | * | * | * | * | * |
| Unknown | * | * | * | * | * | * |
| Total | 15,000 | 100.0% | 95,000 | 100.0% | 110,000 | 100.0% |
| Property Damage Only Crashes | | | | | | |
| On Roadway | 25,000 | 29.3% | 289,000 | 98.4% | 314,000 | 82.9% |
| On Shoulder | 3,000 | 4.1% | 1,000 | 0.5% | 5,000 | 1.3% |
| On Median | 4,000 | 4.4% | 2,000 | 0.6% | 5,000 | 1.4% |
| On Roadside | 32,000 | 38.1% | 1,000 | 0.5% | 34,000 | 8.9% |
| Outside Trafficway | 2,000 | 2.8% | * | 0.1% | 3,000 | 0.7% |
| Off Roadway, Location Unknown | * | 0.2% | * | * | * | * |
| In Parking Lane | 17,000 | 20.2% | * | * | 17,000 | 4.5% |
| Gore | * | 0.2% | * | * | * | * |
| Separator | * | 0.1% | * | * | * | * |
| Continuous Left-Turn Lane | * | * | * | * | * | * |
| Pedestrian Refuge Island | * | 0.6% | * | * | * | 0.1% |
| Unknown | * | * | * | * | * | * |
| Total | 85,000 | 100.0% | 294,000 | 100.0% | 379,000 | 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, 2019-2021

| Intersection Type | 2019 | | 2020 | | 2021 | |
|-----------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not an Intersection | 3,263 | 72.5% | 3,252 | 73.5% | 3,755 | 72.9% |
| Four-Way Intersection | 828 | 18.4% | 785 | 17.7% | 926 | 18.0% |
| T-Intersection | 374 | 8.3% | 348 | 7.9% | 412 | 8.0% |
| Y-Intersection | 22 | 0.5% | 25 | 0.6% | 29 | 0.6% |
| Traffic Circle | 0 | 0.0% | 1 | * | 1 | * |
| Roundabout | 0 | 0.0% | 0 | 0.0% | 5 | 0.1% |
| Five Point, or More | 8 | 0.2% | 7 | 0.2% | 12 | 0.2% |
| L-Intersection | 0 | 0.0% | 1 | * | 3 | 0.1% |
| Unknown | 7 | 0.2% | 4 | 0.1% | 6 | 0.1% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 18. Crashes Involving Large Trucks by Intersection Type and Crash Severity, 2021

| Intersection Type | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|-----------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not an Intersection | 3,755 | 72.9% | 69,000 | 63.2% | 252,000 | 66.7% |
| Four-Way Intersection | 926 | 18.0% | 24,000 | 21.6% | 64,000 | 16.9% |
| T-Intersection | 412 | 8.0% | 9,000 | 8.6% | 36,000 | 9.5% |
| Y-Intersection | 29 | 0.6% | * | * | * | * |
| Traffic Circle | 1 | * | * | * | * | * |
| Roundabout | 5 | 0.1% | * | 0.3% | 1,000 | 0.4% |
| Five Point, or More | 12 | 0.2% | * | 0.3% | 1,000 | 0.2% |
| L-Intersection | 3 | 0.1% | * | 0.1% | * | * |
| Unknown | 6 | 0.1% | 7,000 | 6.0% | 24,000 | 6.3% |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Weather Conditions | 2019 | | 2020 | | 2021 | |
|--------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Clear | 2,945 | 65.4% | 2,976 | 67.3% | 3,635 | 70.6% |
| Cloudy | 671 | 14.9% | 635 | 14.4% | 793 | 15.4% |
| Rain | 358 | 8.0% | 379 | 8.6% | 333 | 6.5% |
| Sleet, Hail | 13 | 0.3% | 6 | 0.1% | 5 | 0.1% |
| Snow | 84 | 1.9% | 66 | 1.5% | 75 | 1.5% |
| Fog, Smog, Smoke | 85 | 1.9% | 71 | 1.6% | 88 | 1.7% |
| Severe Crosswinds | 9 | 0.2% | 12 | 0.3% | 10 | 0.2% |
| Blowing Sand, Soil, Dirt | 2 | * | 2 | * | 8 | * |
| Blowing Snow | 12 | 0.3% | 9 | 0.2% | 9 | 0.2% |
| Freezing Rain or Drizzle | 7 | 0.2% | 7 | 0.2% | 3 | 0.1% |
| Other | 7 | 0.2% | 1 | * | 5 | 0.1% |
| Unknown | 309 | 6.9% | 259 | 5.9% | 185 | 3.6% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 20. Crashes Involving Large Trucks by Weather Conditions and Crash Severity, 2021

| Weather Conditions | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Clear | 3,635 | 70.6% | 81,000 | 74.2% | 279,000 | 73.6% |
| Cloudy | 793 | 15.4% | 18,000 | 16.1% | 60,000 | 16.0% |
| Rain | 333 | 6.5% | 9,000 | 8.0% | 26,000 | 7.0% |
| Sleet, Hail | 5 | 0.1% | * | * | 1,000 | 0.2% |
| Snow | 75 | 1.5% | 1,000 | 0.7% | 8,000 | 2.2% |
| Fog, Smog, Smoke | 88 | 1.7% | 1,000 | 0.5% | 3,000 | 0.8% |
| Severe Crosswinds | 10 | 0.2% | * | 0.1% | 1,000 | 0.2% |
| Blowing Sand, Soil, Dirt | 8 | 0.2% | * | * | * | * |
| Blowing Snow | 9 | 0.2% | * | * | * | 0.1% |
| Freezing Rain or Drizzle | 3 | 0.1% | * | * | * | * |
| Other | 5 | 0.1% | * | * | * | * |
| Unknown | 185 | 3.6% | * | * | * | * |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Road Surface Conditions | 2019 | | 2020 | | 2021 | |
|--------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Dry | 3,698 | 82.1% | 3,111 | 70.3% | 3,787 | 73.5% |
| Wet | 559 | 12.4% | 499 | 11.3% | 489 | 9.5% |
| Snow | 62 | 1.4% | 29 | 0.7% | 46 | 0.9% |
| Ice/Frost | 79 | 1.8% | 43 | 1.0% | 49 | 1.0% |
| Slush | 13 | 0.3% | 10 | 0.2% | 9 | 0.2% |
| Water (Standing, Moving) | 8 | 0.2% | 10 | 0.2% | 4 | 0.1% |
| Mud, Dirt, Gravel | 5 | 0.1% | 5 | 0.1% | 5 | 0.1% |
| Sand | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Non-Trafficway Area | 40 | 0.9% | 48 | 1.1% | 70 | 1.4% |
| Other | 0 | 0.0% | 3 | 0.1% | 2 | * |
| Unknown | 38 | 0.8% | 665 | 15.0% | 688 | 13.4% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 22. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2021

| Road Surface Conditions | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Dry | 3,787 | 73.5% | 81,000 | 74.2% | 291,000 | 76.8% |
| Wet | 489 | 9.5% | 13,000 | 11.5% | 44,000 | 11.5% |
| Snow | 46 | 0.9% | 1,000 | 0.6% | 7,000 | 1.8% |
| Ice/Frost | 49 | 1.0% | 1,000 | 0.7% | 5,000 | 1.3% |
| Slush | 9 | 0.2% | * | 0.2% | * | 0.1% |
| Water (Standing, Moving) | 4 | 0.1% | * | * | * | * |
| Mud, Dirt, Gravel | 5 | 0.1% | * | 0.4% | * | * |
| Sand | 0 | 0.0% | * | * | * | * |
| Non-Trafficway Area | 70 | 1.4% | 1,000 | 1.0% | 11,000 | 3.0% |
| Other | 2 | * | * | * | * | * |
| Unknown | 688 | 13.4% | 13,000 | 11.4% | 21,000 | 5.5% |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 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, 2019-2021

| Light Conditions | 2019 | | 2020 | | 2021 | |
|------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Daylight | 2,753 | 61.2% | 2,662 | 60.2% | 3,141 | 61.0% |
| Dark, Not Lighted | 1,047 | 23.3% | 1,078 | 24.4% | 1,183 | 23.0% |
| Dark But Lighted | 478 | 10.6% | 462 | 10.4% | 567 | 11.0% |
| Dark, Unknown Lighting | 21 | 0.5% | 15 | 0.3% | 26 | 0.5% |
| Dawn | 131 | 2.9% | 126 | 2.8% | 145 | 2.8% |
| Dusk | 68 | 1.5% | 73 | 1.7% | 73 | 1.4% |
| Unknown | 4 | 0.1% | 7 | 0.2% | 14 | 0.3% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 24. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2021

| Light Conditions | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Daylight | 3,141 | 61.0% | 83,000 | 75.6% | 300,000 | 79.3% |
| Dark, Not Lighted | 1,183 | 23.0% | 12,000 | 10.7% | 35,000 | 9.3% |
| Dark But Lighted | 567 | 11.0% | 11,000 | 10.2% | 33,000 | 8.6% |
| Dark, Unknown Lighting | 26 | 0.5% | * | 0.3% | 2,000 | 0.6% |
| Dawn | 145 | 2.8% | 2,000 | 1.6% | 5,000 | 1.3% |
| Dusk | 73 | 1.4% | 2,000 | 1.5% | 4,000 | 1.0% |
| Unknown | 14 | 0.3% | * | * | * | * |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 100.0% |

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 25. Fatal Crashes by Work Zone, 2019-2021

| Work Zone | 2019 | | 2020 | | 2021 | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes Involving Large Trucks | | | | | | |
| No | 4,253 | 94.5% | 4,218 | 95.4% | 4,861 | 94.4% |
| Yes | 249 | 5.5% | 205 | 4.6% | 288 | 5.6% |
| <i>Construction Zone</i> | 153 | 3.4% | 135 | 3.1% | 149 | 2.9% |
| <i>Maintenance Zone</i> | 15 | 0.3% | 11 | 0.2% | 25 | 0.5% |
| <i>Utility Work Zone</i> | 3 | 0.1% | 0 | 0.0% | 3 | 0.1% |
| <i>Work Zone, Type Unknown</i> | 78 | 1.7% | 59 | 1.3% | 111 | 2.2% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 100.0% |
| All Fatal Crashes | | | | | | |
| No | 32,722 | 97.7% | 35,155 | 97.8% | 38,636 | 97.8% |
| Yes | 765 | 2.3% | 780 | 2.2% | 872 | 2.2% |
| <i>Construction Zone</i> | 433 | 1.3% | 437 | 1.2% | 428 | 1.1% |
| <i>Maintenance Zone</i> | 42 | 0.1% | 47 | 0.1% | 60 | 0.2% |
| <i>Utility Work Zone</i> | 14 | * | 8 | * | 16 | * |
| <i>Work Zone, Type Unknown</i> | 276 | 0.8% | 288 | 0.8% | 368 | 0.9% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 33,487 | 100.0% | 35,935 | 100.0% | 39,508 | 100.0% |
| Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck | | 32.5% | | 26.3% | | 33.0% |
| Percentage of All Fatal Crashes That Involved at Least One Large Truck | | 13.4% | | 12.3% | | 13.0% |

*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. 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, Fatality Analysis Reporting System (FARS).

Crashes Table 26. Crashes by Work Zone and Crash Severity, 2021

| Work Zone | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--|---------------|---------------|------------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Crashes Involving Large Trucks | | | | | | |
| No | 4,861 | 94.4% | 105,000 | 96.0% | 362,000 | 95.6% |
| Yes | 288 | 5.6% | 4,000 | 4.0% | 17,000 | 4.4% |
| Construction Zone | 149 | 2.9% | 2,000 | 2.0% | 9,000 | 2.3% |
| Maintenance Zone | 25 | 0.5% | * | 0.4% | * | 0.1% |
| Utility Work Zone | 3 | 0.1% | * | * | * | * |
| Work Zone, Type Unknown | 111 | 2.2% | 2,000 | 1.5% | 8,000 | 2.0% |
| Unknown | 0 | 0.0% | * | * | * | * |
| Total | 5,149 | 100.0% | 110,000 | 100.0% | 379,000 | 100.0% |
| All Crashes | | | | | | |
| No | 38,636 | 97.8% | 1,698,000 | 98.3% | 4,260,000 | 98.3% |
| Yes | 872 | 2.2% | 29,000 | 1.7% | 76,000 | 1.7% |
| Construction Zone | 428 | 1.1% | 14,000 | 0.8% | 38,000 | 0.9% |
| Maintenance Zone | 60 | 0.2% | 1,000 | 0.1% | 3,000 | 0.1% |
| Utility Work Zone | 16 | * | * | * | * | * |
| Work Zone, Type Unknown | 368 | 0.9% | 13,000 | 0.8% | 35,000 | 0.8% |
| Unknown | 0 | 0.0% | * | * | * | * |
| Total | 39,508 | 100.0% | 1,728,000 | 100.0% | 4,336,000 | 100.0% |
| Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck | | 33.0% | | | 15.0% | 22.3% |
| Percentage of All Fatal Crashes That Involved at Least One Large Truck | | 13.0% | | | 6.4% | 8.7% |

*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 2021

| State | 2010 | | | 2021† | | |
|----------------------|--------------------------------------|--------------------------------|---|--------------------------------------|----------------------------------|---|
| | Fatal Crashes Involving Large Trucks | State Population (2010 Census) | Fatal Crashes Involving Large Trucks per Million People | Fatal Crashes Involving Large Trucks | State Population (2020 Estimate) | Fatal Crashes Involving Large Trucks per Million People |
| Alabama | 102 | 4,779,736 | 21.34 | 125 | 5,049,846 | 24.75 |
| Alaska | 5 | 710,231 | 7.04 | 8 | 734,182 | 10.90 |
| Arizona | 52 | 6,392,017 | 8.14 | 112 | 7,264,877 | 15.42 |
| Arkansas | 74 | 2,915,918 | 25.38 | 104 | 3,028,122 | 34.34 |
| California | 219 | 37,253,956 | 5.88 | 379 | 39,142,991 | 9.68 |
| Colorado | 42 | 5,029,196 | 8.35 | 90 | 5,811,297 | 15.49 |
| Connecticut | 23 | 3,574,097 | 6.44 | 25 | 3,623,355 | 6.90 |
| Delaware | 9 | 897,934 | 10.02 | 13 | 1,004,807 | 12.94 |
| District of Columbia | 3 | 601,723 | 4.99 | 1 | 668,791 | 1.50 |
| Florida | 170 | 18,801,310 | 9.04 | 340 | 21,828,069 | 15.58 |
| Georgia | 138 | 9,687,653 | 14.24 | 222 | 10,788,029 | 20.58 |
| Hawaii | 4 | 1,360,301 | 2.94 | 7 | 1,447,154 | 4.84 |
| Idaho | 15 | 1,567,582 | 9.57 | 40 | 1,904,314 | 21.00 |
| Illinois | 100 | 12,830,632 | 7.79 | 160 | 12,686,469 | 12.61 |
| Indiana | 101 | 6,483,802 | 15.58 | 157 | 6,813,532 | 23.04 |
| Iowa | 79 | 3,046,355 | 25.93 | 62 | 3,197,689 | 19.39 |
| Kansas | 68 | 2,853,118 | 23.83 | 73 | 2,937,922 | 24.85 |
| Kentucky | 84 | 4,339,367 | 19.36 | 109 | 4,506,589 | 24.19 |
| Louisiana | 88 | 4,533,372 | 19.41 | 114 | 4,627,098 | 24.64 |
| Maine | 13 | 1,328,361 | 9.79 | 17 | 1,377,238 | 12.34 |
| Maryland | 39 | 5,773,552 | 6.75 | 41 | 6,174,610 | 6.64 |
| Massachusetts | 19 | 6,547,629 | 2.90 | 30 | 6,989,690 | 4.29 |
| Michigan | 80 | 9,883,640 | 8.09 | 99 | 10,037,504 | 9.86 |
| Minnesota | 74 | 5,303,925 | 13.95 | 75 | 5,711,471 | 13.13 |
| Mississippi | 52 | 2,967,297 | 17.52 | 98 | 2,949,586 | 33.23 |
| Missouri | 76 | 5,988,927 | 12.69 | 119 | 6,169,823 | 19.29 |
| Montana | 12 | 989,415 | 12.13 | 33 | 1,106,227 | 29.83 |
| Nebraska | 45 | 1,826,341 | 24.64 | 46 | 1,963,554 | 23.43 |
| Nevada | 15 | 2,700,551 | 5.55 | 53 | 3,146,402 | 16.84 |
| New Hampshire | 6 | 1,316,470 | 4.56 | 7 | 1,387,505 | 5.05 |
| New Jersey | 52 | 8,791,894 | 5.91 | 82 | 9,267,961 | 8.85 |
| New Mexico | 41 | 2,059,179 | 19.91 | 75 | 2,116,677 | 35.43 |
| New York | 111 | 19,378,102 | 5.73 | 102 | 19,857,492 | 5.14 |
| North Carolina | 98 | 9,535,483 | 10.28 | 153 | 10,565,885 | 14.48 |
| North Dakota | 14 | 672,591 | 20.82 | 12 | 777,934 | 15.43 |
| Ohio | 114 | 11,536,504 | 9.88 | 191 | 11,764,342 | 16.24 |
| Oklahoma | 87 | 3,751,351 | 23.19 | 118 | 3,991,225 | 29.56 |
| Oregon | 42 | 3,831,074 | 10.96 | 79 | 4,256,301 | 18.56 |
| Pennsylvania | 152 | 12,702,379 | 11.97 | 149 | 13,012,059 | 11.45 |
| Rhode Island | 2 | 1,052,567 | 1.90 | 3 | 1,096,985 | 2.73 |
| South Carolina | 57 | 4,625,364 | 12.32 | 127 | 5,193,266 | 24.45 |
| South Dakota | 19 | 814,180 | 23.34 | 19 | 896,164 | 21.20 |
| Tennessee | 82 | 6,346,105 | 12.92 | 166 | 6,968,351 | 23.82 |
| Texas | 349 | 25,145,561 | 13.88 | 715 | 29,558,864 | 24.19 |
| Utah | 27 | 2,763,885 | 9.77 | 56 | 3,339,113 | 16.77 |
| Vermont | 9 | 625,741 | 14.38 | 8 | 646,972 | 12.37 |
| Virginia | 72 | 8,001,024 | 9.00 | 110 | 8,657,365 | 12.71 |
| Washington | 27 | 6,724,540 | 4.02 | 77 | 7,740,745 | 9.95 |
| West Virginia | 39 | 1,852,994 | 21.05 | 39 | 1,785,526 | 21.84 |
| Wisconsin | 51 | 5,686,986 | 8.97 | 91 | 5,880,101 | 15.48 |
| Wyoming | 19 | 563,626 | 33.71 | 18 | 579,483 | 31.06 |
| Total | 3,271 | 308,745,538 | 10.59 | 5,149 | 332,031,554 | 15.51 |

†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, 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, 2020 to July 1, 2022.

Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2019-2021

| Number of Vehicles Involved | 2019 | | 2020 | | 2021 | |
|-------------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| One vehicle | 953 | 21.2% | 975 | 22.0% | 1,064 | 20.7% |
| Two vehicles | 2,782 | 61.8% | 2,722 | 61.5% | 3,190 | 62.0% |
| Three vehicles | 494 | 11.0% | 496 | 11.2% | 604 | 11.7% |
| Four vehicles | 142 | 3.2% | 131 | 3.0% | 157 | 3.0% |
| Five vehicles | 66 | 1.5% | 48 | 1.1% | 64 | 1.2% |
| Six vehicles | 26 | 0.6% | 21 | 0.5% | 33 | 0.6% |
| Seven vehicles | 19 | 0.4% | 17 | 0.4% | 11 | 0.2% |
| Eight vehicles | 7 | 0.2% | 6 | 0.1% | 11 | 0.2% |
| Nine vehicles | 2 | * | 1 | * | 6 | 0.1% |
| Ten or more vehicles | 11 | 0.2% | 6 | 0.1% | 9 | 0.2% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 100.0% |
| Average number of vehicles involved | 2.10 | | 2.04 | | 2.11 | |

*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, Fatality Analysis Reporting System (FARS).

Crashes Table 29. All Fatal Crashes by Number of Vehicles Involved, 2019-2021

| Number of Vehicles Involved | 2019 | | 2020 | | 2021 | |
|-------------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| One vehicle | 19,041 | 56.9% | 20,837 | 58.0% | 22,156 | 56.1% |
| Two vehicles | 11,963 | 35.7% | 12,612 | 35.1% | 14,333 | 36.3% |
| Three vehicles | 1,839 | 5.5% | 1,832 | 5.1% | 2,229 | 5.6% |
| Four vehicles | 402 | 1.2% | 441 | 1.2% | 509 | 1.3% |
| Five vehicles | 142 | 0.4% | 131 | 0.4% | 158 | 0.4% |
| Six vehicles | 43 | 0.1% | 38 | 0.1% | 65 | 0.2% |
| Seven vehicles | 31 | 0.1% | 27 | 0.1% | 21 | 0.1% |
| Eight vehicles | 10 | * | 9 | 0.0% | 19 | * |
| Nine vehicles | 4 | * | 1 | 0.0% | 7 | * |
| Ten or more vehicles | 12 | * | 7 | 0.0% | 11 | * |
| Total | 33,487 | 100.0% | 35,935 | 100.0% | 39,508 | 100.0% |
| Average number of vehicles involved | 1.54 | | 1.52 | | 1.55 | |

*Less than 0.05 percent.

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

Crashes Table 30. Fatal Large Truck Crashes by Number of Fatalities, 2019-2021

| Number of Fatalities | 2019 | | 2020 | | 2021 | |
|------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| One fatality | 4,082 | 90.7% | 3,991 | 90.2% | 4,653 | 90.4% |
| Two fatalities | 342 | 7.6% | 366 | 8.3% | 405 | 7.9% |
| Three fatalities | 57 | 1.3% | 48 | 1.1% | 66 | 1.3% |
| Four fatalities | 15 | 0.3% | 12 | 0.3% | 14 | 0.3% |
| Five fatalities | 4 | 0.1% | 6 | 0.1% | 6 | 0.1% |
| Six fatalities | 0 | 0.0% | 0 | 0.0% | 2 | * |
| Seven fatalities | 1 | * | 0 | 0.0% | 0 | 0.0% |
| Eight or more fatalities | 1 | * | 0 | 0.0% | 3 | 0.1% |
| Total | 4,502 | 100.0% | 4,423 | 100.0% | 5,149 | 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, Fatality Analysis Reporting System (FARS).

Crashes Table 31. All Fatal Crashes by Number of Fatalities, 2019-2021

| Number of Fatalities | 2019 | | 2020 | | 2021 | |
|------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| One fatality | 31,123 | 92.9% | 33,391 | 92.9% | 36,681 | 92.8% |
| Two fatalities | 1,986 | 5.9% | 2,153 | 6.0% | 2,384 | 6.0% |
| Three fatalities | 287 | 0.9% | 290 | 0.8% | 343 | 0.9% |
| Four fatalities | 70 | 0.2% | 74 | 0.2% | 70 | 0.2% |
| Five fatalities | 12 | * | 21 | 0.1% | 19 | * |
| Six fatalities | 5 | * | 4 | 0.0% | 5 | * |
| Seven fatalities | 3 | * | 1 | 0.0% | 0 | 0.0% |
| Eight or more fatalities | 1 | * | 1 | 0.0% | 6 | * |
| Total | 33,487 | 100.0% | 35,935 | 100.0% | 39,508 | 100.0% |
| Average number of fatalities | 1.09 | | 1.09 | | 1.09 | |

*Less than 0.05 percent.

Source: National Highway Traffic Safety Administration, 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 2021 in this section:

- ◆ In 2021, 5,700 large trucks were involved in fatal crashes. According to MCMIS, 60,375 large trucks were involved in injury crashes, and 116,468 were involved in towaway crashes.
- ◆ Hazardous materials (HM) cargo was present on 3 percent of the large trucks involved in fatal crashes and 2 percent of those in injury and towaway crashes. HM was released from the cargo compartments of 17 percent of the placarded trucks in these crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 42 percent of the HM releases from cargo compartments in fatal crashes and 49 percent of the HM releases in injury and towaway crashes.
- ◆ "Collision with vehicle in transport" was recorded as the most harmful event for 74 percent of the large trucks involved in fatal crashes and for 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-four 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 54 percent of the large trucks involved in fatal crashes in 2021; doubles (tractors pulling two trailers) made up 2 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.
- ◆ Vehicle-related factors were coded for 4 percent of the large trucks involved in fatal crashes and 2 percent of the passenger vehicles involved in fatal crashes. "Tires" and "Brake System" were the most common vehicle-related factors for large trucks in fatal crashes, at approximately 1 percent each. "Tires" was the most frequently coded vehicle-related factor for passenger vehicles in fatal crashes, at approximately 1 percent.
- ◆ From 2019 to 2021:
 - ❖ The number of large trucks in fatal crashes weighing 10,001 to 14,000 pounds increased 32 percent, from 658 to 868.
 - ❖ The number of medium/heavy pickup trucks in fatal crashes increased 36 percent, from 454 to 616.
 - ❖ The number of large trucks with no issuing authority in fatal crashes increased 42 percent, from 769 to 1,089.

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2019-2021

| Vehicle Configuration | 2019 | | 2020 | | 2021 | |
|-------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Single-Unit, 2 Axles | 1,172 | 23.3% | 1,203 | 25.0% | 1,434 | 25.2% |
| Single-Unit, 3+ Axles | 517 | 10.3% | 455 | 9.4% | 471 | 8.3% |
| Truck/Trailer(s) | 276 | 5.5% | 244 | 5.1% | 312 | 5.5% |
| Truck Tractor (Bobtail) | 75 | 1.5% | 93 | 1.9% | 100 | 1.8% |
| Tractor/Semi-trailer | 2,767 | 55.0% | 2,585 | 53.6% | 3,091 | 54.2% |
| Tractor/Double | 124 | 2.5% | 123 | 2.6% | 124 | 2.2% |
| Tractor/Triple | 5 | 0.1% | 2 | * | 5 | 0.1% |
| Unknown | 97 | 1.9% | 116 | 2.4% | 163 | 2.9% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 2. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2021

| Vehicle Configuration | Fatal Crashes | | Injury Crashes (MCMIS Data) | | Towaway Crashes (MCMIS Data) | |
|--------------------------|---------------|---------------|--------------------------------|---------------|---------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Single-Unit, 2 Axles | 1,434 | 25.2% | 13,817 | 22.9% | 23,799 | 20.4% |
| Single-Unit, 3+ Axles | 471 | 8.3% | 7,673 | 12.7% | 12,796 | 11.0% |
| Truck/Trailer(s) | 312 | 5.5% | 5,875 | 9.7% | 11,460 | 9.8% |
| Truck Tractor (Bobtail) | 100 | 1.8% | 1,545 | 2.6% | 2,835 | 2.4% |
| Tractor/Semi-trailer | 3,091 | 54.2% | 29,092 | 48.2% | 60,836 | 52.2% |
| Tractor/Double | 124 | 2.2% | 819 | 1.4% | 2,025 | 1.7% |
| Tractor/Triple | 5 | 0.1% | 39 | 0.1% | 60 | 0.1% |
| Light Truck (HM Placard) | — | — | 11 | * | 20 | * |
| Unknown | 0 | 0.0% | 1,385 | 2.3% | 2,514 | 2.2% |
| Missing | — | — | 119 | 0.2% | 123 | 0.1% |
| Total | 5,700 | 100.0% | 60,375 | 100.0% | 116,468 | 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 gross vehicle weight rating (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 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 30, 2022.

Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2019-2021

| Cargo Body Type | 2019 | | 2020 | | 2021 | |
|--------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Van/Enclosed Box | 1,952 | 38.8% | 1,922 | 39.9% | 2,132 | 37.4% |
| Cargo Tank | 377 | 7.5% | 286 | 5.9% | 402 | 7.1% |
| Flatbed | 600 | 11.9% | 527 | 10.9% | 638 | 11.2% |
| Dump | 405 | 8.0% | 401 | 8.3% | 476 | 8.4% |
| Concrete Mixer | 54 | 1.1% | 49 | 1.0% | 34 | 0.6% |
| Auto Transporter | 35 | 0.7% | 38 | 0.8% | 50 | 0.9% |
| Garbage/Refuse | 110 | 2.2% | 81 | 1.7% | 99 | 1.7% |
| Grain, Gravel, etc. | 170 | 3.4% | 149 | 3.1% | 202 | 3.5% |
| Pole | 25 | 0.5% | 20 | 0.4% | 27 | 0.5% |
| Log | 77 | 1.5% | 68 | 1.4% | 82 | 1.4% |
| Intermodal Container Chassis | 66 | 1.3% | 56 | 1.2% | 65 | 1.1% |
| Vehicle Towing Another Vehicle | 27 | 0.5% | 16 | 0.3% | 16 | 0.3% |
| No Cargo Body | 191 | 3.8% | 218 | 4.5% | 246 | 4.3% |
| Other | 721 | 14.3% | 773 | 16.0% | 949 | 16.6% |
| Unknown | 223 | 4.4% | 217 | 4.5% | 282 | 4.9% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 4. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2021

| Cargo Body Type | Fatal Crashes | | Injury Crashes (MCMIS Data) | | Towaway Crashes (MCMIS Data) | |
|--------------------------------|---------------|---------------|--------------------------------|---------------|---------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Van/Enclosed Box | 2,132 | 37.4% | 27,122 | 44.9% | 56,295 | 48.3% |
| Cargo Tank | 402 | 7.1% | 3,055 | 5.1% | 5,421 | 4.7% |
| Flatbed | 638 | 11.2% | 6,127 | 10.1% | 12,117 | 10.4% |
| Dump | 476 | 8.4% | 5,651 | 9.4% | 9,027 | 7.8% |
| Concrete Mixer | 34 | 0.6% | 652 | 1.1% | 953 | 0.8% |
| Auto Transporter | 50 | 0.9% | 750 | 1.2% | 1,520 | 1.3% |
| Garbage/Refuse | 99 | 1.7% | 1,460 | 2.4% | 2,520 | 2.2% |
| Grain, Gravel, etc. | 202 | 3.5% | 1,301 | 2.2% | 2,383 | 2.0% |
| Pole | 27 | 0.5% | 182 | 0.3% | 291 | 0.2% |
| Log | 82 | 1.4% | 657 | 1.1% | 916 | 0.8% |
| Intermodal Container Chassis | 65 | 1.1% | 730 | 1.2% | 1,447 | 1.2% |
| Vehicle Towing Another Vehicle | 16 | 0.3% | 209 | 0.3% | 379 | 0.3% |
| No Cargo Body | 246 | 4.3% | 2,514 | 4.2% | 5,123 | 4.4% |
| Other | 949 | 16.6% | 9,776 | 16.2% | 17,733 | 15.2% |
| Unknown | 282 | 4.9% | 189 | 0.3% | 343 | 0.3% |
| Total | 5,700 | 100.0% | 60,375 | 100.0% | 116,468 | 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 gross vehicle weight rating (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 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, Motor Carrier Management Information System (MCMIS), data snapshot as of December 30, 2022.

Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2019-2021

| Gross Vehicle Weight Rating | 2019 | | 2020 | | 2021 | |
|-----------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| ≤10,000 lb | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 10,001 - 26,000 lb | 1,242 | 24.7% | 1,302 | 27.0% | 1,630 | 28.6% |
| ≥26,001 lb | 3,787 | 75.2% | 3,519 | 73.0% | 4,070 | 71.4% |
| Unknown | 4 | 0.1% | 0 | 0.0% | 0 | 0.0% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 6. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2021

| 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% | 30 | * | 51 | * |
| 10,001 - 26,000 lb | 1,630 | 28.6% | 15,309 | 25.4% | 27,137 | 23.3% |
| ≥ 26,001 lb | 4,070 | 71.4% | 44,968 | 74.5% | 89,182 | 76.6% |
| Unknown | 0 | 0.0% | 68 | 0.1% | 98 | 0.1% |
| Total | 5,700 | 100.0% | 60,375 | 100.0% | 116,468 | 100.0% |

*Less than 0.05 percent.

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (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 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, Motor Carrier Management Information System (MCMIS), data snapshot as of December 30, 2022.

Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2019-2021

| Truck Weight Rating | 2019 | | 2020 | | 2021 | |
|-----------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | 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 | * | 0 | 0.0% | 0 | 0.0% |
| Class 3: 10,001 - 14,000 lb | 658 | 13.1% | 722 | 15.0% | 868 | 15.2% |
| Class 4: 14,001 - 16,000 lb | 132 | 2.6% | 125 | 2.6% | 142 | 2.5% |
| Class 5: 16,001 - 19,500 lb | 163 | 3.2% | 160 | 3.3% | 232 | 4.1% |
| Class 6: 19,501 - 26,000 lb | 274 | 5.4% | 295 | 6.1% | 388 | 6.8% |
| Class 7: 26,001 - 33,000 lb | 235 | 4.7% | 290 | 6.0% | 325 | 5.7% |
| Class 8: > 33,000 lb | 3,353 | 66.6% | 3,229 | 67.0% | 3,745 | 65.7% |
| Unknown | 217 | 4.3% | 0 | 0.0% | 0 | 0.0% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 8. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo, 2019-2021

| HM Cargo | 2019 | | 2020 | | 2021 | |
|--------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Yes | 120 | 2.4% | 117 | 2.4% | 153 | 2.7% |
| No | 4,913 | 97.6% | 4,704 | 97.6% | 5,547 | 97.3% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 9. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2021

| HM Cargo | Fatal Crashes | | Injury Crashes (MCMIS Data) | | Towaway Crashes (MCMIS Data) | |
|--------------|---------------|---------------|--------------------------------|---------------|---------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Yes | 153 | 2.7% | 1,120 | 1.9% | 2,038 | 1.7% |
| No | 5,547 | 97.3% | 44,272 | 73.3% | 80,078 | 68.8% |
| Unknown | 0 | 0.0% | 14,983 | 24.8% | 34,352 | 29.5% |
| Total | 5,700 | 100.0% | 60,375 | 100.0% | 116,468 | 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 gross vehicle weight rating (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 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, Motor Carrier Management Information System (MCMIS), data snapshot as of December 30, 2022.

Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2019-2021

| HM Cargo Type | HM Release | | | | | | | |
|-------------------------------------|------------|---------------|-----------|---------------|----------|---------------|------------|---------------|
| | Yes | | No | | Unknown | | Total | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 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 / Not Reported | 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% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Gases | 2 | 5.9% | 11 | 14.1% | 0 | 0.0% | 13 | 11.1% |
| Flammable Liquids | 23 | 67.6% | 48 | 61.5% | 0 | 0.0% | 71 | 60.7% |
| 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% | 1 | 1.3% | 0 | 0.0% | 1 | 0.9% |
| 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% | 7 | 9.0% | 0 | 0.0% | 10 | 8.5% |
| Unknown / Not Reported | 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% |
| 2021 | | | | | | | | |
| Explosives | 1 | 1.9% | 0 | 0.0% | 0 | 0.0% | 1 | 0.7% |
| Gases | 9 | 17.0% | 16 | 16.8% | 0 | 0.0% | 25 | 16.3% |
| Flammable Liquids | 22 | 41.5% | 47 | 49.5% | 1 | 20.0% | 70 | 45.8% |
| Flammable Solids | 1 | 1.9% | 1 | 1.1% | 0 | 0.0% | 2 | 1.3% |
| Oxidizing Substances | 2 | 3.8% | 1 | 1.1% | 0 | 0.0% | 3 | 2.0% |
| Poisonous and Infectious Substances | 1 | 1.9% | 1 | 1.1% | 0 | 0.0% | 2 | 1.3% |
| Radioactive Materials | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Corrosives | 8 | 15.1% | 10 | 10.5% | 0 | 0.0% | 18 | 11.8% |
| Miscellaneous Dangerous Goods | 5 | 9.4% | 8 | 8.4% | 1 | 20.0% | 14 | 9.2% |
| Unknown / Not Reported | 4 | 7.5% | 11 | 11.6% | 3 | 60.0% | 18 | 11.8% |
| Total | 53 | 100.0% | 95 | 100.0% | 5 | 100.0% | 153 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 11. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2021

| HM Cargo Type | HM Release | | | | | | | |
|--|------------|---------------|--------------|---------------|------------|---------------|--------------|---------------|
| | Yes | | No | | Unknown | | Total | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Large Trucks in Fatal Crashes | | | | | | | | |
| Explosives | 1 | 1.9% | 0 | 0.0% | 0 | 0.0% | 1 | 0.7% |
| Gases | 9 | 17.0% | 16 | 16.8% | 0 | 0.0% | 25 | 16.3% |
| Flammable Liquids | 22 | 41.5% | 47 | 49.5% | 1 | 20.0% | 70 | 45.8% |
| Flammable Solids | 1 | 1.9% | 1 | 1.1% | 0 | 0.0% | 2 | 1.3% |
| Oxidizing Substances | 2 | 3.8% | 1 | 1.1% | 0 | 0.0% | 3 | 2.0% |
| Poisonous and Infectious Substances | 1 | 1.9% | 1 | 1.1% | 0 | 0.0% | 2 | 1.3% |
| Radioactive Materials | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Corrosives | 8 | 15.1% | 10 | 10.5% | 0 | 0.0% | 18 | 11.8% |
| Miscellaneous Dangerous Goods | 5 | 9.4% | 8 | 8.4% | 1 | 20.0% | 14 | 9.2% |
| Unknown | 4 | 7.5% | 11 | 11.6% | 3 | 60.0% | 18 | 11.8% |
| Total | 53 | 100.0% | 95 | 100.0% | 5 | 100.0% | 153 | 100.0% |
| Large Trucks in Nonfatal Crashes (MCMIS Data) | | | | | | | | |
| Explosives | 9 | 1.8% | 74 | 3.1% | 5 | 1.6% | 88 | 2.7% |
| Gases | 60 | 11.7% | 400 | 16.6% | 44 | 14.3% | 504 | 15.6% |
| Flammable Liquids | 248 | 48.5% | 1,272 | 52.8% | 159 | 51.8% | 1,679 | 52.1% |
| Flammable Solids | 7 | 1.4% | 27 | 1.1% | 6 | 2.0% | 40 | 1.2% |
| Oxidizing Substances | 7 | 1.4% | 29 | 1.2% | 2 | 0.7% | 38 | 1.2% |
| Poisonous and Infectious Substances | 5 | 1.0% | 15 | 0.6% | 3 | 1.0% | 23 | 0.7% |
| Radioactive Materials | 1 | 0.2% | 10 | 0.4% | 1 | 0.3% | 12 | 0.4% |
| Corrosives | 29 | 5.7% | 182 | 7.6% | 19 | 6.2% | 230 | 7.1% |
| Miscellaneous Dangerous Goods | 38 | 7.4% | 182 | 7.6% | 13 | 4.2% | 233 | 7.2% |
| Unknown | 107 | 20.9% | 216 | 9.0% | 55 | 17.9% | 378 | 11.7% |
| Total | 511 | 100.0% | 2,407 | 100.0% | 307 | 100.0% | 3,225 | 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 gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight.

Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Nonfatal Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS), data snapshot as of December 30, 2022.

Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2019-2021

| Initial Point of Impact | 2019 | | 2020 | | 2021 | |
|-------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Front | 2,896 | 57.5% | 2,880 | 59.7% | 3,295 | 57.8% |
| Rear | 972 | 19.3% | 889 | 18.4% | 1,090 | 19.1% |
| Left | 438 | 8.7% | 439 | 9.1% | 529 | 9.3% |
| Right | 333 | 6.6% | 293 | 6.1% | 341 | 6.0% |
| Non-Collision | 169 | 3.4% | 160 | 3.3% | 223 | 3.9% |
| Other | 81 | 1.6% | 66 | 1.4% | 87 | 1.5% |
| Unknown | 144 | 2.9% | 94 | 1.9% | 135 | 2.4% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 13. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2021

| Initial Point of Impact | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|-------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Front | 3,295 | 57.8% | 57,000 | 48.5% | 153,000 | 38.2% |
| Rear | 1,090 | 19.1% | 29,000 | 24.6% | 104,000 | 25.9% |
| Left | 529 | 9.3% | 14,000 | 12.3% | 51,000 | 12.7% |
| Right | 341 | 6.0% | 10,000 | 8.7% | 59,000 | 14.7% |
| Non-Collision | 223 | 3.9% | 6,000 | 4.8% | 16,000 | 4.0% |
| Other | 87 | 1.5% | 1,000 | 1.1% | 18,000 | 4.5% |
| Unknown | 135 | 2.4% | * | * | * | * |
| Total | 5,700 | 100.0% | 117,000 | 100.0% | 401,000 | 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, 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, 2019-2021

| Most Harmful Event | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Collision with Vehicle in Transport | 3,763 | 74.8% | 3,536 | 73.3% | 4,243 | 74.4% |
| Collision with Fixed Object | 210 | 4.2% | 235 | 4.9% | 226 | 4.0% |
| Collision with Pedestrian | 420 | 8.3% | 454 | 9.4% | 492 | 8.6% |
| Overturn (Rollover) | 288 | 5.7% | 269 | 5.6% | 362 | 6.4% |
| Collision with Pedalcycle or Other Personal Conveyance | 105 | 2.1% | 88 | 1.8% | 75 | 1.3% |
| Collision with Parked Motor Vehicle | 19 | 0.4% | 25 | 0.5% | 22 | 0.4% |
| Collision with Train | 17 | 0.3% | 11 | 0.2% | 15 | 0.3% |
| Collision with Other Object | 71 | 1.4% | 58 | 1.2% | 91 | 1.6% |
| Collision with Animal | 3 | 0.1% | 0 | 0.0% | 0 | 0.0% |
| Explosion/Fire | 101 | 2.0% | 114 | 2.4% | 114 | 2.0% |
| Jackknife | 5 | 0.1% | 2 | * | 0 | 0.0% |
| Cargo/Equipment Loss or Shift | 10 | 0.2% | 4 | 0.1% | 9 | 0.2% |
| Other | 18 | 0.4% | 21 | 0.4% | 29 | 0.5% |
| Unknown | 3 | 0.1% | 4 | 0.1% | 22 | 0.4% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2021

| Most Harmful Event | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Collision with Vehicle in Transport | 4,243 | 74.4% | 99,000 | 84.5% | 302,000 | 75.4% |
| Collision with Fixed Object | 226 | 4.0% | 5,000 | 4.4% | 40,000 | 10.1% |
| Collision with Pedestrian | 492 | 8.6% | 1,000 | 0.7% | 11,000 | 2.8% |
| Overturn (Rollover) | 362 | 6.4% | 7,000 | 5.9% | * | * |
| Collision with Pedalcycle or Other Personal Conveyance | 75 | 1.3% | 1,000 | 0.8% | 22,000 | 5.5% |
| Collision with Parked Motor Vehicle | 22 | 0.4% | 2,000 | 1.6% | * | * |
| Collision with Train | 15 | 0.3% | * | * | 14,000 | 3.5% |
| Collision with Other Object | 91 | 1.6% | 1,000 | 1.0% | 4,000 | 1.1% |
| Collision with Animal | 0 | 0.0% | 1,000 | 0.4% | 2,000 | 0.6% |
| Explosion/Fire | 114 | 2.0% | * | * | 2,000 | 0.6% |
| Jackknife | 0 | 0.0% | * | 0.3% | * | * |
| Pavement Surface Irregularity | 9 | 0.2% | * | * | 1,000 | 0.3% |
| Cargo/Equipment Loss or Shift | 29 | 0.5% | * | 0.3% | * | * |
| Other | 22 | 0.4% | * | 0.1% | 1,000 | 0.2% |
| Unknown | 0 | 0.0% | * | * | * | * |
| Total | 5,700 | 100.0% | 117,000 | 100.0% | 401,000 | 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, 2019-2021

| Jackknife | 2019 | | 2020 | | 2021 | |
|----------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not an Articulated Vehicle | 1,808 | 35.9% | 1,818 | 37.7% | 2,129 | 37.4% |
| No | 3,052 | 60.6% | 2,833 | 58.8% | 3,444 | 60.4% |
| Yes | 173 | 3.4% | 170 | 3.5% | 127 | 2.2% |
| <i>First Event</i> | 41 | 0.8% | 27 | 0.6% | 24 | 0.4% |
| <i>Subsequent Event</i> | 132 | 2.6% | 143 | 3.0% | 103 | 1.8% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 17. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2021

| Jackknife | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|----------------------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not an Articulated Vehicle | 2,129 | 37.4% | 60,000 | 50.8% | 198,000 | 49.5% |
| No | 3,444 | 60.4% | 56,000 | 48.0% | 198,000 | 49.5% |
| Yes | 127 | 2.2% | 1,000 | 1.2% | 4,000 | 1.0% |
| <i>First Event</i> | 24 | 0.4% | 1,000 | 0.7% | 2,000 | 0.6% |
| <i>Subsequent Event</i> | 103 | 1.8% | 1,000 | 0.5% | 2,000 | 0.5% |
| Total | 5,700 | 100.0% | 117,000 | 100.0% | 401,000 | 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, 2019-2021

| Crash Type | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Large Truck Rear-Ending Passenger Vehicle | 86 | 3.6% | 118 | 5.1% | 93 | 3.4% |
| Passenger Vehicle Rear-Ending Large Truck | 395 | 16.8% | 399 | 17.2% | 488 | 18.0% |
| Large Truck Crossing Center Median (Head-On) | 51 | 2.2% | 37 | 1.6% | 58 | 2.1% |
| Passenger Vehicle Crossing Center Median (Head-On) | 420 | 17.8% | 387 | 16.7% | 458 | 16.9% |
| Large Truck Striking Passenger Vehicle (Other) | 873 | 37.0% | 858 | 36.9% | 999 | 36.9% |
| Passenger Vehicle Striking Large Truck (Other) | 398 | 16.9% | 390 | 16.8% | 417 | 15.4% |
| Other Collision | 134 | 5.7% | 135 | 5.8% | 192 | 7.1% |
| Total | 2,357 | 100.0% | 2,324 | 100.0% | 2,705 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 19. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2021

| Crash Type | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|--|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Large Truck Rear-Ending Passenger Vehicle | 93 | 3.4% | 10,000 | 15.3% | 28,000 | 11.7% |
| Passenger Vehicle Rear-Ending Large Truck | 488 | 18.0% | 12,000 | 18.4% | 27,000 | 11.6% |
| Large Truck Crossing Center Median (Head-On) | 58 | 2.1% | * | 0.3% | * | * |
| Passenger Vehicle Crossing Center Median (Head-On) | 458 | 16.9% | 1,000 | 0.8% | * | 0.2% |
| Large Truck Striking Passenger Vehicle (Other) | 999 | 36.9% | 23,000 | 35.1% | 74,000 | 31.3% |
| Passenger Vehicle Striking Large Truck (Other) | 417 | 15.4% | 15,000 | 23.3% | 66,000 | 28.2% |
| Other Collision | 192 | 7.1% | 4,000 | 6.9% | 40,000 | 17.0% |
| Total | 2,705 | 100.0% | 65,000 | 100.0% | 235,000 | 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, 2021

| 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 | 93 | 48 | 51.6% | 42 | 45.2% |
| Passenger Vehicle Rear-Ending Large Truck | 488 | 74 | 15.2% | 333 | 68.2% |
| Large Truck Crossing Center Median (Head-On) | 58 | 49 | 84.5% | 11 | 19.0% |
| Passenger Vehicle Crossing Center Median (Head-On) | 458 | 33 | 7.2% | 412 | 90.0% |
| Large Truck Striking Passenger Vehicle (Other) | 999 | 199 | 19.9% | 786 | 78.7% |
| Passenger Vehicle Striking Large Truck (Other) | 417 | 152 | 36.5% | 258 | 61.9% |
| Other Collision | 192 | 48 | 25.0% | 145 | 75.5% |
| Total | 2,705 | 603 | 22.3% | 1,987 | 73.5% |

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

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

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

Vehicles Table 21. Large Trucks in Fatal Crashes by Vehicle Age, 2019-2021

| Vehicle Age | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Model Year More Recent Than Crash Year | 165 | 3.3% | 89 | 1.8% | 124 | 2.2% |
| Model Year Same as Crash Year | 435 | 8.6% | 444 | 9.2% | 319 | 5.6% |
| 1 to 5 Years | 1,798 | 35.7% | 1,867 | 38.7% | 2,310 | 40.5% |
| 6 to 10 Years | 816 | 16.2% | 823 | 17.1% | 1,139 | 20.0% |
| 11 to 15 Years | 863 | 17.1% | 742 | 15.4% | 704 | 12.4% |
| 16 to 20 Years | 538 | 10.7% | 431 | 8.9% | 498 | 8.7% |
| 21 to 25 Years | 271 | 5.4% | 277 | 5.7% | 396 | 6.9% |
| 26 Years or Older | 114 | 2.3% | 137 | 2.8% | 172 | 3.0% |
| Model Year Unknown | 33 | 0.7% | 11 | 0.2% | 38 | 0.7% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 100.0% |
| Average Vehicle Age (Years) | 8.32 | | 8.21 | | 8.38 | |

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, Fatality Analysis Reporting System (FARS).

Vehicles Table 22. All Vehicles in Fatal Crashes by Vehicle Age, 2019-2021

| Vehicle Age | 2019 | | 2020 | | 2021 | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Model Year More Recent Than Crash Year | 255 | 0.5% | 144 | 0.3% | 203 | 0.3% |
| Model Year Same as Crash Year | 1,933 | 3.7% | 2,042 | 3.7% | 1,957 | 3.2% |
| 1 to 5 Years | 13,245 | 25.7% | 13,418 | 24.6% | 15,230 | 24.8% |
| 6 to 10 Years | 9,591 | 18.6% | 10,369 | 19.0% | 12,974 | 21.2% |
| 11 to 15 Years | 12,705 | 24.6% | 12,156 | 22.3% | 12,052 | 19.7% |
| 16 to 20 Years | 8,426 | 16.3% | 9,484 | 17.4% | 10,650 | 17.4% |
| 21 to 25 Years | 2,898 | 5.6% | 3,562 | 6.5% | 4,304 | 7.0% |
| 26 Years or Older | 1,318 | 2.6% | 1,690 | 3.1% | 1,975 | 3.2% |
| Model Year Unknown | 1,252 | 2.4% | 1,687 | 3.1% | 1,987 | 3.2% |
| Total | 51,623 | 100.0% | 54,552 | 100.0% | 61,332 | 100.0% |
| Average Vehicle Age (Years) | 10.6 | | 11.0 | | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 23. Large Trucks in Fatal Crashes by Issuing Authority and Body Type, 2019-2021

| 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 |
| 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 | 166 | 11.8% | 434 | 15.1% | 3 | 0.6% | 12 | 30.0% | 615 | 12.8% |
| US DOT | 639 | 45.4% | 2,244 | 77.8% | 19 | 3.9% | 16 | 40.0% | 2,918 | 60.5% |
| MC/MX (ICC) ^a | 5 | 0.4% | 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 | 351 | 25.0% | 73 | 2.5% | 376 | 76.4% | 5 | 12.5% | 805 | 16.7% |
| Unknown | 245 | 17.4% | 122 | 4.2% | 94 | 19.1% | 7 | 17.5% | 468 | 9.7% |
| Total | 1,406 | 100.0% | 2,883 | 100.0% | 492 | 100.0% | 40 | 100.0% | 4,821 | 100.0% |
| 2021 | | | | | | | | | | |
| FARS State Code | 188 | 11.5% | 463 | 13.6% | 6 | 1.0% | 3 | 7.0% | 660 | 11.6% |
| US DOT | 708 | 43.2% | 2,651 | 78.0% | 33 | 5.4% | 25 | 58.1% | 3,417 | 59.9% |
| MC/MX (ICC) ^a | 1 | 0.1% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 1 | 0.0% |
| Canada | 0 | 0.0% | 2 | 0.1% | 0 | 0.0% | 0 | 0.0% | 2 | * |
| Mexico | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| None | 482 | 29.4% | 107 | 3.1% | 487 | 79.1% | 13 | 30.2% | 1,089 | 19.1% |
| Unknown | 261 | 15.9% | 177 | 5.2% | 90 | 14.6% | 3 | 7.0% | 531 | 9.3% |
| Total | 1,640 | 100.0% | 3,400 | 100.0% | 616 | 100.0% | 43 | 100.0% | 5,700 | 100.0% |

*Less than 0.05 percent.

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

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

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

Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2019-2021

| Vehicle Type | 2019 | | 2020 | | 2021 | |
|---------------|--------------|---------------|--------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Passenger Car | 1,983 | 20.9% | 1,765 | 19.5% | 2,047 | 18.9% |
| Light Truck | 2,083 | 22.0% | 2,082 | 23.0% | 2,682 | 24.7% |
| Large Truck | 5,033 | 53.1% | 4,821 | 53.3% | 5,700 | 52.6% |
| Bus | 14 | 0.1% | 14 | 0.2% | 13 | 0.1% |
| Motorcycle | 321 | 3.4% | 286 | 3.2% | 326 | 3.0% |
| Other | 40 | 0.4% | 73 | 0.8% | 77 | 0.7% |
| Total | 9,474 | 100.0% | 9,041 | 100.0% | 10,845 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 25. Vehicles in Large Truck Crashes by Vehicle Type and Crash Severity, 2021

| Vehicle Type | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|---------------|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Passenger Car | 2,047 | 18.9% | 52,000 | 22.0% | 131,000 | 18.7% |
| Light Truck | 2,682 | 24.7% | 55,000 | 23.4% | 142,000 | 20.3% |
| Large Truck | 5,700 | 52.6% | 117,000 | 50.1% | 401,000 | 57.2% |
| Bus | 13 | 0.1% | * | 0.2% | 4,000 | 0.6% |
| Motorcycle | 326 | 3.0% | 2,000 | 0.7% | 1,000 | 0.1% |
| Other | 77 | 0.7% | 9,000 | 3.6% | 22,000 | 3.1% |
| Total | 10,845 | 100.0% | 234,000 | 100.0% | 701,000 | 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, 2019-2021

| Crash Statistic | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes Involving Parked or Working Large Trucks | 202 | 4.3% | 256 | 5.5% | 295 | 5.5% |
| Fatal Crashes Involving Large Trucks In Transport | 4,502 | 96.5% | 4,423 | 95.4% | 5,149 | 95.3% |
| Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks^a | 4,667 | — | 4,636 | — | 5,401 | — |
| Parked or Working Large Trucks Involved in Fatal Crashes | 214 | 4.1% | 273 | 5.4% | 308 | 5.1% |
| Large Trucks In Transport Involved in Fatal Crashes | 5,033 | 95.9% | 4,821 | 94.6% | 5,700 | 94.9% |
| Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes | 5,247 | 100.0% | 5,094 | 100.0% | 6,008 | 100.0% |
| Occupant Fatalities in Parked or Working Large Trucks | 4 | 0.4% | 0 | 0.0% | 0 | 0.0% |
| Occupant Fatalities in Large Trucks In Transport | 893 | 99.6% | 822 | 100.0% | 1,008 | 100.0% |
| Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks | 897 | 100.0% | 822 | 100.0% | 1,008 | 100.0% |
| Fatalities in Crashes Involving Parked or Working Large Trucks | 226 | 4.3% | 290 | 5.6% | 338 | 5.6% |
| Fatalities in Crashes Involving Large Trucks In Transport | 5,032 | 96.5% | 4,945 | 95.4% | 5,788 | 95.2% |
| Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks^a | 5,215 | — | 5,186 | — | 6,077 | — |

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

— Not applicable.

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

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

Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2019-2021

| Critical Precrash Event ^a | 2019 | | 2020 | | 2021 | |
|---|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Large Truck's Loss of Control ^b | 196 | 3.9% | 165 | 3.4% | 203 | 3.6% |
| Large Truck's Movement ^c | 954 | 19.0% | 961 | 19.9% | 1,171 | 20.5% |
| Other Vehicle in Large Truck's Lane ^d | 1,391 | 27.6% | 1,287 | 26.7% | 1,508 | 26.5% |
| Other Vehicle's Encroachment into Large Truck's Lane ^e | 1,833 | 36.4% | 1,760 | 36.5% | 2,053 | 36.0% |
| Pedestrian | 364 | 7.2% | 383 | 7.9% | 418 | 7.3% |
| Pedalcyclist | 97 | 1.9% | 80 | 1.7% | 71 | 1.2% |
| Animal | 10 | 0.2% | 5 | 0.1% | 11 | 0.2% |
| Foreign Object | 30 | 0.6% | 37 | 0.8% | 32 | 0.6% |
| Other | 144 | 2.9% | 126 | 2.6% | 194 | 3.4% |
| Unknown | 14 | 0.3% | 17 | 0.4% | 39 | 0.7% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 100.0% |

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

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

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

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

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

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

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

Vehicles Table 28. Large Trucks in Crashes by Critical Precrash Event and Crash Severity, 2021

| Critical Precrash Event ^a | Fatal Crashes | | Injury Crashes | | Property Damage Only Crashes | |
|---|---------------|---------------|----------------|---------------|------------------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Large Truck's Loss of Control ^b | 203 | 3.6% | 5,000 | 4.4% | 13,000 | 3.1% |
| Large Truck's Movement ^c | 1,171 | 20.5% | 34,000 | 28.7% | 155,000 | 38.7% |
| Other Vehicle in Large Truck's Lane ^d | 1,508 | 26.5% | 39,000 | 33.4% | 86,000 | 21.5% |
| Other Vehicle's Encroachment into Large Truck's Lane ^e | 2,053 | 36.0% | 34,000 | 29.1% | 105,000 | 26.3% |
| Pedestrian | 418 | 7.3% | 1,000 | 0.6% | * | * |
| Pedalcyclist | 71 | 1.2% | 1,000 | 0.7% | * | * |
| Animal | 11 | 0.2% | 1,000 | 0.6% | 6,000 | 1.5% |
| Foreign Object | 32 | 0.6% | * | * | 7,000 | 1.7% |
| Other | 194 | 3.4% | 3,000 | 2.3% | 26,000 | 6.5% |
| Unknown | 39 | 0.7% | * | 0.3% | 3,000 | 0.7% |
| Total | 5,700 | 100.0% | 117,000 | 100.0% | 401,000 | 100.0% |

*Less than 500 or less than 0.05 percent.

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

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

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

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

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

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

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

Vehicles Table 29. Large Trucks in Fatal Crashes by Manner of Collision, 2019-2021

| Manner of Collision | 2019 | | 2020 | | 2021 | |
|---|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not a Collision with Motor Vehicle in Transport | 1,289 | 25.6% | 1,297 | 26.9% | 1,422 | 24.9% |
| Front-to-Rear | 1,171 | 23.3% | 1,114 | 23.1% | 1,358 | 23.8% |
| Front-to-Front | 756 | 15.0% | 722 | 15.0% | 875 | 15.4% |
| Angle | 1,415 | 28.1% | 1,302 | 27.0% | 1,525 | 26.8% |
| Sideswipe, Same Direction | 182 | 3.6% | 173 | 3.6% | 228 | 4.0% |
| Sideswipe, Opposite Direction | 143 | 2.8% | 151 | 3.1% | 183 | 3.2% |
| Rear-to-Side | 22 | 0.4% | 8 | 0.2% | 21 | 0.4% |
| Rear-to-Rear | 0 | 0.0% | 2 | * | 1 | * |
| Other | 32 | 0.6% | 51 | 1.1% | 62 | 1.1% |
| Unknown | 23 | 0.5% | 1 | * | 25 | 0.4% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2021

| 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 | 1,422 | 24.9% | 18,000 | 15.7% | 95,000 | 23.6% |
| Front-to-Rear | 1,358 | 23.8% | 40,000 | 34.3% | 94,000 | 23.5% |
| Front-to-Front | 875 | 15.4% | 3,000 | 3.0% | 4,000 | 0.9% |
| Angle | 1,525 | 26.8% | 30,000 | 25.7% | 57,000 | 14.2% |
| Sideswipe, Same Direction | 228 | 4.0% | 21,000 | 17.7% | 122,000 | 30.5% |
| Sideswipe, Opposite Direction | 183 | 3.2% | 2,000 | 2.1% | 13,000 | 3.2% |
| Rear-to-Side | 21 | 0.4% | 1,000 | 0.8% | 7,000 | 1.8% |
| Rear-to-Rear | 1 | * | * | * | * | 0.1% |
| Other | 62 | 1.1% | 1,000 | 0.5% | 8,000 | 2.0% |
| Unknown | 25 | 0.4% | * | 0.1% | * | * |
| Total | 5,700 | 100.0% | 117,000 | 100.0% | 401,000 | 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, 2019-2021

| Vehicle-Related Factors | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Tires | 60 | 1.2% | 43 | 0.9% | 66 | 1.2% |
| Brake System | 55 | 1.1% | 39 | 0.8% | 52 | 0.9% |
| Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle) | 79 | 1.6% | 39 | 0.8% | 37 | 0.6% |
| Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone) | 14 | 0.3% | 11 | 0.2% | 16 | 0.3% |
| Other | 0 | 0.0% | 19 | 0.4% | 14 | 0.2% |
| Police, Fire, or EMS Vehicle at Scene | 5 | 0.1% | 9 | 0.2% | 11 | 0.2% |
| Vehicle Contributing Factors - No Details | 7 | 0.1% | 8 | 0.2% | 10 | 0.2% |
| Power Train | 8 | 0.2% | 5 | 0.1% | 10 | 0.2% |
| Other Lights | 4 | 0.1% | 8 | 0.2% | 9 | 0.2% |
| Wheels | 2 | * | 3 | 0.1% | 4 | 0.1% |
| At Least One Vehicle-Related Factor Recorded | 266 | 5.3% | 190 | 3.9% | 238 | 4.2% |
| No Vehicle-Related Factors Recorded | 4,767 | 94.7% | 4,631 | 96.1% | 5,462 | 95.8% |
| Total | 5,033 | 100.0% | 4,821 | 100.0% | 5,700 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 32. Large Trucks in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2021

| Vehicle-Related Factors | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Tires | 33 | 3.1% | 33 | 0.7% | 66 | 1.2% |
| Brake System | 9 | 0.8% | 43 | 0.9% | 52 | 0.9% |
| Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle) | 7 | 0.7% | 30 | 0.7% | 37 | 0.7% |
| Highway Construction, Maintenance or Utility Vehicle, in Transport (Inside or Outside Work Zone) | 3 | 0.3% | 13 | 0.3% | 16 | 0.3% |
| Other | 3 | 0.3% | 11 | 0.2% | 14 | 0.2% |
| Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities | 3 | 0.3% | 8 | 0.2% | 11 | 0.2% |
| Vehicle Contributing Factors – No Details | 1 | 0.1% | 9 | 0.2% | 10 | 0.2% |
| Power Train | 1 | 0.1% | 9 | 0.2% | 10 | 0.2% |
| Other Lights | 0 | 0.0% | 9 | 0.2% | 9 | 0.2% |
| Wheels | 2 | 0.2% | 2 | * | 4 | 0.1% |
| At Least One Vehicle-Related Factor Recorded | 64 | 6.0% | 174 | 3.8% | 238 | 4.2% |
| No Vehicle-Related Factors Recorded | 1,000 | 94.0% | 4,440 | 96.2% | 5,440 | 95.8% |
| Total | 1,064 | 100.0% | 4,614 | 100.0% | 5,678 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 33. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors, 2019-2021

| Vehicle-Related Factors | 2019 | | 2020 | | 2021 | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Tires | 425 | 1.1% | 491 | 1.2% | 414 | 0.9% |
| Vehicle Registration for Handicapped | 262 | 0.7% | 192 | 0.5% | 188 | 0.4% |
| Other | 102 | 0.3% | 0 | 0.0% | 83 | 0.2% |
| Brake System | 48 | 0.1% | 60 | 0.1% | 61 | 0.1% |
| Headlights | 39 | 0.1% | 39 | 0.1% | 38 | 0.1% |
| Vehicle Contributing Factors - No Details | 15 | * | 26 | 0.1% | 26 | 0.1% |
| Steering | 19 | * | 26 | 0.1% | 21 | * |
| Power Train | 15 | * | 20 | * | 20 | * |
| Other Lights | 11 | * | 18 | * | 20 | * |
| Body, Doors | 14 | * | 13 | * | 17 | * |
| Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities | 14 | * | 10 | * | 17 | * |
| At Least One Vehicle-Related Factor Recorded | 1,048 | 2.6% | 1,052 | 2.5% | 958 | 2.0% |
| No Vehicle-Related Factors Recorded | 38,701 | 97.4% | 40,574 | 97.5% | 45,864 | 98.0% |
| Total | 39,749 | 100.0% | 41,626 | 100.0% | 46,822 | 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, Fatality Analysis Reporting System (FARS).

Vehicles Table 34. Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2021

| Vehicle-Related Factors | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--|------------------------|---------------|--------------------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Tires | 252 | 1.5% | 162 | 0.5% | 414 | 0.9% |
| Vehicle Registration for Handicapped | 63 | 0.4% | 125 | 0.4% | 188 | 0.4% |
| Brake System | 26 | 0.2% | 35 | 0.1% | 61 | 0.1% |
| Head Lights | 10 | 0.1% | 28 | 0.1% | 38 | 0.1% |
| Vehicle Contributing Factors – No Details | 8 | * | 18 | 0.1% | 26 | 0.1% |
| Steering | 11 | 0.1% | 10 | * | 21 | * |
| Power Train | 2 | * | 18 | 0.1% | 20 | * |
| Other Lights | 2 | * | 18 | 0.1% | 20 | * |
| Body, Doors | 5 | * | 12 | * | 17 | * |
| Police Fire or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities | 0 | 0.0% | 17 | 0.1% | 17 | * |
| Safety Systems | 5 | * | 10 | * | 15 | * |
| At Least One Vehicle-Related Factor Recorded | 428 | 2.5% | 530 | 1.8% | 958 | 2.0% |
| No Vehicle-Related Factors Recorded | 16,878 | 97.5% | 28,986 | 98.2% | 45,864 | 98.0% |
| Total | 17,306 | 100.0% | 29,516 | 100.0% | 46,822 | 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, 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 5,634 drivers of large trucks involved in fatal crashes in 2021, 417 (7 percent) were 25 years of age or younger, and 419 (7 percent) were 66 years of age or older. In comparison, none of the 204 drivers of buses in fatal crashes were 25 years of age or younger, and 30 (15 percent) were 66 years of age or older.
- ◆ In 2021, 15 percent (1,013) of large truck occupants in fatal crashes were not wearing a safety belt, of which 408 (40 percent) were killed in the crash. In contrast, only 431 (8 percent) of the 5,351 large truck occupants wearing safety belts in fatal crashes were killed. Ten percent of the 5,634 drivers of large trucks involved in fatal crashes (539) were not wearing a safety belt at the time of the crash.
- ◆ In 2021, 310 of the 5,634 large truck drivers in fatal crashes (6 percent) tested positive for at least one drug, although 62 percent of them were not tested. Conversely, 10,110 of the 60,905 drivers of all vehicles in fatal crashes (17 percent) tested positive for at least one drug, although 46 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 2021, at least one driver-related factor was recorded for 32 percent of the large truck drivers in fatal crashes, compared to 54 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. For large truck drivers, “Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.)” was the second most common driver-related factor. For drivers of passenger vehicles, “Impairment (Fatigue, Alcohol, Illness, etc.)” was the second most common driver-related factor.
- ◆ There were 1,008 large truck occupant fatalities in 2021, an increase of 23 percent from the 822 fatalities in 2020. In 2021, 85 percent of these occupant fatalities were drivers of large trucks, and 15 percent were passengers in large trucks.

People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2019-2021

| Age Group (Years) | 2019 | | 2020 | | 2021 | |
|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 244 | 4.8% | 303 | 6.1% | 298 | 5.1% |
| 18 - 25 | 785 | 15.6% | 747 | 15.1% | 825 | 14.3% |
| 26 - 35 | 862 | 17.1% | 924 | 18.7% | 1,119 | 19.3% |
| 36 - 45 | 723 | 14.4% | 749 | 15.1% | 879 | 15.2% |
| 46 - 55 | 726 | 14.4% | 709 | 14.3% | 819 | 14.1% |
| 56 - 65 | 747 | 14.8% | 688 | 13.9% | 831 | 14.4% |
| 66 - 75 | 507 | 10.1% | 441 | 8.9% | 543 | 9.4% |
| 76 and over | 433 | 8.6% | 364 | 7.4% | 455 | 7.9% |
| Unknown | 5 | 0.1% | 20 | 0.4% | 19 | 0.3% |
| Total | 5,032 | 100.0% | 4,945 | 100.0% | 5,788 | 100.0% |
| Average Age (Years) | 45.3 | | 43.8 | | 44.7 | |

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, Fatality Analysis Reporting System (FARS).

People Table 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2021

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|---------------------|--------------|---------------|--------------|---------------|-----------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 158 | 3.8% | 139 | 8.4% | 1 | 9.1% | 298 | 5.1% |
| 18 - 25 | 574 | 13.9% | 247 | 15.0% | 4 | 36.4% | 825 | 14.3% |
| 26 - 35 | 805 | 19.5% | 314 | 19.0% | 0 | 0.0% | 1,119 | 19.3% |
| 36 - 45 | 655 | 15.9% | 222 | 13.5% | 2 | 18.2% | 879 | 15.2% |
| 46 - 55 | 618 | 15.0% | 200 | 12.1% | 1 | 9.1% | 819 | 14.1% |
| 56 - 65 | 653 | 15.8% | 177 | 10.7% | 1 | 9.1% | 831 | 14.4% |
| 66 - 75 | 372 | 9.0% | 171 | 10.4% | 0 | 0.0% | 543 | 9.4% |
| 76 and over | 279 | 6.8% | 176 | 10.7% | 0 | 0.0% | 455 | 7.9% |
| Unknown | 14 | 0.3% | 3 | 0.2% | 2 | 18.2% | 19 | 0.3% |
| Total | 4,128 | 100.0% | 1,649 | 100.0% | 11 | 100.0% | 5,788 | 100.0% |
| Average Age (Years) | 44.9 | | 44.2 | | 31.8 | | 44.7 | |

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, Fatality Analysis Reporting System (FARS).

People Table 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2019-2021

| Age Group (Years) | 2019 | | 2020 | | 2021 | |
|---------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 1,834 | 5.8% | 1,995 | 6.0% | 2,178 | 5.9% |
| 18 - 25 | 5,165 | 16.3% | 5,795 | 17.3% | 6,169 | 16.7% |
| 26 - 35 | 5,472 | 17.3% | 6,427 | 19.2% | 7,194 | 19.4% |
| 36 - 45 | 4,243 | 13.4% | 4,755 | 14.2% | 5,403 | 14.6% |
| 46 - 55 | 4,243 | 13.4% | 4,297 | 12.9% | 4,753 | 12.8% |
| 56 - 65 | 4,354 | 13.8% | 4,477 | 13.4% | 4,871 | 13.2% |
| 66 - 75 | 3,125 | 9.9% | 2,967 | 8.9% | 3,299 | 8.9% |
| 76 and over | 3,117 | 9.9% | 2,576 | 7.7% | 2,967 | 8.0% |
| Unknown | 40 | 0.1% | 140 | 0.4% | 185 | 0.5% |
| Total | 31,593 | 100.0% | 33,429 | 100.0% | 37,019 | 100.0% |
| Average Age (Years) | 45.1 | | 43.3 | | 43.6 | |

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, Fatality Analysis Reporting System (FARS).

People Table 4. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2021

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|---------------------|---------------|---------------|---------------|---------------|------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 1,279 | 5.0% | 891 | 8.0% | 8 | 7.4% | 2,178 | 5.9% |
| 18 - 25 | 4,373 | 17.0% | 1,786 | 15.9% | 10 | 9.3% | 6,169 | 16.7% |
| 26 - 35 | 5,181 | 20.2% | 1,998 | 17.8% | 15 | 13.9% | 7,194 | 19.4% |
| 36 - 45 | 3,857 | 15.0% | 1,537 | 13.7% | 9 | 8.3% | 5,403 | 14.6% |
| 46 - 55 | 3,418 | 13.3% | 1,328 | 11.9% | 7 | 6.5% | 4,753 | 12.8% |
| 56 - 65 | 3,547 | 13.8% | 1,314 | 11.7% | 10 | 9.3% | 4,871 | 13.2% |
| 66 - 75 | 2,209 | 8.6% | 1,084 | 9.7% | 6 | 5.6% | 3,299 | 8.9% |
| 76 and over | 1,740 | 6.8% | 1,221 | 10.9% | 6 | 5.6% | 2,967 | 8.0% |
| Unknown | 102 | 0.4% | 46 | 0.4% | 37 | 34.3% | 185 | 0.5% |
| Total | 25,706 | 100.0% | 11,205 | 100.0% | 108 | 100.0% | 37,019 | 100.0% |
| Average Age (Years) | 43.3 | | 44.4 | | 42.2 | | 43.6 | |

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, Fatality Analysis Reporting System (FARS).

People Table 5. Persons Injured in Crashes Involving Large Trucks by Age and Sex, 2021

| Age Group (Years) | Male | | Female | | Total | |
|---------------------|---------------|---------------|---------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 6,000 | 6.1% | 6,000 | 9.5% | 12,000 | 7.5% |
| 18 - 25 | 16,000 | 17.2% | 14,000 | 21.6% | 29,000 | 19.0% |
| 26 - 35 | 20,000 | 21.4% | 10,000 | 16.4% | 30,000 | 19.4% |
| 36 - 45 | 17,000 | 18.1% | 11,000 | 18.0% | 28,000 | 18.1% |
| 46 - 55 | 15,000 | 16.4% | 8,000 | 12.2% | 23,000 | 14.7% |
| 56 - 65 | 11,000 | 12.0% | 7,000 | 10.4% | 18,000 | 11.3% |
| 66 - 75 | 6,000 | 6.3% | 5,000 | 7.3% | 10,000 | 6.7% |
| 76 and over | 2,000 | 2.7% | 3,000 | 4.5% | 5,000 | 3.4% |
| Total | 92,000 | 100.0% | 63,000 | 100.0% | 155,000 | 100.0% |
| Average Age (Years) | 40.6 | | 39.3 | | 40.0 | |

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.

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, 2021

| Age Group (Years) | Male | | Female | | Total | |
|---------------------|------------------|---------------|------------------|---------------|------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 129,000 | 11.5% | 134,000 | 11.2% | 263,000 | 11.4% |
| 18 - 25 | 222,000 | 19.9% | 251,000 | 20.9% | 473,000 | 20.4% |
| 26 - 35 | 231,000 | 20.7% | 235,000 | 19.5% | 466,000 | 20.1% |
| 36 - 45 | 169,000 | 15.2% | 183,000 | 15.2% | 352,000 | 15.2% |
| 46 - 55 | 137,000 | 12.3% | 147,000 | 12.2% | 284,000 | 12.2% |
| 56 - 65 | 122,000 | 10.9% | 126,000 | 10.5% | 248,000 | 10.7% |
| 66 - 75 | 68,000 | 6.1% | 80,000 | 6.7% | 148,000 | 6.4% |
| 76 and over | 38,000 | 3.4% | 46,000 | 3.8% | 83,000 | 3.6% |
| Total | 1,116,000 | 100.0% | 1,203,000 | 100.0% | 2,319,000 | 100.0% |
| Average Age (Years) | 37.7 | | 38.1 | | 37.9 | |

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, 2019-2021

| Age Group (Years) | 2019 | | 2020 | | 2021 | |
|---------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 9 | 0.2% | 8 | 0.2% | 11 | 0.2% |
| 18 - 25 | 346 | 7.0% | 302 | 6.4% | 406 | 7.2% |
| 26 - 35 | 912 | 18.3% | 926 | 19.5% | 1,063 | 18.9% |
| 36 - 45 | 1,015 | 20.4% | 1,002 | 21.1% | 1,192 | 21.2% |
| 46 - 55 | 1,247 | 25.1% | 1,203 | 25.3% | 1,327 | 23.6% |
| 56 - 65 | 1,052 | 21.1% | 1,003 | 21.1% | 1,181 | 21.0% |
| 66 - 75 | 308 | 6.2% | 248 | 5.2% | 349 | 6.2% |
| 76 and over | 55 | 1.1% | 46 | 1.0% | 70 | 1.2% |
| Unknown | 33 | 0.7% | 17 | 0.4% | 35 | 0.6% |
| Total | 4,977 | 100.0% | 4,755 | 100.0% | 5,634 | 100.0% |
| Average Age (Years) | 46.4 | | 46.0 | | 46.1 | |

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, Fatality Analysis Reporting System (FARS).

People Table 8. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2021

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|---------------------|--------------|---------------|------------|---------------|-----------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 10 | 0.2% | 1 | 0.5% | 0 | 0.0% | 11 | 0.2% |
| 18 - 25 | 385 | 7.2% | 21 | 9.7% | 0 | 0.0% | 406 | 7.2% |
| 26 - 35 | 1,014 | 18.8% | 48 | 22.2% | 1 | 2.7% | 1,063 | 18.9% |
| 36 - 45 | 1,142 | 21.2% | 46 | 21.3% | 4 | 10.8% | 1,192 | 21.2% |
| 46 - 55 | 1,269 | 23.6% | 57 | 26.4% | 1 | 2.7% | 1,327 | 23.6% |
| 56 - 65 | 1,148 | 21.3% | 33 | 15.3% | 0 | 0.0% | 1,181 | 21.0% |
| 66 - 75 | 340 | 6.3% | 9 | 4.2% | 0 | 0.0% | 349 | 6.2% |
| 76 and over | 69 | 1.3% | 1 | 0.5% | 0 | 0.0% | 70 | 1.2% |
| Unknown | 4 | 0.1% | 0 | 0.0% | 31 | 83.8% | 35 | 0.6% |
| Total | 5,381 | 100.0% | 216 | 100.0% | 37 | 100.0% | 5,634 | 100.0% |
| Average Age (Years) | 46.2 | | 43.6 | | 43.3 | | 46.1 | |

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, Fatality Analysis Reporting System (FARS).

People Table 9. Drivers of Buses in Fatal Crashes by Age, 2019-2021

| Age Group (Years) | 2019 | | 2020 | | 2021 | |
|---------------------|------------|---------------|------------|---------------|------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 18 - 25 | 3 | 1.3% | 5 | 3.0% | 0 | 0.0% |
| 26 - 35 | 27 | 11.5% | 20 | 12.2% | 22 | 10.8% |
| 36 - 45 | 35 | 14.9% | 20 | 12.2% | 37 | 18.1% |
| 46 - 55 | 62 | 26.4% | 54 | 32.9% | 47 | 23.0% |
| 56 - 65 | 73 | 31.1% | 45 | 27.4% | 68 | 33.3% |
| 66 - 75 | 24 | 10.2% | 16 | 9.8% | 25 | 12.3% |
| 76 and over | 9 | 3.8% | 3 | 1.8% | 5 | 2.5% |
| Unknown | 2 | 0.9% | 1 | 0.6% | 0 | 0.0% |
| Total | 235 | 100.0% | 164 | 100.0% | 204 | 100.0% |
| Average Age (Years) | 52.3 | | 51.2 | | 53.1 | |

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, Fatality Analysis Reporting System (FARS).

People Table 10. Drivers of Buses in Fatal Crashes by Age and Sex, 2021

| 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 | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| 26 - 35 | 14 | 11.4% | 8 | 10.0% | 0 | 0.0% | 22 | 10.8% |
| 36 - 45 | 19 | 15.4% | 18 | 22.5% | 0 | 0.0% | 37 | 18.1% |
| 46 - 55 | 29 | 23.6% | 17 | 21.3% | 1 | 100.0% | 47 | 23.0% |
| 56 - 65 | 36 | 29.3% | 32 | 40.0% | 0 | 0.0% | 68 | 33.3% |
| 66 - 75 | 20 | 16.3% | 5 | 6.3% | 0 | 0.0% | 25 | 12.3% |
| 76 and over | 5 | 4.1% | 0 | 0.0% | 0 | 0.0% | 5 | 2.5% |
| Unknown | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 123 | 100.0% | 80 | 100.0% | 1 | 100.0% | 204 | 100.0% |
| Average Age (Years) | 53.9 | | 51.7 | | — | | 53.1 | |

— 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, Fatality Analysis Reporting System (FARS).

People Table 11. Persons Killed in Crashes Involving Large Trucks by Time of Day, 2019-2021

| Time of Day | 2019 | | 2020 | | 2021 | |
|------------------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 12am - 3am | 376 | 7.5% | 379 | 7.7% | 458 | 7.9% |
| 3am - 6am | 502 | 10.0% | 456 | 9.2% | 516 | 8.9% |
| 6am - 9am | 727 | 14.4% | 735 | 14.9% | 894 | 15.4% |
| 9am - 12pm | 782 | 15.5% | 767 | 15.5% | 884 | 15.3% |
| 12pm - 3pm | 902 | 17.9% | 848 | 17.1% | 1,039 | 18.0% |
| 3pm - 6pm | 810 | 16.1% | 779 | 15.8% | 886 | 15.3% |
| 6pm - 9pm | 522 | 10.4% | 531 | 10.7% | 628 | 10.9% |
| 9pm - 12am | 402 | 8.0% | 436 | 8.8% | 474 | 8.2% |
| Unknown | 9 | 0.2% | 14 | 0.3% | 9 | 0.2% |
| <i>Daytime (6am - 6pm)</i> | <i>3,221</i> | <i>64.0%</i> | <i>3,129</i> | <i>63.3%</i> | <i>3,703</i> | <i>64.0%</i> |
| <i>Nighttime (6pm - 6am)</i> | <i>1,802</i> | <i>35.8%</i> | <i>1,802</i> | <i>36.4%</i> | <i>2,076</i> | <i>35.9%</i> |
| Total | 5,032 | 100.0% | 4,945 | 100.0% | 5,788 | 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, Fatality Analysis Reporting System (FARS).

People Table 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2021

| Time of Day | Persons Killed | | Persons Injured | |
|------------------------------|----------------|---------------|-----------------|---------------|
| | Number | Percent | Number | Percent |
| 12am - 3am | 458 | 7.9% | 7,000 | 4.3% |
| 3am - 6am | 516 | 8.9% | 10,000 | 6.5% |
| 6am - 9am | 894 | 15.4% | 21,000 | 13.8% |
| 9am - 12pm | 884 | 15.3% | 29,000 | 18.5% |
| 12pm - 3pm | 1,039 | 18.0% | 36,000 | 23.1% |
| 3pm - 6pm | 886 | 15.3% | 29,000 | 19.0% |
| 6pm - 9pm | 628 | 10.9% | 16,000 | 10.1% |
| 9pm - 12am | 474 | 8.2% | 7,000 | 4.7% |
| Unknown | 9 | 0.2% | * | * |
| <i>Daytime (6am - 6pm)</i> | <i>3,703</i> | <i>64.0%</i> | <i>115,000</i> | <i>74.3%</i> |
| <i>Nighttime (6pm - 6am)</i> | <i>2,076</i> | <i>35.9%</i> | <i>40,000</i> | <i>25.7%</i> |
| Total | 5,788 | 100.0% | 155,000 | 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, 2019-2021

| Person Type | 2019 | | 2020 | | 2021 | |
|---|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Driver of Large Truck | 768 | 15.3% | 3,453 | 69.8% | 4,093 | 70.7% |
| Driver of Other Motor Vehicle | 2,781 | 55.3% | 0 | 0.0% | 0 | 0.0% |
| Passenger of Large Truck in Transport | 123 | 2.4% | 867 | 17.5% | 1,062 | 18.3% |
| Passenger of Other Motor Vehicle in Transport | 782 | 15.5% | 0 | 0.0% | 0 | 0.0% |
| Occupant of Motor Vehicle Not in Transport | 10 | 0.2% | 10 | 0.2% | 7 | 0.1% |
| Occupant of Non-Motor Vehicle Transport Device** | 1 | * | 7 | 0.1% | 1 | * |
| Pedestrian | 453 | 9.0% | 517 | 10.5% | 549 | 9.5% |
| Bicyclist | 89 | 1.8% | 84 | 1.7% | 66 | 1.1% |
| Other Cyclist | 2 | * | 0 | 0.0% | 0 | 0.0% |
| Other Person on Personal Conveyance/In Building | 15 | 0.3% | 4 | 0.1% | 8 | 0.1% |
| Unknown Occupant Type in Motor Vehicle in Transport | 8 | 0.2% | 3 | 0.1% | 2 | * |
| Total | 5,032 | 100.0% | 4,945 | 100.0% | 5,788 | 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, Fatality Analysis Reporting System (FARS).

People Table 14. Persons Killed and Injured in Crashes Involving Large Trucks by Number of Vehicles Involved, 2021

| Person Type | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|---|------------------------|---------------|--------------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Persons Killed | | | | | | |
| Driver of Large Truck | 494 | 45.1% | 3,599 | 76.7% | 4,093 | 70.7% |
| Driver of Other Motor Vehicle | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Passenger of Large Truck in Transport | 88 | 8.0% | 974 | 20.8% | 1,062 | 18.3% |
| Passenger of Other Motor Vehicle in Transport | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Occupant of Motor Vehicle Not in Transport | 6 | 0.5% | 1 | * | 7 | 0.1% |
| Occupant of Non-Motor Vehicle Transport Device** | 1 | 0.1% | 0 | 0.0% | 1 | * |
| Pedestrian | 433 | 39.5% | 116 | 2.5% | 549 | 9.5% |
| Bicyclist | 65 | 5.9% | 1 | * | 66 | 1.1% |
| Other Cyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Other Person on Personal Conveyance/In Building | 8 | 0.7% | 0 | 0.0% | 8 | 0.1% |
| Unknown Occupant Type in Motor Vehicle in Transport | 0 | 0.0% | 2 | * | 2 | * |
| Total Persons Killed | 1,095 | 100.0% | 4,693 | 100.0% | 5,788 | 100.0% |
| Persons Injured | | | | | | |
| Driver of Large Truck | 12,000 | 71.4% | 21,000 | 15.3% | 33,000 | 21.1% |
| Driver of Other Motor Vehicle | * | * | 83,000 | 59.9% | 83,000 | 53.7% |
| Passenger of Large Truck in Transport | 2,000 | 13.3% | 34,000 | 24.3% | 36,000 | 23.2% |
| Passenger of Other Motor Vehicle in Transport | * | * | * | * | * | * |
| Occupant of Motor Vehicle Not in Transport | * | * | * | * | * | * |
| Occupant of Non-Motor Vehicle Transport Device** | 1,000 | * | * | * | 1,000 | 0.5% |
| Pedestrian | 1,000 | 4.7% | * | 0.3% | 1,000 | 0.7% |
| Bicyclist | 1,000 | 4.9% | * | * | 1,000 | 0.5% |
| Other Persons on Personal Conveyances/In Buildings | * | 0.5% | * | * | * | * |
| Unknown Occupant Type in Motor Vehicle in Transport | * | * | * | * | * | * |
| Total Persons Injured | * | * | * | 0.2% | * | 0.2% |
| | 16,000 | 100.0% | 139,000 | 100.0% | 155,000 | 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, 2019-2021

| Person Type | 2019 | | 2020 | | 2021 | |
|-----------------------|------------|---------------|------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Driver | 768 | 86.0% | 718 | 87.3% | 856 | 84.9% |
| Passenger | 123 | 13.8% | 104 | 12.7% | 151 | 15.0% |
| Unknown Occupant Type | 2 | 0.2% | 0 | 0.0% | 1 | 0.1% |
| Total | 893 | 100.0% | 822 | 100.0% | 1,008 | 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, Fatality Analysis Reporting System (FARS).

People Table 16. Large Truck Occupants Killed and Injured by Person Type, 2021

| Person Type | Large Truck Occupants Killed | | Large Truck Occupants Injured | |
|-----------------------|------------------------------|---------------|-------------------------------|---------------|
| | Number | Percent | Number | Percent |
| Driver | 856 | 84.9% | 33,000 | 78.1% |
| Passenger | 151 | 15.0% | 9,000 | 21.9% |
| Unknown Occupant Type | 1 | 0.1% | * | * |
| Total | 1,008 | 100.0% | 42,000 | 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, 2021

| Vehicle/Person Type | Vehicles Involved | | Persons Involved | | Persons Killed | |
|--|-------------------|---------------|------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Vehicles/Vehicle Occupants | | | | | | |
| Passenger Car | 2,047 | 18.8% | 2,982 | 19.5% | 1,770 | 30.6% |
| Light Truck | 2,682 | 24.6% | 4,162 | 27.3% | 2,017 | 34.8% |
| Large Truck (Single-Vehicle Crash) | 1,064 | 9.8% | 1,324 | 8.7% | 582 | 10.1% |
| Large Truck (Multiple-Vehicle Crash) | 4,636 | 42.5% | 5,543 | 36.3% | 426 | 7.4% |
| Bus | 13 | 0.1% | 77 | 0.5% | 6 | 0.1% |
| Motorcycle | 326 | 3.0% | 344 | 2.3% | 314 | 5.4% |
| Other Vehicle Type | 131 | 1.2% | 174 | 1.1% | 42 | 0.7% |
| Total Vehicles/Vehicle Occupants | 10,899 | 100.0% | 14,606 | 95.7% | 5,157 | 89.1% |
| Nonmotorists | | | | | | |
| Occupant of a Motor Vehicle Not In Transport | — | — | 0 | 0.0% | 7 | 0.1% |
| Occupant of a Non-Motor Vehicle Transport Device | — | — | 3 | * | 1 | * |
| Pedestrian | — | — | 577 | 3.8% | 549 | 9.5% |
| Bicyclist | — | — | 70 | 0.5% | 66 | 1.1% |
| Person on a Personal Conveyance | — | — | 9 | 0.1% | 7 | 0.1% |
| Person in or on a Building | — | — | 3 | * | 1 | * |
| Total Nonmotorists | — | — | 662 | 4.3% | 631 | 10.9% |
| Total | 10,899 | 100.0% | 15,268 | 100.0% | 5,788 | 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, Fatality Analysis Reporting System (FARS).

People Table 18. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Bus Crashes, 2021

| Vehicle/Person Type | Vehicles Involved | | Persons Involved | | Persons Killed | |
|--|-------------------|---------------|------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Vehicles/Vehicle Occupants | | | | | | |
| Passenger Car | 77 | 19.4% | 117 | 8.7% | 64 | 29.0% |
| Light Truck | 68 | 17.1% | 99 | 7.4% | 53 | 24.0% |
| Large Truck | 16 | 4.0% | 48 | 3.6% | 6 | 2.7% |
| Bus (Single-Vehicle Crash) | 54 | 13.6% | 90 | 6.7% | 3 | 1.4% |
| Bus (Multiple-Vehicle Crash) | 150 | 37.8% | 901 | 66.9% | 11 | 5.0% |
| Motorcycle | 26 | 6.5% | 28 | 2.1% | 25 | 11.3% |
| Other Vehicle Type | 6 | 1.5% | 6 | 0.4% | 4 | 1.8% |
| Total Vehicles/Vehicle Occupants | 397 | 100.0% | 1,289 | 95.8% | 166 | 75.1% |
| 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 | — | — | 49 | 3.6% | 47 | 21.3% |
| Bicyclist | — | — | 6 | 0.4% | 6 | 2.7% |
| Person on a Personal Conveyance | — | — | 2 | 0.1% | 2 | 0.9% |
| Person in or on a Building | — | — | 0 | 0.0% | 0 | 0.0% |
| Total Nonmotorists | — | — | 57 | 4.2% | 55 | 24.9% |
| Total | 397 | 100.0% | 1,346 | 100.0% | 221 | 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, Fatality Analysis Reporting System (FARS).

People Table 19. Pedestrians and Bicyclists Killed in Large Truck, Bus, and All Crashes, 2019-2021

| Crash Type | 2019 | | 2020 | | 2021 | |
|------------------------------|--------|---------|--------|---------|--------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| Pedestrian Fatalities | | | | | | |
| Large Truck Crash | 453 | 7.2% | 517 | 7.9% | 549 | 7.4% |
| Bus Crash | 59 | 0.9% | 46 | 0.7% | 47 | 0.6% |
| All Crashes | 6,272 | 100.0% | 6,565 | 100.0% | 7,388 | 100.0% |
| Bicyclist Fatalities | | | | | | |
| Large Truck Crash | 89 | 10.4% | 84 | 8.9% | 66 | 6.9% |
| Bus Crash | 12 | 1.4% | 7 | 0.7% | 6 | 0.6% |
| All Crashes | 856 | 100.0% | 942 | 100.0% | 961 | 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, Fatality Analysis Reporting System (FARS).

People Table 20. Drivers of Large Trucks in Fatal Crashes by Restraint Use, 2019-2021

| Restraint Use | 2019 | | 2020 | | 2021 | |
|-----------------------|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| None | 456 | 9.2% | 528 | 11.1% | 539 | 9.6% |
| Yes | 4,135 | 83.1% | 3,923 | 82.5% | 4,686 | 83.2% |
| Shoulder Belt Only | 29 | 0.6% | 16 | 0.3% | 17 | 0.3% |
| Lap Belt Only | 26 | 0.5% | 22 | 0.5% | 28 | 0.5% |
| Lap and Shoulder Belt | 4,051 | 81.4% | 3,868 | 81.3% | 4,605 | 81.7% |
| Type Unknown | 29 | 0.6% | 17 | 0.4% | 36 | 0.6% |
| Unknown | 386 | 7.8% | 304 | 6.4% | 409 | 7.3% |
| Total | 4,977 | 100.0% | 4,755 | 100.0% | 5,634 | 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, Fatality Analysis Reporting System (FARS).

People Table 21. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2021

| 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 | 372 | 6.9% | 111 | 69.8% | 49 | 67.1% | 7 | 18.4% | 539 | 9.6% |
| Yes | 4,639 | 86.5% | 17 | 10.7% | 15 | 20.5% | 15 | 39.5% | 4,686 | 83.2% |
| Shoulder Belt Only | 17 | 0.3% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 17 | 0.3% |
| Lap Belt Only | 27 | 0.5% | 0 | 0.0% | 1 | 1.4% | 0 | 0.0% | 28 | 0.5% |
| Lap and Shoulder Belt | 4,560 | 85.0% | 17 | 10.7% | 14 | 19.2% | 14 | 36.8% | 4,605 | 81.7% |
| Type Unknown | 35 | 0.7% | 0 | 0.0% | 0 | 0.0% | 1 | 2.6% | 36 | 0.6% |
| Unknown | 353 | 6.6% | 31 | 19.5% | 9 | 12.3% | 16 | 42.1% | 409 | 7.3% |
| Total | 5,364 | 100.0% | 159 | 100.0% | 73 | 100.0% | 38 | 100.0% | 5,634 | 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, Fatality Analysis Reporting System (FARS).

People Table 22. Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2021

| Injury Severity | Restraint Use | | | | | | | |
|-------------------------|---------------|---------------|--------------|---------------|------------|---------------|--------------|---------------|
| | None | | Yes | | Unknown | | Total | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Fatal Injury | 408 | 40.3% | 431 | 8.1% | 169 | 33.5% | 1,008 | 14.7% |
| Injury | 262 | 25.9% | 862 | 16.1% | 50 | 9.9% | 1,174 | 17.1% |
| Unknown Injury Severity | 93 | 9.2% | 586 | 11.0% | 60 | 11.9% | 739 | 10.8% |
| No Apparent Injury | 250 | 24.7% | 3,472 | 64.9% | 225 | 44.6% | 3,947 | 57.5% |
| Died Prior to Crash | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Total | 1,013 | 100.0% | 5,351 | 100.0% | 504 | 100.0% | 6,868 | 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, Fatality Analysis Reporting System (FARS).

People Table 23. Drivers of Large Trucks in Fatal Crashes by Commercial Driver's License (CDL) Status, 2019-2021

| CDL Status | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Valid | 3,756 | 75.5% | 3,470 | 73.0% | 4,094 | 72.7% |
| No CDL | 992 | 19.9% | 1,036 | 21.8% | 1,268 | 22.5% |
| Suspended | 23 | 0.5% | 22 | 0.5% | 26 | 0.5% |
| Revoked, Expired, Canceled, Disqualified | 47 | 0.9% | 62 | 1.3% | 62 | 1.1% |
| Other Not Valid | 14 | 0.3% | 20 | 0.4% | 35 | 0.6% |
| Unknown | 145 | 2.9% | 145 | 3.0% | 149 | 2.6% |
| Total | 4,977 | 100.0% | 4,755 | 100.0% | 5,634 | 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, Fatality Analysis Reporting System (FARS).

People Table 24. Drivers of Large Trucks in Fatal Crashes by License Compliance, 2019-2021

| License Compliance | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Valid License for Class of Vehicle | 4,604 | 92.5% | 4,311 | 90.7% | 5,123 | 90.9% |
| Not Licensed | 26 | 0.5% | 42 | 0.9% | 46 | 0.8% |
| No License Required for Class of Vehicle | 4 | 0.1% | 4 | 0.1% | 3 | 0.1% |
| No Valid License for Class of Vehicle | 161 | 3.2% | 207 | 4.4% | 264 | 4.7% |
| Unknown if Required for Class of Vehicle | 20 | 0.4% | 39 | 0.8% | 44 | 0.8% |
| Unknown | 162 | 3.3% | 152 | 3.2% | 154 | 2.7% |
| Total | 4,977 | 100.0% | 4,755 | 100.0% | 5,634 | 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, Fatality Analysis Reporting System (FARS).

People Table 25. Large Truck Drivers in Fatal Crashes by License Compliance and Commercial Driver's License (CDL) Status, 2019-2021

| License Compliance | CDL Status | | | | | | | | | |
|--|--------------|---------------|--------------|---------------|------------|---------------|------------|---------------|--------------|---------------|
| | Valid | | No CDL | | Not Valid | | Unknown | | Total | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 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 | 3,425 | 98.7% | 852 | 82.2% | 34 | 32.7% | 0 | 0.0% | 4,311 | 90.7% |
| Not Licensed | 0 | 0.0% | 40 | 3.9% | 2 | 1.9% | 0 | 0.0% | 42 | 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 | 12 | 0.3% | 127 | 12.3% | 67 | 64.4% | 1 | 0.7% | 207 | 4.4% |
| Unknown if Required for Class of Vehicle | 24 | 0.7% | 14 | 1.4% | 0 | 0.0% | 1 | 0.7% | 39 | 0.8% |
| Unknown | 8 | 0.2% | 1 | 0.1% | 0 | 0.0% | 143 | 98.6% | 152 | 3.2% |
| Total | 3,470 | 100.0% | 1,036 | 100.0% | 104 | 100.0% | 145 | 100.0% | 4,755 | 100.0% |
| 2021 | | | | | | | | | | |
| Valid License for Class of Vehicle | 4,039 | 98.7% | 1,043 | 82.3% | 40 | 32.5% | 1 | 0.7% | 5,123 | 90.9% |
| Not Licensed | 0 | 0.0% | 46 | 3.6% | 0 | 0.0% | 0 | 0.0% | 46 | 0.8% |
| No License Required for Class of Vehicle | 2 | * | 1 | 0.1% | 0 | 0.0% | 0 | 0.0% | 3 | 0.1% |
| No Valid License for Class of Vehicle | 17 | 0.4% | 165 | 13.0% | 82 | 66.7% | 0 | 0.0% | 264 | 4.7% |
| Unknown if Required for Class of Vehicle | 29 | 0.7% | 13 | 1.0% | 0 | 0.0% | 2 | 1.3% | 44 | 0.8% |
| Unknown | 7 | 0.2% | 0 | 0.0% | 1 | 0.8% | 146 | 98.0% | 154 | 2.7% |
| Total | 4,094 | 100.0% | 1,268 | 100.0% | 123 | 100.0% | 149 | 100.0% | 5,634 | 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, Fatality Analysis Reporting System (FARS).

People Table 26. Large Truck Injury Crash Data by Injury Severity, 2021

| 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 | 11.4% | 13,000 | 11.5% | 15,000 | 9.8% |
| Suspected Minor Injury | 42,000 | 37.9% | 45,000 | 38.5% | 55,000 | 35.4% |
| Possible Injury | 55,000 | 50.3% | 58,000 | 49.7% | 84,000 | 54.4% |
| Injured, Severity Unknown | * | 0.4% | * | 0.4% | 1,000 | 0.5% |
| Total | 110,000 | 100.0% | 117,000 | 100.0% | 155,000 | 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, 2019-2021

| Drug Test Result | 2019 | | 2020 | | 2021 | |
|---|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not Tested for Drugs | 3,026 | 60.8% | 2,971 | 62.5% | 3,500 | 62.1% |
| No Drugs Reported/Negative | 1,044 | 21.0% | 887 | 18.7% | 1,004 | 17.8% |
| Unknown | 483 | 9.7% | 451 | 9.5% | 401 | 7.1% |
| Tested for Drugs, Results Unknown | 82 | 1.6% | 97 | 2.0% | 51 | 0.9% |
| Unknown if Tested | 24 | 0.5% | 28 | 0.6% | 368 | 6.5% |
| At Least One Positive Drug Test Result: | 318 | 6.4% | 321 | 6.8% | 310 | 5.5% |
| <i>Narcotic</i> | 63 | 1.3% | 54 | 1.1% | 59 | 1.0% |
| <i>Depressant</i> | 39 | 0.8% | 43 | 0.9% | 22 | 0.4% |
| <i>Stimulant</i> | 138 | 2.8% | 139 | 2.9% | 133 | 2.4% |
| <i>Hallucinogen</i> | 7 | 0.1% | 3 | 0.1% | 4 | 0.1% |
| <i>Cannabinoid</i> | 120 | 2.4% | 130 | 2.7% | 124 | 2.2% |
| <i>Phencyclidine (PCP)</i> | 0 | 0.0% | 0 | 0.0% | 2 | * |
| <i>Inhalant</i> | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| <i>Other Drugs</i> | 156 | 3.1% | 147 | 3.1% | 149 | 2.6% |
| <i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i> | 24 | 0.5% | 32 | 0.7% | 22 | 0.4% |
| Total | 4,977 | 100.0% | 4,755 | 100.0% | 5,634 | 100.0% |

*Less than 0.05 percent.

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

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

People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2019-2021

| Drug Test Result | 2019 | | 2020 | | 2021 | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not Tested for Drugs | 25,656 | 50.0% | 26,022 | 48.0% | 28,227 | 46.3% |
| No Drugs Reported/Negative | 10,095 | 19.7% | 9,430 | 17.4% | 9,699 | 15.9% |
| Unknown | 5,017 | 9.8% | 7,121 | 13.1% | 5,465 | 9.0% |
| Tested for Drugs, Results Unknown | 1,035 | 2.0% | 1,157 | 2.1% | 609 | 1.0% |
| Unknown if Tested | 532 | 1.0% | 372 | 0.7% | 6,795 | 11.2% |
| At Least One Positive Drug Test Result: | 8,968 | 17.5% | 10,066 | 18.6% | 10,110 | 16.6% |
| <i>Narcotic</i> | 1,935 | 3.8% | 2,366 | 4.4% | 2,406 | 4.0% |
| <i>Depressant</i> | 1,639 | 3.2% | 1,603 | 3.0% | 1,537 | 2.5% |
| <i>Stimulant</i> | 4,039 | 7.9% | 5,133 | 9.5% | 5,070 | 8.3% |
| <i>Hallucinogen</i> | 218 | 0.4% | 252 | 0.5% | 256 | 0.4% |
| <i>Cannabinoid</i> | 4,982 | 9.7% | 6,445 | 11.9% | 6,426 | 10.6% |
| <i>Phencyclidine (PCP)</i> | 43 | 0.1% | 77 | 0.1% | 74 | 0.1% |
| <i>Anabolic Steroid</i> | 3 | * | 1 | * | 1 | * |
| <i>Inhalant</i> | 15 | * | 8 | * | 8 | * |
| <i>Other Drugs</i> | 3,750 | 7.3% | 4,320 | 8.0% | 4,345 | 7.1% |
| <i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i> | 507 | 1.0% | 597 | 1.1% | 506 | 0.8% |
| Total | 51,303 | 100.0% | 54,168 | 100.0% | 60,905 | 100.0% |

*Less than 0.05 percent.

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

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

People Table 29. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2019-2021

| Driver-Related Factors | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Speeding of Any Kind | 376 | 7.6% | 353 | 7.4% | 397 | 7.0% |
| Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.) | 255 | 5.1% | 247 | 5.2% | 278 | 4.9% |
| Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care | 224 | 4.5% | 234 | 4.9% | 264 | 4.7% |
| Failure to Yield Right of Way | 232 | 4.7% | 204 | 4.3% | 256 | 4.5% |
| Impairment (Fatigue, Alcohol, Illness, etc.) | 234 | 4.7% | 248 | 5.2% | 234 | 4.2% |
| Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) | 167 | 3.4% | 150 | 3.2% | 179 | 3.2% |
| Improper Lane Usage | 146 | 2.9% | 132 | 2.8% | 157 | 2.8% |
| Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws | 117 | 2.4% | 107 | 2.3% | 128 | 2.3% |
| Following Improperly | 108 | 2.2% | 90 | 1.9% | 100 | 1.8% |
| Overcorrecting | 62 | 1.2% | 80 | 1.7% | 91 | 1.6% |
| Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner | 51 | 1.0% | 54 | 1.1% | 75 | 1.3% |
| Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road | 77 | 1.5% | 46 | 1.0% | 73 | 1.3% |
| Driver has a Driving Record or Driver's License From More Than One State | 58 | 1.2% | 53 | 1.1% | 45 | 0.8% |
| Stopping in Roadway (Vehicle Not Abandoned) | 42 | 0.8% | 32 | 0.7% | 45 | 0.8% |
| Vehicle in Road | 18 | 0.4% | 21 | 0.4% | 40 | 0.7% |
| Making Improper Turn | 44 | 0.9% | 26 | 0.5% | 37 | 0.7% |
| Improper or Erratic Lane Changing | 27 | 0.5% | 32 | 0.7% | 30 | 0.5% |
| Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally) | 39 | 0.8% | 22 | 0.5% | 26 | 0.5% |
| Starting or Backing Improperly | 21 | 0.4% | 23 | 0.5% | 25 | 0.4% |
| Emergency Medical Service Personnel | 4 | 0.1% | 18 | 0.4% | 23 | 0.4% |
| Tire Blowout or Flat | 18 | 0.4% | 14 | 0.3% | 20 | 0.4% |
| Overloading or Improper Loading of Vehicle with Passengers or Cargo | 12 | 0.2% | 11 | 0.2% | 20 | 0.4% |
| Fire Personnel | 9 | 0.2% | 9 | 0.2% | 20 | 0.4% |
| Operating Without Required Equipment | 21 | 0.4% | 17 | 0.4% | 17 | 0.3% |
| Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle | 14 | 0.3% | 9 | 0.2% | 14 | 0.2% |
| Pedestrian, Pedalcyclist, or Other Non-Motorist in Road | 5 | 0.1% | 5 | 0.1% | 14 | 0.2% |
| Looked but Did Not See | 16 | 0.3% | 11 | 0.2% | 12 | 0.2% |
| Driving Less Than Posted Minimum | 8 | 0.2% | 2 | * | 12 | 0.2% |
| Slippery or Loose Surface | 3 | 0.1% | 5 | 0.1% | 10 | 0.2% |
| Making Improper Entry to or Exit From Trafficway | 2 | * | 1 | * | 10 | 0.2% |
| Phantom Vehicle | 10 | 0.2% | 4 | 0.1% | 9 | 0.2% |
| Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions) | 1 | * | 1 | * | 9 | 0.2% |
| Improper Passing Location | 1 | * | 7 | 0.1% | 9 | 0.2% |
| Alcohol and/or Drug Test Refused | 9 | 0.2% | 6 | 0.1% | 8 | 0.1% |
| Live Animals in Road | 5 | 0.1% | 1 | * | 7 | 0.1% |
| At Least One Driver-Related Factor Recorded | 1,639 | 32.9% | 1,496 | 31.5% | 1,798 | 31.9% |
| No Driver-Related Factors Recorded | 3,338 | 67.1% | 3,258 | 68.5% | 3,835 | 68.1% |
| Total^d | 4,977 | 100.0% | 4,754 | 100.0% | 5,633 | 100.0% |
| At Least One Moving Violation Recorded | 472 | 9.5% | 294 | 6.2% | 421 | 7.5% |
| No Moving Violations Recorded | 4,505 | 90.5% | 3,495 | 73.5% | 5,212 | 92.5% |
| Total^d | 4,977 | 100.0% | 4,754 | 100.0% | 5,633 | 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, 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, 2021

| Driver-Related Factors | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Speeding of Any Kind | 131 | 12.1% | 266 | 5.8% | 397 | 7.0% |
| Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.) | 77 | 7.1% | 201 | 4.4% | 278 | 4.9% |
| Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care | 81 | 7.5% | 183 | 4.0% | 264 | 4.7% |
| Failure to Yield Right of Way | 41 | 3.8% | 215 | 4.7% | 256 | 4.5% |
| Impairment (Fatigue, Alcohol, Illness, etc.) | 118 | 10.9% | 116 | 2.5% | 234 | 4.2% |
| Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) | 40 | 3.7% | 139 | 3.1% | 179 | 3.2% |
| Improper Lane Usage | 42 | 3.9% | 115 | 2.5% | 157 | 2.8% |
| Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws | 21 | 1.9% | 107 | 2.3% | 128 | 2.3% |
| Following Improperly | 1 | 0.1% | 99 | 2.2% | 100 | 1.8% |
| Overcorrecting | 69 | 6.4% | 22 | 0.5% | 91 | 1.6% |
| Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner | 31 | 2.9% | 44 | 1.0% | 75 | 1.3% |
| Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road | 18 | 1.7% | 55 | 1.2% | 73 | 1.3% |
| Driver has a Driving Record or Driver's License From More Than One State | 9 | 0.8% | 36 | 0.8% | 45 | 0.8% |
| Stopping in Roadway (Vehicle Not Abandoned) | 0 | 0.0% | 45 | 1.0% | 45 | 0.8% |
| Vehicle in Road | 1 | 0.1% | 39 | 0.9% | 40 | 0.7% |
| Making Improper Turn | 3 | 0.3% | 34 | 0.7% | 37 | 0.7% |
| Improper or Erratic Lane Changing | 0 | 0.0% | 30 | 0.7% | 30 | 0.5% |
| Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally) | 1 | 0.1% | 25 | 0.5% | 26 | 0.5% |
| Starting or Backing Improperly | 7 | 0.6% | 18 | 0.4% | 25 | 0.4% |
| Emergency Medical Service Personnel | 0 | 0.0% | 23 | 0.5% | 23 | 0.4% |
| Fire Personnel | 11 | 1.0% | 9 | 0.2% | 20 | 0.4% |
| Overloading or Improper Loading of Vehicle with Passengers or Cargo | 5 | 0.5% | 15 | 0.3% | 20 | 0.4% |
| Tire Blowout or Flat | 4 | 0.4% | 16 | 0.4% | 20 | 0.4% |
| Operating Without Required Equipment | 2 | 0.2% | 15 | 0.3% | 17 | 0.3% |
| Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle | 4 | 0.4% | 10 | 0.2% | 14 | 0.2% |
| Pedestrian, Pedalcyclist, or Other Non-Motorist in Road | 12 | 1.1% | 2 | * | 14 | 0.2% |
| Driving Less Than Posted Minimum | 6 | 0.6% | 6 | 0.1% | 12 | 0.2% |
| Looked but Did Not See | 0 | 0.0% | 12 | 0.3% | 12 | 0.2% |
| Making Improper Entry to or Exit From Trafficway | 0 | 0.0% | 10 | 0.2% | 10 | 0.2% |
| Slippery or Loose Surface | 6 | 0.6% | 4 | 0.1% | 10 | 0.2% |
| Alcohol and/or Drug Test Refused | 1 | 0.1% | 7 | 0.2% | 8 | 0.1% |
| Driver Has Not Complied With Physical or Other Imposed Restrictions | 1 | 0.1% | 8 | 0.2% | 9 | 0.2% |
| Improper Passing Location | 4 | 0.4% | 5 | 0.1% | 9 | 0.2% |
| Phantom Vehicle | 1 | 0.1% | 8 | 0.2% | 9 | 0.2% |
| Live Animals in Road | 5 | 0.5% | 2 | * | 7 | 0.1% |
| At Least One Driver-Related Factor Recorded | 532 | 49.3% | 1,266 | 27.8% | 1,798 | 31.9% |
| No Driver-Related Factors Recorded | 547 | 50.7% | 3,288 | 72.2% | 3,835 | 68.1% |
| Total^b | 1,079 | 100.0% | 4,554 | 100.0% | 5,633 | 100.0% |
| At Least One Moving Violation Recorded | 67 | 6.2% | 354 | 7.8% | 421 | 7.5% |
| No Moving Violations Recorded | 1,012 | 93.8% | 4,200 | 92.2% | 5,212 | 92.5% |
| Total^b | 1,079 | 100.0% | 4,554 | 100.0% | 5,633 | 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, Fatality Analysis Reporting System (FARS).

People Table 31. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2019-2021

| Driver Distraction-Related Factors | 2019 | | 2020 | | 2021 | |
|--|--------------|---------------|--------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Inattentive, Details Unknown | 95 | 1.9% | 99 | 2.1% | 94 | 1.7% |
| Distracted, Details Unknown | 27 | 0.5% | 40 | 0.8% | 55 | 1.0% |
| Distracted by Outside Person, Object, or Event | 21 | 0.4% | 14 | 0.3% | 22 | 0.4% |
| Distraction/Inattention | 27 | 0.5% | 21 | 0.4% | 20 | 0.4% |
| Other Distraction | 11 | 0.2% | 9 | 0.2% | 16 | 0.3% |
| Talking or Listening to Cellular Phone | 12 | 0.2% | 12 | 0.3% | 15 | 0.3% |
| Other Cellular Phone Related | 16 | 0.3% | 2 | * | 14 | 0.2% |
| Using or Reaching For Device/Object Brought Into Vehicle | 17 | 0.3% | 11 | 0.2% | 11 | 0.2% |
| Eating or Drinking | 8 | 0.2% | 8 | 0.2% | 7 | 0.1% |
| Dialing/Manipulating Cellular Phone ^a | 8 | 0.2% | 13 | 0.3% | 5 | 0.1% |
| Lost In Thought/Day Dreaming | 2 | * | 9 | 0.2% | 4 | 0.1% |
| Adjusting Audio and/or Climate Controls | 0 | 0.0% | 1 | * | 5 | 0.1% |
| Using Other Device/Controls Integral to Vehicle | 0 | 0.0% | 1 | * | 3 | 0.1% |
| Distracted By Other Occupant(s) | 5 | 0.1% | 3 | 0.1% | 2 | * |
| Careless/Inattentive | 4 | 0.1% | 2 | * | 2 | * |
| Distracted By Moving Object in Vehicle | 2 | * | 1 | * | 2 | * |
| Distraction/Careless | 0 | 0.0% | 1 | * | 0 | 0.0% |
| Looked But Did Not See | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Smoking Related | 0 | 0.0% | 0 | 0.0% | 1 | * |
| At Least One Driver Distraction-Related Factor Recorded | 255 | 5.1% | 247 | 5.2% | 278 | 4.9% |
| No Driver Distraction-Related Factors Recorded | 4,722 | 94.9% | 4,507 | 94.8% | 5,355 | 95.1% |
| Total | 4,977 | 100.0% | 4,754 | 100.0% | 5,633 | 100.0% |
| Driver Impairment-Related Factors | 2019 | | 2020 | | 2021 | |
| | Number | Percent | Number | Percent | Number | Percent |
| Under the Influence of Alcohol, Drugs or Medication | 94 | 1.9% | 121 | 2.5% | 118 | 2.1% |
| Asleep or Fatigued | 72 | 1.4% | 68 | 1.4% | 63 | 1.1% |
| Ill, Blackout | 33 | 0.7% | 34 | 0.7% | 31 | 0.6% |
| Emotional (Depressed, Angry, Disturbed, etc.) | 17 | 0.3% | 10 | 0.2% | 7 | 0.1% |
| Physical Impairment – No Details | 13 | 0.3% | 9 | 0.2% | 7 | 0.1% |
| Other Physical Impairment | 5 | 0.1% | 5 | 0.1% | 8 | 0.1% |
| Blind | 0 | 0.0% | 1 | * | 0 | 0.0% |
| 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 | 234 | 4.7% | 248 | 5.2% | 234 | 4.2% |
| No Driver Impairment-Related Factors Recorded | 4,743 | 95.3% | 4,506 | 94.8% | 5,399 | 95.8% |
| Total | 4,977 | 100.0% | 4,754 | 100.0% | 5,633 | 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, 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, 2021

| Driver Distraction-Related Factors | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Inattentive, Details Unknown | 22 | 2.0% | 72 | 1.6% | 94 | 1.7% |
| Distracted, Details Unknown | 16 | 1.5% | 39 | 0.9% | 55 | 1.0% |
| Distraction/Inattention | 10 | 0.9% | 12 | 0.3% | 22 | 0.4% |
| Distracted by Outside Person, Object, or Event | 6 | 0.6% | 14 | 0.3% | 20 | 0.4% |
| Using or Reaching for Device/Object Brought Into Vehicle | 3 | 0.3% | 13 | 0.3% | 16 | 0.3% |
| Talking or Listening to Cellular Phone | 6 | 0.6% | 9 | 0.2% | 15 | 0.3% |
| Using Other Device/Controls Integral to Vehicle | 5 | 0.5% | 9 | 0.2% | 14 | 0.2% |
| Other Cellular Phone Related | 2 | 0.2% | 9 | 0.2% | 11 | 0.2% |
| Manipulating Cellular Phone | 2 | 0.2% | 5 | 0.1% | 7 | 0.1% |
| Other Distraction | 1 | 0.1% | 4 | 0.1% | 5 | 0.1% |
| Eating or Drinking | 1 | 0.1% | 3 | 0.1% | 4 | 0.1% |
| Distracted by Other Occupant(s) | 2 | 0.2% | 3 | 0.1% | 5 | 0.1% |
| Careless/Inattentive | 0 | 0.0% | 3 | 0.1% | 3 | 0.1% |
| Lost in Thought/Daydreaming | 0 | 0.0% | 2 | * | 2 | * |
| Adjusting Audio and/or Climate Controls | 0 | 0.0% | 2 | * | 2 | * |
| Distracted by Moving Object in Vehicle | 1 | 0.1% | 1 | * | 2 | * |
| Distraction/Careless | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Looked But Did Not See | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Smoking Related | 0 | 0.0% | 1 | * | 1 | * |
| At Least One Driver Distraction-Related Factor Recorded | 77 | 7.1% | 201 | 4.4% | 278 | 4.9% |
| No Driver Distraction-Related Factors Recorded | 1,002 | 92.9% | 4,353 | 95.6% | 5,355 | 95.1% |
| Total | 1,079 | 100.0% | 4,554 | 100.0% | 5,633 | 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 | 42 | 3.8% | 76 | 1.7% | 118 | 2.1% |
| Asleep or Fatigued | 37 | 3.5% | 26 | 0.6% | 63 | 1.1% |
| Ill, Blackout | 25 | 2.3% | 6 | 0.1% | 31 | 0.5% |
| Emotional (Depressed, Angry, Disturbed, etc.) | 3 | 0.3% | 4 | 0.1% | 7 | 0.1% |
| Physical Impairment – No Details | 6 | 0.5% | 1 | * | 7 | 0.1% |
| Other Physical Impairment | 5 | 0.5% | 3 | 0.1% | 8 | 0.1% |
| Blind | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| At Least One Driver Impairment-Related Factor Recorded | 118 | 10.9% | 116 | 2.5% | 234 | 4.2% |
| No Driver Impairment-Related Factors Recorded | 961 | 89.1% | 4,438 | 97.5% | 5,399 | 95.8% |
| Total | 1,079 | 100.0% | 4,554 | 100.0% | 5,633 | 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, Fatality Analysis Reporting System (FARS).

People Table 33. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2019-2021

| Driver-Related Factors | 2019 | | 2020 | | 2021 | |
|--|---------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Speeding of Any Kind | 6,582 | 16.7% | 7,833 | 19.0% | 8,458 | 18.2% |
| Impairment (Fatigue, Alcohol, Illness, etc.) | 6,006 | 15.2% | 6,953 | 16.8% | 7,308 | 15.7% |
| Failure to Yield Right of Way | 3,304 | 8.4% | 3,214 | 7.8% | 3,673 | 7.9% |
| Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care | 2,621 | 6.6% | 3,125 | 7.6% | 3,647 | 7.9% |
| Improper Lane Usage | 2,954 | 7.5% | 2,900 | 7.0% | 3,479 | 7.5% |
| Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.) | 2,435 | 6.2% | 2,431 | 5.9% | 2,707 | 5.8% |
| Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner | 1,488 | 3.8% | 1,895 | 4.6% | 2,072 | 4.5% |
| Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws | 1,739 | 4.4% | 1,902 | 4.6% | 1,996 | 4.3% |
| Overcorrecting | 1,427 | 3.6% | 1,561 | 3.8% | 1,621 | 3.5% |
| Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) | 1,222 | 3.1% | 1,201 | 2.9% | 1,234 | 2.7% |
| Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally) | 971 | 2.5% | 811 | 2.0% | 1,034 | 2.2% |
| Following Improperly | 428 | 1.1% | 409 | 1.0% | 534 | 1.1% |
| Road Rage/Aggressive Driving | 324 | 0.8% | 437 | 1.1% | 448 | 1.0% |
| Improper or Erratic Lane Changing | 540 | 1.4% | 483 | 1.2% | 442 | 1.0% |
| Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road | 523 | 1.3% | 464 | 1.1% | 726 | 1.6% |
| Making Improper Turn | 324 | 0.8% | 289 | 0.7% | 354 | 0.8% |
| Police Pursuing This Driver or Police Officer in Pursuit | 232 | 0.6% | 287 | 0.7% | 267 | 0.6% |
| Driver has a Driving Record or Driver's License From More Than One State | 235 | 0.6% | 212 | 0.5% | 302 | 0.7% |
| Driver Has Not Complied With Physical or Other Imposed Restrictions | 179 | 0.5% | 197 | 0.5% | 221 | 0.5% |
| Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle | 266 | 0.7% | 633 | 1.5% | 201 | 0.4% |
| Stopping in Roadway (Vehicle Not Abandoned) | 151 | 0.4% | 232 | 0.6% | 194 | 0.4% |
| Improper Passing Location | 51 | 0.1% | 146 | 0.4% | 187 | 0.4% |
| Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions) | 128 | 0.3% | 160 | 0.4% | 201 | 0.4% |
| Driving Wrong Way on One-Way Trafficway | 145 | 0.4% | 139 | 0.3% | 156 | 0.3% |
| Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass | 97 | 0.2% | 121 | 0.3% | 138 | 0.3% |
| Making Improper Entry to or Exit From Trafficway | 43 | 0.1% | 98 | 0.2% | 129 | 0.3% |
| Vehicle in Road | 70 | 0.2% | 75 | 0.2% | 120 | 0.3% |
| Police or Law Enforcement Officer | 52 | 0.1% | 94 | 0.2% | 116 | 0.2% |
| Looked but Did Not See | 225 | 0.6% | 137 | 0.3% | 114 | 0.2% |
| Operator Inexperience | 91 | 0.2% | 90 | 0.2% | 101 | 0.2% |
| Alcohol and/or Drug Test Refused | 96 | 0.2% | 84 | 0.2% | 100 | 0.2% |
| Slippery or Loose Surface | 49 | 0.1% | 66 | 0.2% | 71 | 0.2% |
| Tire Blowout or Flat | 58 | 0.1% | 80 | 0.2% | 70 | 0.2% |
| Phantom Vehicle | 51 | 0.1% | 52 | 0.1% | 63 | 0.1% |
| Pedestrian, Pedalcyclist, or Other Non-Motorist in Road | 40 | 0.1% | 40 | 0.1% | 63 | 0.1% |
| At Least One Driver-Related Factor Recorded | 21,125 | 53.5% | 22,668 | 54.9% | 25,188 | 54.2% |
| No Driver-Related Factors Recorded | 18,381 | 46.5% | 18,630 | 45.1% | 21,265 | 45.8% |
| Total^a | 39,506 | 100.0% | 41,298 | 100.0% | 46,453 | 100.0% |
| At Least One Moving Violation Recorded | 4,771 | 12.1% | 4,591 | 11.1% | 5,083 | 10.9% |
| No Moving Violations Recorded | 34,735 | 87.9% | 36,707 | 88.9% | 41,370 | 89.1% |
| Total^a | 39,506 | 100.0% | 41,298 | 100.0% | 46,453 | 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, 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, 2021

| Driver-Related Factors | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--|------------------------|---------------|--------------------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Speeding of Any Kind | 4,931 | 28.6% | 3,527 | 12.1% | 8,458 | 18.2% |
| Impairment (Fatigue, Alcohol, Illness, etc.) | 3,941 | 22.8% | 3,367 | 11.5% | 7,308 | 15.7% |
| Failure to Yield Right of Way | 373 | 2.2% | 3,300 | 11.3% | 3,673 | 7.9% |
| Careless Driving, Inattentive Operation, Improper Driving, Driving Without Due Care | 1,864 | 10.8% | 1,783 | 6.1% | 3,647 | 7.9% |
| Improper Lane Usage | 783 | 4.5% | 2,696 | 9.2% | 3,479 | 7.5% |
| Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.) | 1,210 | 7.0% | 1,497 | 5.1% | 2,707 | 5.8% |
| Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner | 1,066 | 6.2% | 1,006 | 3.4% | 2,072 | 4.5% |
| Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Observe Safety Zone Traffic Laws | 392 | 2.3% | 1,604 | 5.5% | 1,996 | 4.3% |
| Overcorrecting | 1,282 | 7.4% | 339 | 1.2% | 1,621 | 3.5% |
| Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) | 527 | 3.1% | 707 | 2.4% | 1,234 | 2.7% |
| Driving on Wrong Side of Two-way Trafficway (Intentionally or Unintentionally) | 90 | 0.5% | 944 | 3.2% | 1,034 | 2.2% |
| Following Improperly | 38 | 0.2% | 496 | 1.7% | 534 | 1.1% |
| Road Rage/Aggressive Driving | 207 | 1.2% | 241 | 0.8% | 448 | 1.0% |
| Improper or Erratic Lane Changing | 118 | 0.7% | 324 | 1.1% | 442 | 1.0% |
| Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road | 386 | 2.2% | 340 | 1.2% | 726 | 1.6% |
| Making Improper Turn | 34 | 0.2% | 320 | 1.1% | 354 | 0.8% |
| Police Pursuing This Driver or Police Officer in Pursuit | 140 | 0.8% | 127 | 0.4% | 267 | 0.6% |
| Driver has a Driving Record or Driver's License From More Than One State | 156 | 0.9% | 146 | 0.5% | 302 | 0.7% |
| Driver Has Not Complied With Physical or Other Imposed Restrictions | 90 | 0.5% | 97 | 0.3% | 221 | 0.5% |
| Passing With Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle | 22 | 0.1% | 179 | 0.6% | 201 | 0.4% |
| Stopping in Roadway (Vehicle Not Abandoned) | 0 | 0.0% | 201 | 0.7% | 194 | 0.4% |
| Improper Passing Location | 51 | 0.3% | 143 | 0.5% | 187 | 0.4% |
| Driver Has Not Complied With Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions) | 109 | 0.6% | 112 | 0.4% | 201 | 0.4% |
| Driving Wrong Way on One-Way Trafficway | 10 | 0.1% | 146 | 0.5% | 156 | 0.3% |
| Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass | 26 | 0.2% | 112 | 0.4% | 138 | 0.3% |
| Making Improper Entry to or Exit From Trafficway | 85 | 0.5% | 44 | 0.2% | 129 | 0.3% |
| Vehicle in Road | 10 | 0.1% | 110 | 0.4% | 120 | 0.3% |
| Police or Law Enforcement Officer | 43 | 0.2% | 73 | 0.3% | 116 | 0.2% |
| Looked but Did Not See | 42 | 0.2% | 72 | 0.2% | 114 | 0.2% |
| Operator Inexperience | 58 | 0.3% | 43 | 0.1% | 101 | 0.2% |
| Alcohol and/or Drug Test Refused | 49 | 0.3% | 51 | 0.2% | 100 | 0.2% |
| Slippery or Loose Surface | 32 | 0.2% | 39 | 0.1% | 71 | 0.2% |
| Tire Blowout or Flat | 50 | 0.3% | 20 | 0.1% | 70 | 0.2% |
| Phantom Vehicle | 38 | 0.2% | 25 | 0.1% | 63 | 0.1% |
| Pedestrian, Pedalcyclist, or Other Non-Motorist in Road | 52 | 0.3% | 11 | * | 63 | 0.1% |
| At Least One Driver-Related Factor Recorded | 10,769 | 62.4% | 14,419 | 49.4% | 25,188 | 54.2% |
| No Driver-Related Factors Recorded | 6,487 | 37.6% | 14,778 | 50.6% | 21,265 | 45.8% |
| Total^a | 17,256 | 100.0% | 29,197 | 100.0% | 46,453 | 100.0% |
| At Least One Moving Violation Recorded | 1,787 | 10.4% | 3,296 | 11.3% | 5,083 | 10.9% |
| No Moving Violations Recorded | 15,469 | 89.6% | 25,901 | 88.7% | 41,370 | 89.1% |
| Total^a | 17,256 | 100.0% | 29,197 | 100.0% | 46,453 | 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, 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.



FMCSA-RRA-23-002
November 2023