



U.S. Department of Transportation

# LARGE TRUCK AND BUS CRASH FACTS 2015



Federal Motor Carrier Safety Administration  
Analysis Division

November 2016

**At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.**

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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 2015. 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 2015 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 2014 are reflected in this report. Updated final counts for 2015 will be reflected in the 2016 annual report. For more information on FARS, go to [www.nhtsa.gov/FARS](http://www.nhtsa.gov/FARS).
- ◆ **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. For more information on GES, go to [www.nhtsa.gov/NASS](http://www.nhtsa.gov/NASS).
- ◆ **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, and MCMIS describe the events and details of motor vehicle crashes, but they do not include data on crash causation or fault.

- ◆ **Highway Statistics:** *Highway Statistics* is an annual publication of the Office of Highway Policy Information of the Federal Highway Administration (FHWA). State agencies report the data, ranging from driver licensing to highway finance, and FHWA aggregates them to get national totals. This report takes vehicle miles traveled (VMT) and vehicle registrations from Table VM-1 of *Highway Statistics*, "Annual Vehicle Distance Traveled in Miles and Related Data." Readers are warned to be careful of crash rate data based on the VMT numbers from FHWA. Beginning with data for 2007, FHWA implemented an enhanced

methodology for estimating registered vehicles and VMT by vehicle type. The new methodology did not change the total VMT, but it did make a large difference in the number of miles traveled attributed to large trucks and buses. As a result, it would be misleading to cite large truck and bus data trends that encompassed both the years before 2007 and the years following. For more information on VMT data, go to [www.fhwa.dot.gov/policyinformation/statistics/2014](http://www.fhwa.dot.gov/policyinformation/statistics/2014).

## Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2015 in the context of available historical data for past years. In the other chapters, the 2015 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

The Federal Highway Administration (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.

## 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 2015. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2015. Nonfatal crash statistics are presented for 1995 through 2015. 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 2015, 4,311 large trucks and buses were involved in fatal crashes, an 8-percent increase from 2014. Although the number of large trucks and buses in fatal crashes has increased by 26 percent from its low of 3,432 in 2009, the 2015 number is still 18 percent lower than the 21st-century peak of 5,231 in 2005.
- ◆ 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 20 percent between 2009 and 2015. From 2014 to 2015, the number of fatal crashes involving large trucks or buses increased by 5 percent.
- ◆ The number of injury crashes involving large trucks or buses decreased steadily from 89,000 in 2005 to 60,000 in 2009 (a decline of 33 percent). This decline was followed by an increase of 62 percent from 60,000 in 2009 to 97,000 in 2015.
- ◆ On average, from 2005 to 2015, intercity buses accounted for 13 percent, and school buses and transit buses accounted for 41 percent and 33 percent, respectively, of all buses involved in fatal crashes.
- ◆ Over the past year (from 2014 to 2015):
  - ❖ The number of large trucks involved in fatal crashes increased by 8 percent, from 3,749 to 4,050.
  - ❖ The number of large trucks involved in injury crashes decreased by 1 percent, from 88,000 to 87,000.
  - ❖ The number of large trucks involved in property damage only crashes decreased by 1 percent, from 346,000 to 342,000.
  - ❖ The number of buses involved in fatal crashes increased from 236 to 261, an increase of 11 percent.

### Note: Data Revisions

The Federal Highway Administration (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.

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2015

Year	Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Large Truck and Bus Occupant Fatalities	Total Fatalities in Large Truck and Bus Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Large Trucks and Buses Registered
						Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Fatalities in Large Truck and Bus Crashes	
1975	4,032	4,304	1,014	4,816	1,327,664	0.304	0.324	0.363	5,824,525
1976	4,489	4,754	1,205	5,379	1,402,380	0.320	0.339	0.384	6,053,524
1977	5,149	5,485	1,329	6,054	1,467,027	0.351	0.374	0.413	6,180,664
1978	5,758	6,131	1,436	6,740	1,544,704	0.373	0.397	0.436	6,365,161
1979	6,007	6,431	1,471	7,054	1,529,133	0.393	0.421	0.461	6,418,336
1980	5,353	5,709	1,308	6,333	1,527,295	0.350	0.374	0.415	6,319,442
1981	5,253	5,572	1,189	6,178	1,555,308	0.338	0.358	0.397	6,260,262
1982	4,668	4,935	979	5,525	1,595,010	0.293	0.309	0.346	6,149,615
1983	4,903	5,184	1,035	5,815	1,652,788	0.297	0.314	0.352	6,091,276
1984	5,136	5,444	1,120	5,983	1,720,269	0.299	0.316	0.348	5,984,746
1985	5,153	5,490	1,034	6,089	1,774,826	0.290	0.309	0.343	6,589,822
1986	5,055	5,383	965	5,895	1,834,872	0.275	0.293	0.321	6,314,733
1987	5,146	5,461	903	5,978	1,921,204	0.268	0.284	0.311	6,320,321
1988	5,156	5,528	965	6,004	2,025,962	0.254	0.273	0.296	6,752,553
1989	4,971	5,295	908	5,819	2,096,487	0.237	0.253	0.278	6,851,522
1990	4,790	5,065	737	5,590	2,144,362	0.223	0.236	0.261	6,822,863
1991	4,355	4,621	692	5,107	2,172,050	0.201	0.213	0.235	6,803,425
1992	4,098	4,320	613	4,767	2,247,151	0.182	0.192	0.212	6,689,937
1993	4,351	4,591	623	5,124	2,296,378	0.189	0.200	0.223	6,742,587
1994	4,617	4,902	688	5,412	2,357,588	0.196	0.208	0.230	7,258,308
1995	4,456	4,743	681	5,214	2,422,696	0.184	0.196	0.215	7,404,924
1996	4,723	5,081	642	5,489	2,485,848	0.190	0.204	0.221	7,707,396
1997	4,888	5,214	741	5,709	2,561,695	0.191	0.204	0.223	7,780,874
1998	4,857	5,244	780	5,712	2,631,522	0.185	0.199	0.217	8,447,810
1999	4,854	5,239	818	5,727	2,691,056	0.180	0.195	0.213	8,520,203
2000	4,881	5,320	776	5,620	2,746,925	0.178	0.194	0.205	8,768,774
2001	4,723	5,115	742	5,417	2,795,610	0.169	0.183	0.194	8,607,223
2002	4,486	4,861	734	5,241	2,855,508	0.157	0.170	0.184	8,687,997
2003	4,609	5,012	767	5,343	2,890,221	0.159	0.173	0.185	8,533,438
2004	4,734	5,181	808	5,519	2,964,788	0.160	0.175	0.186	8,966,638
2005	4,805	5,231	862	5,539	2,989,430	0.161	0.175	0.185	9,289,052
2006	4,643	5,071	832	5,347	3,014,371	0.154	0.168	0.177	9,640,966
2007	4,472	4,914	841	5,116	3,031,124	0.148	0.162	0.169	11,586,455
2008	3,994	4,340	749	4,545	2,976,528	0.134	0.146	0.153	11,716,583
2009	3,193	3,432	525	3,619	2,956,764	0.108	0.116	0.122	11,815,207
2010	3,512	3,745	574	3,957	2,967,266	0.118	0.126	0.133	11,616,105
2011	3,593	3,878	695	4,043	2,950,402	0.122	0.131	0.137	10,936,757
2012	3,726	4,078	736	4,208	2,969,433	0.125	0.137	0.142	11,423,889
2013	3,821	4,203	749	4,278	2,988,280	0.128	0.141	0.143	11,461,905
2014	3,656	3,985	700	4,168	3,025,656	0.121	0.132	0.138	11,777,983
2015	3,838	4,311	716	4,337	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 2. Large Truck and Bus Injury Crash Statistics, 1995-2015

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	
1995	94,000	98,000	148,000	2,422,696	3.87	4.05	6.10	7,404,923
1996	104,000	109,000	163,000	2,485,848	4.17	4.39	6.54	7,707,396
1997	104,000	108,000	157,000	2,561,695	4.06	4.22	6.12	7,780,874
1998	98,000	101,000	156,000	2,631,522	3.71	3.85	5.91	8,447,810
1999	109,000	115,000	176,000	2,691,056	4.04	4.28	6.53	8,520,203
2000	108,000	114,000	166,000	2,746,925	3.94	4.14	6.04	8,768,774
2001	96,000	101,000	153,000	2,795,610	3.45	3.63	5.49	8,607,223
2002	102,000	107,000	158,000	2,855,508	3.56	3.74	5.52	8,687,997
2003	97,000	103,000	150,000	2,890,221	3.37	3.55	5.21	8,533,438
2004	95,000	100,000	145,000	2,964,788	3.22	3.36	4.88	8,966,638
2005	89,000	95,000	136,000	2,989,430	2.98	3.17	4.56	9,289,052
2006	87,000	91,000	126,000	3,014,371	2.88	3.02	4.17	9,640,966
2007	82,000	86,000	124,000	3,031,124	2.72	2.85	4.09	11,586,455
2008	74,000	77,000	113,000	2,976,528	2.50	2.59	3.81	11,716,583
2009	60,000	63,000	93,000	2,956,764	2.03	2.14	3.15	11,815,207
2010	67,000	70,000	106,000	2,967,266	2.25	2.35	3.58	11,616,105
2011	73,000	76,000	112,000	2,950,402	2.49	2.58	3.78	10,936,757
2012	85,000	89,000	126,000	2,969,433	2.85	3.00	4.25	11,423,889
2013	86,000	91,000	133,000	2,988,280	2.89	3.04	4.44	11,461,905
2014	93,000	100,000	132,000	3,025,656	3.06	3.29	4.36	11,777,983
2015	97,000	102,000	138,000	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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 data. 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1995-2015

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 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	
1995	322,000	334,000	2,422,696	13.3	13.8	7,404,923
1996	325,000	337,000	2,485,848	13.1	13.6	7,707,396
1997	363,000	378,000	2,561,695	14.2	14.7	7,780,874
1998	341,000	359,000	2,631,522	13.0	13.6	8,447,810
1999	396,000	417,000	2,691,056	14.7	15.5	8,520,203
2000	378,000	394,000	2,746,925	13.8	14.3	8,768,774
2001	360,000	377,000	2,795,610	12.9	13.5	8,607,223
2002	366,000	381,000	2,855,508	12.8	13.3	8,687,997
2003	389,000	407,000	2,890,221	13.5	14.1	8,533,438
2004	349,000	364,000	2,964,788	11.8	12.3	8,966,638
2005	377,000	393,000	2,989,430	12.6	13.1	9,289,052
2006	324,000	340,000	3,014,371	10.7	11.3	9,640,966
2007	360,000	379,000	3,031,124	11.9	12.5	11,586,455
2008	342,000	358,000	2,976,528	11.5	12.0	11,716,583
2009	278,000	287,000	2,956,764	9.4	9.7	11,815,207
2010	247,000	256,000	2,967,266	8.3	8.6	11,616,105
2011	252,000	265,000	2,950,402	8.5	9.0	10,936,757
2012	282,000	295,000	2,969,433	9.5	9.9	11,423,889
2013	299,000	313,000	2,988,280	10.0	10.5	11,461,905
2014	379,000	404,000	3,025,656	12.5	13.3	11,777,983
2015	379,000	395,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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 data. 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).



Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2015

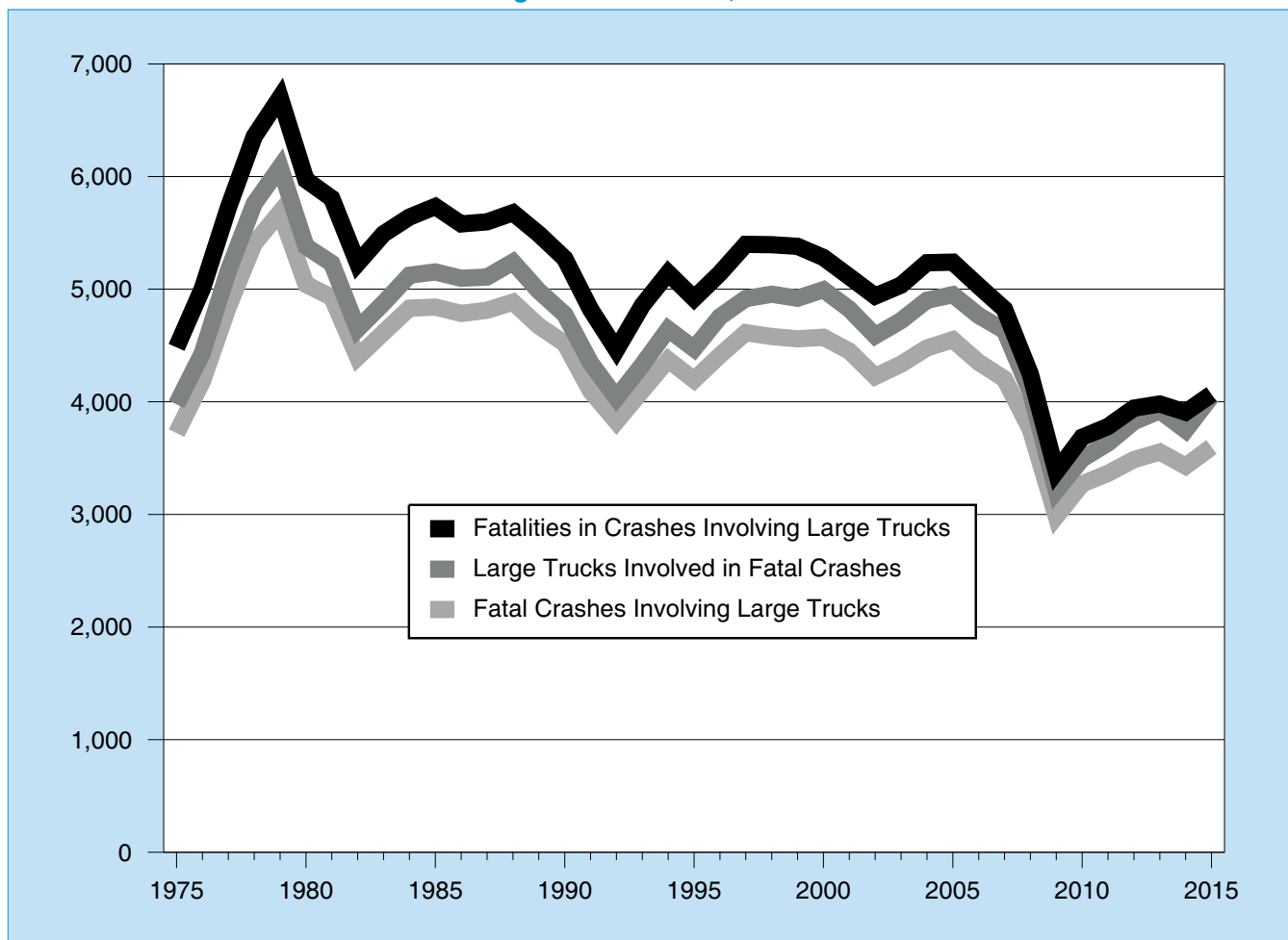
Year	Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks			Large Trucks Registered
						Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Fatalities in Large Truck Crashes	
1975	3,722	3,977	961	4,483	81,330	4.58	4.89	5.51	5,362,369
1976	4,184	4,435	1,132	5,008	86,070	4.86	5.15	5.82	5,575,185
1977	4,843	5,164	1,287	5,723	95,021	5.10	5.43	6.02	5,689,903
1978	5,405	5,759	1,395	6,356	105,739	5.11	5.45	6.01	5,859,807
1979	5,684	6,084	1,432	6,702	109,004	5.21	5.58	6.15	5,891,571
1980	5,042	5,379	1,262	5,971	108,491	4.65	4.96	5.50	5,790,653
1981	4,928	5,230	1,133	5,806	108,702	4.53	4.81	5.34	5,716,278
1982	4,396	4,646	944	5,229	111,423	3.95	4.17	4.69	5,590,415
1983	4,615	4,877	982	5,491	116,132	3.97	4.20	4.73	5,508,392
1984	4,831	5,124	1,074	5,640	121,796	3.97	4.21	4.63	5,401,075
1985	4,841	5,153	977	5,734	123,504	3.92	4.17	4.64	5,996,337
1986	4,785	5,097	926	5,579	126,675	3.78	4.02	4.40	5,720,880
1987	4,813	5,108	852	5,598	133,517	3.60	3.83	4.19	5,718,266
1988	4,885	5,241	911	5,679	137,985	3.54	3.80	4.12	6,136,884
1989	4,674	4,984	858	5,490	142,749	3.27	3.49	3.85	6,226,482
1990	4,518	4,776	705	5,272	146,242	3.09	3.27	3.60	6,195,876
1991	4,097	4,347	661	4,821	149,543	2.74	2.91	3.22	6,172,146
1992	3,825	4,035	585	4,462	153,384	2.49	2.63	2.91	6,045,205
1993	4,101	4,328	605	4,856	159,888	2.56	2.71	3.04	6,088,155
1994	4,373	4,644	670	5,144	170,216	2.57	2.73	3.02	6,587,885
1995	4,194	4,472	648	4,918	178,156	2.35	2.51	2.76	6,719,421
1996	4,413	4,755	621	5,142	182,971	2.41	2.60	2.81	7,012,615
1997	4,614	4,917	723	5,398	191,477	2.41	2.57	2.82	7,083,326
1998	4,579	4,955	742	5,395	196,380	2.33	2.52	2.75	7,732,270
1999	4,560	4,920	759	5,380	202,688	2.25	2.43	2.65	7,791,426
2000	4,573	4,995	754	5,282	205,520	2.23	2.43	2.57	8,022,649
2001	4,451	4,823	708	5,111	208,928	2.13	2.31	2.45	7,857,675
2002	4,224	4,587	689	4,939	214,603	1.97	2.14	2.30	7,927,280
2003	4,335	4,721	726	5,036	217,876	1.99	2.17	2.31	7,756,888
2004	4,478	4,902	766	5,235	220,811	2.03	2.22	2.37	8,171,364
2005	4,551	4,951	804	5,240	222,523	2.05	2.22	2.35	8,481,999
2006	4,350	4,766	805	5,027	222,513	1.95	2.14	2.26	8,819,007
2007	4,204	4,633	805	4,822	304,178	1.38	1.52	1.59	10,752,019
2008	3,754	4,089	682	4,245	310,680	1.21	1.32	1.37	10,873,275
2009	2,983	3,211	499	3,380	288,306	1.03	1.11	1.17	10,973,214
2010	3,271	3,494	530	3,686	286,527	1.14	1.22	1.29	10,770,054
2011	3,365	3,633	640	3,781	267,594	1.26	1.36	1.41	10,270,693
2012	3,486	3,825	697	3,944	269,207	1.29	1.42	1.47	10,659,380
2013	3,554	3,921	695	3,981	275,017	1.29	1.43	1.45	10,597,356
2014	3,429	3,749	656	3,908	279,132	1.23	1.34	1.40	10,905,956
2015	3,598	4,050	667	4,067	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2015



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).

Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2015

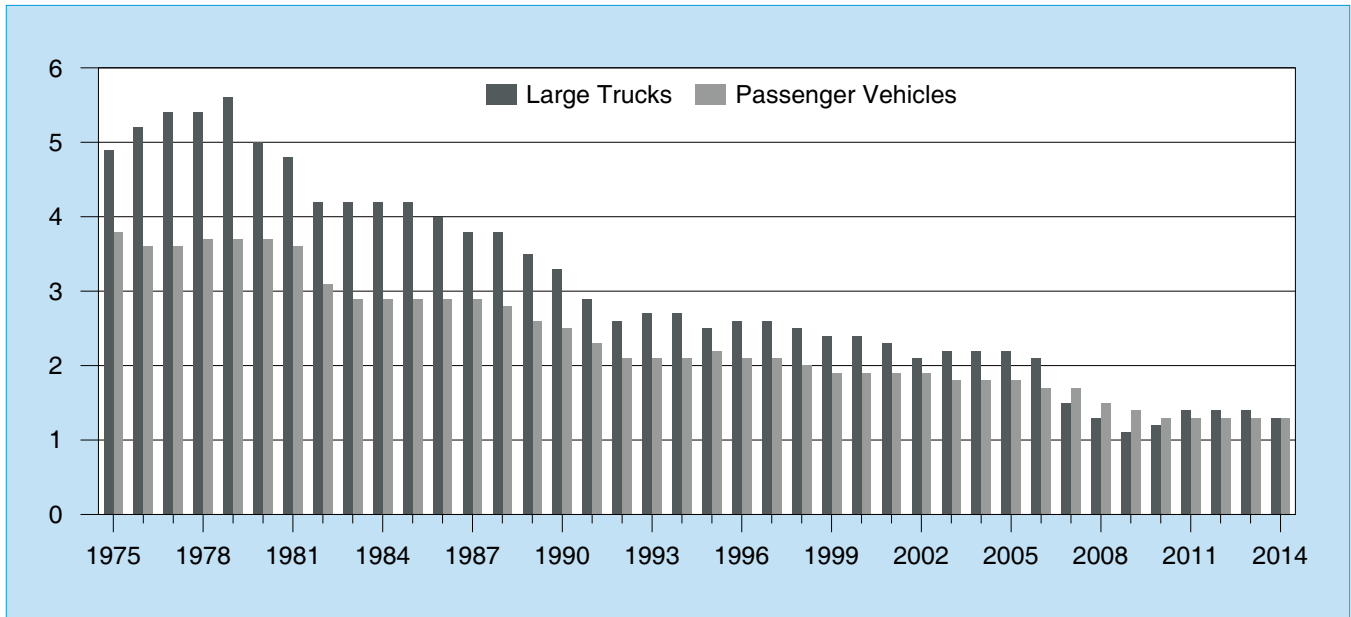
Year	Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Passenger Vehicle Occupant Fatalities	Total Fatalities in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
						Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Fatalities in Passenger Vehicle Crashes	
1975	35,057	46,533	30,785	40,187	1,234,650	2.84	3.77	3.25	115,364,709
1976	35,242	46,506	31,604	40,724	1,304,049	2.70	3.57	3.12	119,806,386
1977	37,197	49,438	32,758	42,599	1,359,834	2.74	3.64	3.13	123,400,366
1978	39,226	52,442	34,898	44,870	1,425,922	2.75	3.68	3.15	129,141,048
1979	39,637	52,543	34,986	45,207	1,405,545	2.82	3.74	3.22	132,476,608
1980	39,623	51,739	34,935	45,139	1,402,531	2.83	3.69	3.22	134,831,752
1981	38,544	51,195	33,726	43,586	1,429,675	2.70	3.58	3.05	137,239,007
1982	34,619	45,651	29,689	39,262	1,467,854	2.36	3.11	2.67	139,244,282
1983	33,481	44,416	29,181	37,866	1,522,697	2.20	2.92	2.49	142,153,582
1984	34,979	46,621	30,116	39,382	1,585,049	2.21	2.94	2.48	147,435,149
1985	34,567	46,741	29,901	38,976	1,637,759	2.11	2.85	2.38	154,013,265
1986	36,612	49,522	32,261	41,373	1,694,082	2.16	2.92	2.44	157,031,560
1987	37,342	51,094	33,190	42,119	1,772,852	2.11	2.88	2.38	161,543,801
1988	38,252	52,263	34,114	43,069	1,872,478	2.04	2.79	2.30	166,118,639
1989	37,102	51,110	33,614	41,782	1,937,696	1.91	2.64	2.16	169,892,626
1990	36,281	49,705	32,693	40,879	1,982,837	1.83	2.51	2.06	173,193,097
1991	33,701	46,123	30,776	38,134	2,007,579	1.68	2.30	1.90	175,389,400
1992	32,109	44,465	29,485	36,323	2,078,432	1.54	2.14	1.75	174,182,793
1993	32,969	45,565	30,077	37,222	2,120,459	1.55	2.15	1.76	177,629,233
1994	33,390	46,626	30,901	37,742	2,170,723	1.54	2.15	1.74	181,482,575
1995	34,555	48,527	31,991	39,014	2,228,323	1.55	2.18	1.75	185,762,753
1996	34,792	48,973	32,438	39,265	2,286,394	1.52	2.14	1.72	190,051,664
1997	34,595	48,687	32,448	39,187	2,353,295	1.47	2.07	1.67	191,960,390
1998	34,274	48,403	31,899	38,539	2,417,852	1.42	2.00	1.59	195,749,209
1999	34,163	47,896	32,127	38,571	2,470,122	1.38	1.94	1.56	200,012,521
2000	34,379	48,300	32,225	38,695	2,523,346	1.36	1.91	1.53	212,706,399
2001	34,496	48,417	32,043	38,725	2,569,980	1.34	1.88	1.51	221,821,103
2002	35,123	49,042	32,843	39,514	2,624,508	1.34	1.87	1.51	220,931,982
2003	34,879	48,861	32,271	39,148	2,655,987	1.31	1.84	1.47	222,856,560
2004	34,530	48,168	31,866	38,759	2,727,054	1.27	1.77	1.42	228,275,978
2005	34,837	48,133	31,549	38,933	2,749,472	1.27	1.75	1.42	231,904,922
2006	34,204	46,671	30,686	38,140	2,773,025	1.23	1.68	1.38	234,524,720
2007	32,787	44,666	29,072	36,460	2,691,034	1.22	1.66	1.35	235,678,150
2008	29,568	39,653	25,462	32,638	2,630,213	1.12	1.51	1.24	236,448,155
2009	27,019	36,371	23,447	29,940	2,633,248	1.03	1.38	1.14	234,467,679
2010	26,349	35,295	22,273	28,957	2,648,456	0.99	1.33	1.09	230,444,440
2011	25,697	34,314	21,316	28,165	2,650,458	0.97	1.29	1.06	233,841,422
2012	26,731	35,619	21,779	29,361	2,664,060	1.00	1.34	1.10	233,760,558
2013	26,024	34,886	21,224	28,579	2,677,730	0.97	1.30	1.07	236,010,230
2014	26,054	35,055	21,050	28,615	2,710,556	0.96	1.29	1.06	240,155,238
2015	27,955	38,209	22,441	30,766	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2014\***

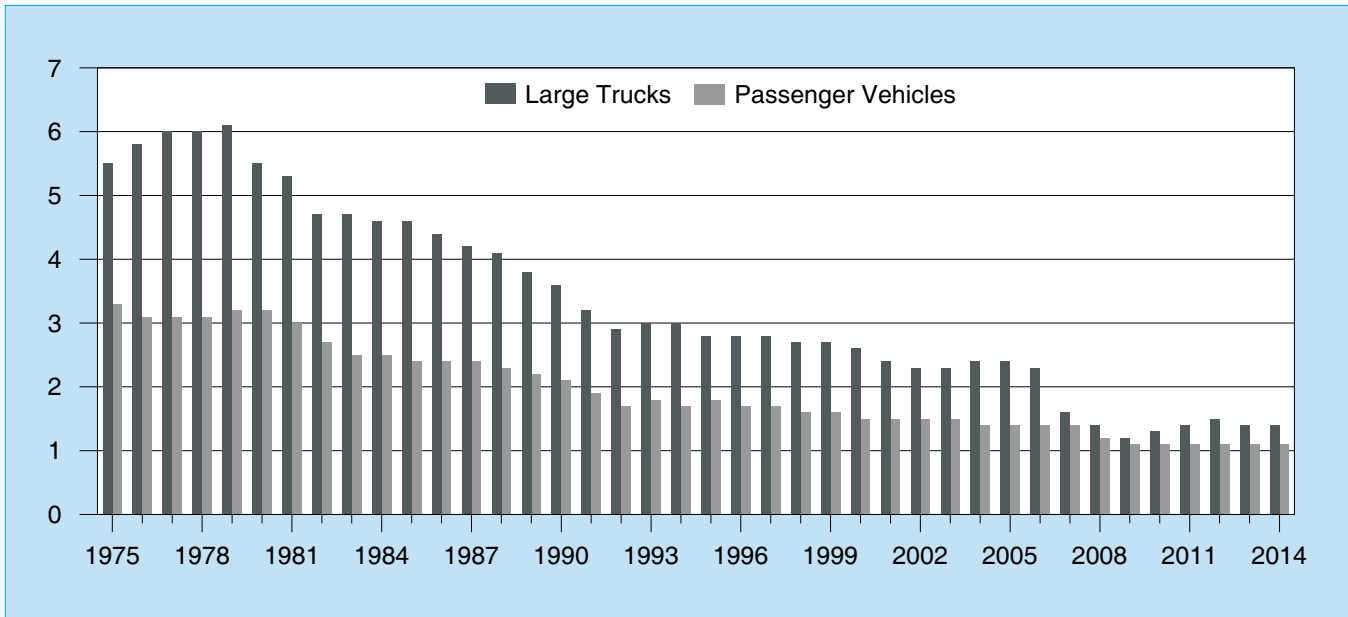


\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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). 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.

Sources: Vehicle Miles Traveled: FHWA, *Highway Statistics 2014*. Fatal Crashes and Vehicles Involved: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Figure 3. Fatalities in Crashes Involving Large Trucks and Passenger Vehicles per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2014\*



\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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). 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.

Sources: Vehicle Miles Traveled: FHWA, *Highway Statistics 2014*. Fatalities and Vehicles Involved: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2015

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
						Fatal Crashes	Vehicles All Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	31,006	45,960	28,003	33,782	2,969,433	1.04	1.55	1.14	253,639,386
2013	30,203	45,102	27,176	32,894	2,988,280	1.01	1.51	1.10	255,876,822
2014	30,056	44,950	26,901	32,744	3,025,656	0.99	1.49	1.08	260,350,938
2015	32,166	48,923	28,671	35,092	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

Notes: 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1995-2015

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	
1995	80,000	84,000	117,000	178,156	44.7	46.9	65.7	6,719,420
1996	89,000	94,000	129,000	182,971	48.6	51.3	70.7	7,012,615
1997	92,000	96,000	131,000	191,477	48.0	49.9	68.3	7,083,326
1998	85,000	89,000	127,000	196,380	43.3	45.1	64.8	7,732,270
1999	95,000	101,000	142,000	202,688	46.9	49.6	69.9	7,791,426
2000	96,000	101,000	140,000	205,520	46.9	48.9	68.0	8,022,649
2001	86,000	90,000	131,000	208,928	41.0	43.0	62.5	7,857,675
2002	90,000	94,000	130,000	214,603	41.9	43.9	60.4	7,927,280
2003	85,000	89,000	122,000	217,876	38.8	40.8	56.0	7,756,888
2004	83,000	87,000	116,000	220,811	37.5	39.3	52.6	8,171,364
2005	78,000	82,000	114,000	222,523	34.8	37.0	51.2	8,481,999
2006	77,000	80,000	106,000	222,513	34.5	36.1	47.5	8,819,007
2007	72,000	76,000	101,000	304,178	23.8	24.9	33.2	10,752,019
2008	64,000	66,000	90,000	310,680	20.5	21.3	28.8	10,873,275
2009	51,000	53,000	74,000	288,306	17.8	18.5	25.6	10,973,214
2010	56,000	58,000	80,000	286,527	19.5	20.3	27.9	10,770,054
2011	60,000	63,000	88,000	267,594	22.5	23.4	32.9	10,270,693
2012	73,000	77,000	104,000	269,207	27.1	28.5	38.6	10,659,380
2013	69,000	73,000	95,000	275,017	25.1	26.6	34.6	10,597,356
2014	82,000	88,000	111,000	279,132	29.4	31.7	39.8	10,905,956
2015	83,000	87,000	116,000	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1995-2015

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	
1995	2,170,000	3,938,000	3,410,000	2,228,323	97.4	176.7	153.0	185,762,753
1996	2,192,000	3,954,000	3,413,000	2,286,394	95.9	173.0	149.3	190,051,664
1997	2,104,000	3,801,000	3,295,000	2,353,295	89.4	161.5	140.0	191,960,390
1998	1,987,000	3,604,000	3,141,000	2,417,852	82.2	149.1	129.9	195,749,209
1999	2,005,000	3,603,000	3,175,000	2,470,122	81.2	145.9	128.5	200,012,521
2000	2,017,000	3,605,000	3,123,000	2,523,346	79.9	142.9	123.8	212,706,399
2001	1,954,000	3,496,000	2,974,000	2,569,980	76.0	136.0	115.7	221,821,103
2002	1,877,000	3,346,000	2,863,000	2,624,508	71.5	127.5	109.1	220,931,982
2003	1,873,000	3,362,000	2,828,000	2,655,987	70.5	126.6	106.5	222,856,560
2004	1,802,000	3,236,000	2,718,000	2,727,054	66.1	118.7	99.7	228,275,978
2005	1,754,000	3,102,000	2,625,000	2,749,472	63.8	112.8	95.5	231,904,922
2006	1,681,000	2,995,000	2,500,000	2,773,025	60.6	108.0	90.2	234,524,720
2007	1,642,000	2,871,000	2,412,000	2,691,034	61.0	106.7	89.6	235,678,150
2008	1,561,000	2,719,000	2,266,000	2,630,213	59.3	103.4	86.1	236,448,155
2009	1,456,000	2,573,000	2,149,000	2,633,248	55.3	97.7	81.6	234,467,679
2010	1,483,000	2,632,000	2,171,000	2,648,456	56.0	99.4	82.0	230,444,440
2011	1,476,000	2,597,000	2,155,000	2,650,458	55.7	98.0	81.3	233,841,422
2012	1,568,000	2,771,000	2,290,000	2,664,060	58.9	104.0	85.9	233,760,558
2013	1,531,000	2,738,000	2,241,000	2,677,730	57.2	102.3	83.7	236,010,230
2014	1,585,000	2,823,000	2,266,000	2,710,556	58.5	104.2	83.6	240,155,238
2015	1,652,000	2,983,000	2,371,000	—	—	—	—	—

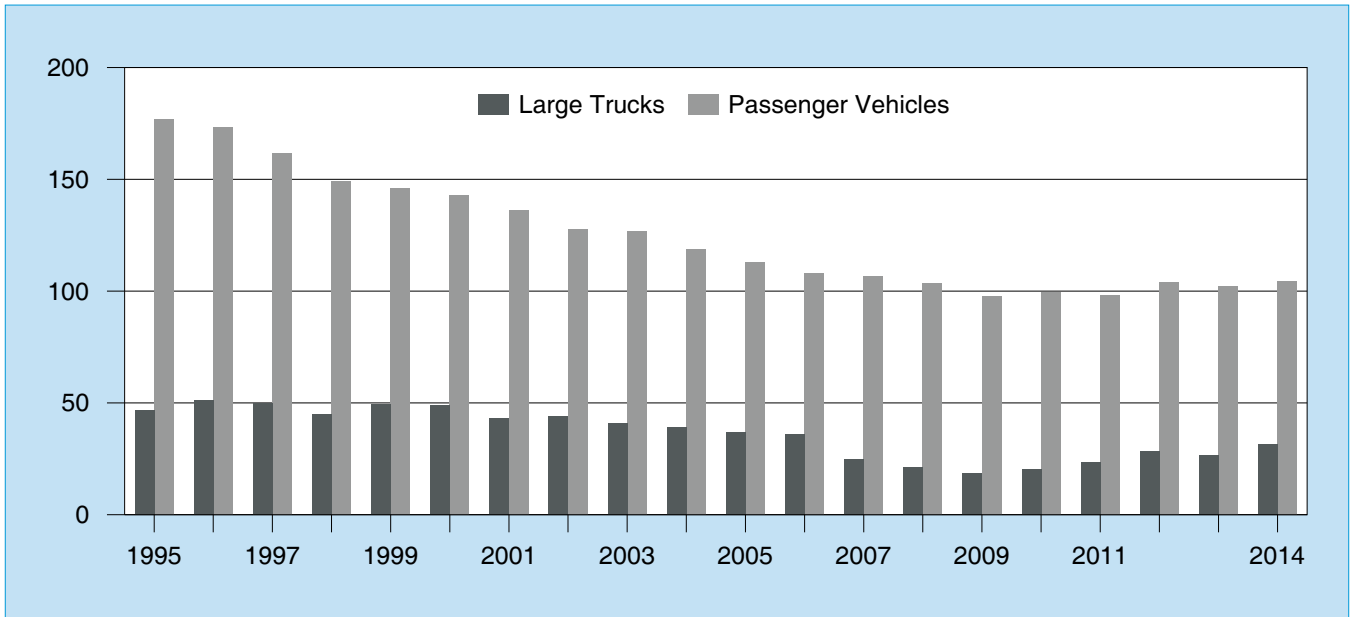
— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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). 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).



Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1995-2014\*

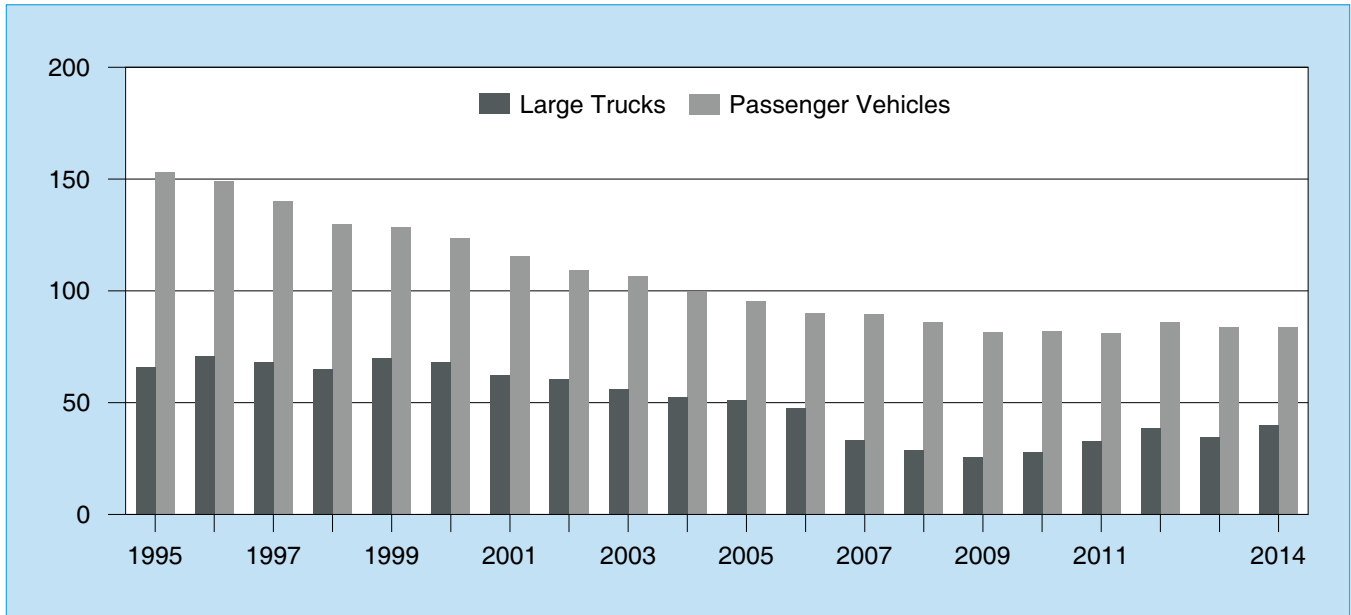


\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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). 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.

Sources: Vehicle Miles Traveled: FHWA, *Highway Statistics 2014*. Fatal Crashes and Vehicles Involved: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1995-2014\***



\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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). 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.

Sources: Vehicle Miles Traveled: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1995-2015

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	
1995	2,217,000	4,094,000	3,465,000	2,422,696	91.5	169.0	143.0	197,064,868
1996	2,238,000	4,120,000	3,468,000	2,485,848	90.0	165.7	139.5	201,630,659
1997	2,149,000	3,966,000	3,348,000	2,561,695	83.9	154.8	130.7	203,567,637
1998	2,029,000	3,757,000	3,192,000	2,631,522	77.1	142.8	121.3	208,076,469
1999	2,054,000	3,773,000	3,236,000	2,691,056	76.3	140.2	120.3	212,685,157
2000	2,070,000	3,783,000	3,189,000	2,746,925	75.4	137.7	116.1	225,821,241
2001	2,003,000	3,663,000	3,033,000	2,795,610	71.6	131.0	108.5	235,331,382
2002	1,929,000	3,520,000	2,926,000	2,855,508	67.6	123.3	102.5	234,624,135
2003	1,925,000	3,536,000	2,889,000	2,890,221	66.6	122.4	99.9	236,760,033
2004	1,862,000	3,415,000	2,788,000	2,964,788	62.8	115.2	94.0	243,010,550
2005	1,816,000	3,287,000	2,699,000	2,989,430	60.8	110.0	90.3	247,421,120
2006	1,746,000	3,181,000	2,575,000	3,014,371	57.9	105.5	85.4	250,844,644
2007	1,711,000	3,064,000	2,491,000	3,031,124	56.5	101.1	82.2	254,403,081
2008	1,630,000	2,894,000	2,346,000	2,976,528	54.8	97.2	78.8	255,917,664
2009	1,517,000	2,727,000	2,217,000	2,956,764	51.3	92.2	75.0	254,212,610
2010	1,542,000	2,785,000	2,239,000	2,967,266	52.0	93.9	75.5	250,070,048
2011	1,530,000	2,763,000	2,217,000	2,950,402	51.9	93.7	75.1	253,215,681
2012	1,634,000	2,963,000	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	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1995-2015

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	
1995	279,000	289,000	178,156	156.7	162.4	6,719,420
1996	285,000	295,000	182,971	155.8	161.3	7,012,615
1997	325,000	337,000	191,477	169.6	176.1	7,083,326
1998	302,000	318,000	196,380	153.8	162.0	7,732,270
1999	353,000	369,000	202,688	174.1	182.2	7,791,426
2000	337,000	351,000	205,520	163.9	170.9	8,022,649
2001	319,000	335,000	208,928	152.8	160.3	7,857,675
2002	322,000	336,000	214,603	150.2	156.3	7,927,280
2003	347,000	363,000	217,876	159.4	166.7	7,756,888
2004	312,000	324,000	220,811	141.2	146.9	8,171,364
2005	341,000	354,000	222,523	153.2	159.2	8,481,999
2006	287,000	300,000	222,513	128.9	134.7	8,819,007
2007	317,000	333,000	304,178	104.3	109.5	10,752,019
2008	297,000	309,000	310,680	95.7	99.6	10,873,275
2009	232,000	239,000	288,306	80.5	83.0	10,973,214
2010	207,000	214,000	286,527	72.3	74.7	10,770,054
2011	210,000	221,000	267,594	78.5	82.7	10,270,693
2012	241,000	253,000	269,207	89.6	93.9	10,659,380
2013	254,000	265,000	275,017	92.3	96.3	10,597,356
2014	326,000	346,000	279,132	116.6	123.9	10,905,956
2015	328,000	342,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1995-2015

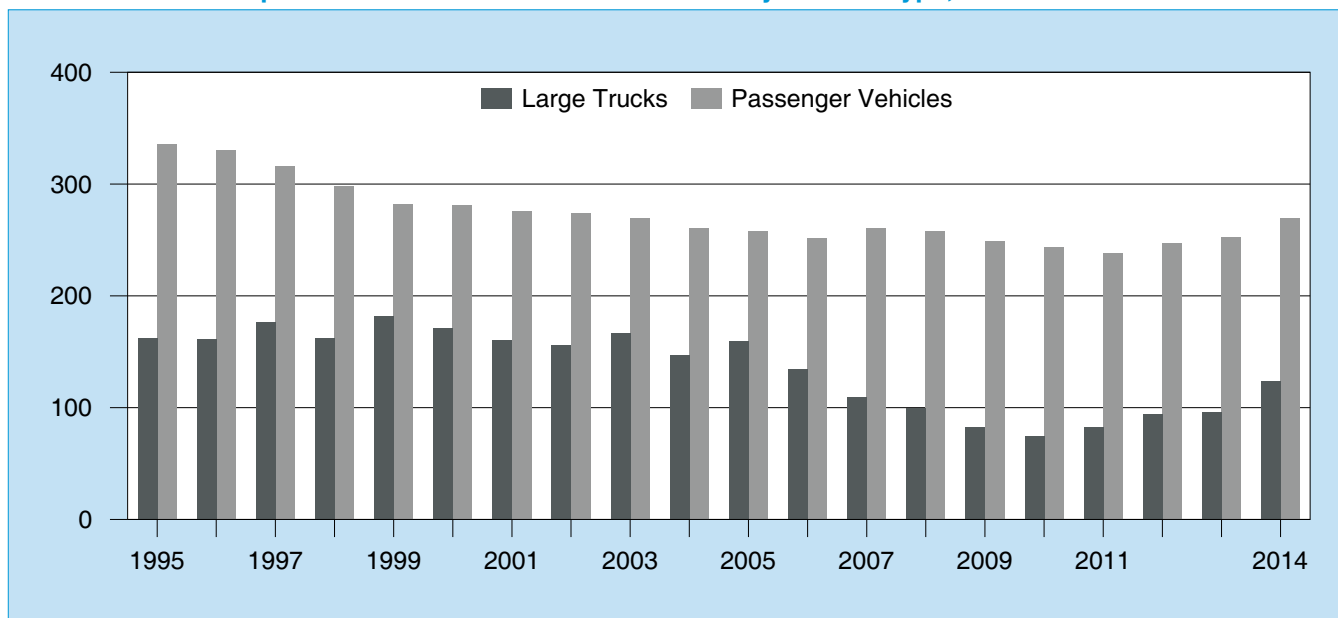
Year	PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles		Passenger Vehicles Registered
				PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	
1995	4,347,000	7,484,000	2,228,323	195.1	335.8	185,762,753
1996	4,403,000	7,555,000	2,286,394	192.6	330.4	190,051,664
1997	4,331,000	7,430,000	2,353,295	184.0	315.7	191,960,390
1998	4,168,000	7,211,000	2,417,852	172.4	298.2	195,749,209
1999	4,058,000	6,961,000	2,470,122	164.3	281.8	200,012,521
2000	4,151,000	7,088,000	2,523,346	164.5	280.9	212,706,399
2001	4,168,000	7,079,000	2,569,980	162.2	275.4	221,821,103
2002	4,228,000	7,199,000	2,624,508	161.1	274.3	220,931,982
2003	4,230,000	7,160,000	2,655,987	159.3	269.6	222,856,560
2004	4,170,000	7,102,000	2,727,054	152.9	260.4	228,275,978
2005	4,174,000	7,088,000	2,749,472	151.8	257.8	231,904,922
2006	4,084,000	6,979,000	2,773,025	147.3	251.7	234,524,720
2007	4,141,000	7,022,000	2,691,034	153.9	260.9	235,678,150
2008	4,027,000	6,779,000	2,630,213	153.1	257.8	236,448,155
2009	3,850,000	6,552,000	2,633,248	146.2	248.8	234,467,679
2010	3,776,000	6,458,000	2,648,456	142.6	243.8	230,444,440
2011	3,709,000	6,321,000	2,650,458	139.9	238.5	233,841,422
2012	3,870,000	6,581,000	2,664,060	145.3	247.0	233,760,558
2013	3,978,000	6,765,000	2,677,730	148.6	252.6	236,010,230
2014	4,265,000	7,307,000	2,710,556	157.4	269.6	240,155,238
2015	4,451,000	7,635,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

Notes: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

**Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1995-2014\***



\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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). 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1995-2015

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	
1995	4,446,000	7,844,000	2,422,696	183.5	323.8	197,064,868
1996	4,494,000	7,918,000	2,485,848	180.8	318.5	201,630,659
1997	4,438,000	7,830,000	2,561,695	173.2	305.6	203,567,637
1998	4,269,000	7,587,000	2,631,522	162.2	288.3	208,076,469
1999	4,188,000	7,402,000	2,691,056	155.6	275.1	212,685,157
2000	4,286,000	7,510,000	2,746,925	156.0	273.4	225,821,241
2001	4,282,000	7,480,000	2,795,610	153.2	267.6	235,331,381
2002	4,348,000	7,608,000	2,855,508	152.3	266.4	234,624,135
2003	4,365,000	7,594,000	2,890,221	151.0	262.7	236,760,033
2004	4,281,000	7,489,000	2,964,788	144.4	252.6	243,010,550
2005	4,304,000	7,511,000	2,989,430	144.0	251.3	247,421,120
2006	4,189,000	7,345,000	3,014,371	139.0	243.7	250,844,644
2007	4,275,000	7,431,000	3,031,124	141.0	245.2	254,403,081
2008	4,146,000	7,166,000	2,976,528	139.3	240.8	255,917,664
2009	3,957,000	6,868,000	2,956,764	133.8	232.3	254,212,610
2010	3,847,000	6,737,000	2,967,266	129.6	227.1	250,070,048
2011	3,778,000	6,637,000	2,950,402	128.1	225.0	253,215,681
2012	3,950,000	6,932,000	2,969,433	133.0	233.5	253,639,386
2013	4,066,000	7,134,000	2,988,280	136.1	238.7	255,876,822
2014	4,387,000	7,775,000	3,025,656	145.0	257.0	260,350,938
2015	4,548,000	8,084,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

Note: 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2015

Year	Passenger Vehicle		Large Truck		Motorcycle	Bus	Other/ Unknown	Total
	Passenger Car	Light Truck	Single-Vehicle Crashes	Multiple-Vehicle Crashes				
1975	2,353	522	643	318	156	8	67	4,067
1976	2,505	619	774	358	164	8	88	4,516
1977	2,903	756	884	403	180	8	73	5,207
1978	3,207	842	929	466	237	15	53	5,749
1979	3,320	976	967	465	248	10	61	6,047
1980	2,880	849	861	401	300	9	46	5,346
1981	2,927	889	785	348	259	11	40	5,259
1982	2,703	819	639	305	216	8	44	4,734
1983	2,859	805	676	306	204	26	47	4,923
1984	2,907	832	755	319	230	20	47	5,110
1985	3,020	881	634	343	243	25	58	5,204
1986	2,958	863	603	323	216	7	44	5,014
1987	2,961	957	571	281	223	15	38	5,046
1988	3,054	960	585	326	175	3	58	5,161
1989	2,913	1,024	550	308	133	28	44	5,000
1990	2,876	987	485	220	158	13	37	4,776
1991	2,535	986	448	213	133	9	42	4,366
1992	2,419	916	396	189	92	2	31	4,045
1993	2,615	1,077	389	216	116	5	42	4,460
1994	2,639	1,197	451	219	133	6	38	4,683
1995	2,546	1,153	425	223	108	9	30	4,494
1996	2,683	1,270	412	209	92	6	36	4,708
1997	2,674	1,426	499	224	85	10	28	4,946
1998	2,556	1,510	486	256	102	7	40	4,957
1999	2,524	1,493	480	279	118	12	33	4,939
2000	2,475	1,487	484	270	111	8	33	4,868
2001	2,269	1,539	474	234	113	13	28	4,670
2002	2,206	1,505	449	240	133	12	30	4,575
2003	2,206	1,515	457	269	151	11	36	4,645
2004	2,240	1,577	469	297	174	14	37	4,808
2005	2,070	1,646	478	326	201	13	41	4,775
2006	2,036	1,536	500	305	193	3	29	4,602
2007	1,858	1,484	502	303	231	7	28	4,413
2008	1,559	1,318	430	252	247	4	23	3,833
2009	1,260	1,094	333	166	176	2	28	3,059
2010	1,390	1,213	339	191	162	4	28	3,327
2011	1,380	1,082	408	232	221	11	19	3,353
2012	1,423	1,153	423	274	251	10	20	3,554
2013	1,446	1,163	431	264	208	16	12	3,540
2014	1,443	1,162	405	251	221	15	18	3,515
2015	1,478	1,257	398	269	225	18	12	3,657

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 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).



Trends Table 14. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2015

Year	Nonmotorists				Vehicle Occupants	Total
	Pedestrian	Pedalcyclist	Other/Unknown	Total		
1975	333	66	17	416	4,067	4,483
1976	400	79	13	492	4,516	5,008
1977	424	69	23	516	5,207	5,723
1978	516	64	27	607	5,749	6,356
1979	524	90	41	655	6,047	6,702
1980	523	73	29	625	5,346	5,971
1981	462	64	21	547	5,259	5,806
1982	418	61	16	495	4,734	5,229
1983	463	83	22	568	4,923	5,491
1984	425	80	25	530	5,110	5,640
1985	447	64	19	530	5,204	5,734
1986	452	78	35	565	5,014	5,579
1987	427	90	35	552	5,046	5,598
1988	430	59	29	518	5,161	5,679
1989	399	71	20	490	5,000	5,490
1990	414	58	24	496	4,776	5,272
1991	363	75	17	455	4,366	4,821
1992	341	60	16	417	4,045	4,462
1993	303	57	36	396	4,460	4,856
1994	351	86	24	461	4,683	5,144
1995	329	74	21	424	4,494	4,918
1996	331	59	44	434	4,708	5,142
1997	352	75	25	452	4,946	5,398
1998	353	58	27	438	4,957	5,395
1999	344	66	31	441	4,939	5,380
2000	328	63	23	414	4,868	5,282
2001	352	69	20	441	4,670	5,111
2002	278	67	19	364	4,575	4,939
2003	320	52	19	391	4,645	5,036
2004	333	77	17	427	4,808	5,235
2005	346	87	32	465	4,775	5,240
2006	318	78	29	425	4,602	5,027
2007	313	70	26	409	4,413	4,822
2008	317	70	25	412	3,833	4,245
2009	259	56	6	321	3,059	3,380
2010	280	58	21	359	3,327	3,686
2011	335	60	33	428	3,353	3,781
2012	305	62	23	390	3,554	3,944
2013	339	79	23	441	3,540	3,981
2014	308	61	24	393	3,515	3,908
2015	334	54	22	410	3,657	4,067

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).

Trends Table 15. Drivers in Fatal Crashes by Vehicle Type and Blood Alcohol Concentration, 1995-2015

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1995	4,410	3.6%	2.3%	30,773	26.9%	22.6%
1996	4,688	3.1%	2.1%	30,451	27.2%	22.7%
1997	4,859	2.7%	1.7%	29,896	25.6%	21.6%
1998	4,905	2.5%	1.5%	28,907	25.6%	21.3%
1999	4,868	2.5%	1.5%	27,878	25.2%	21.3%
2000	4,948	2.8%	1.5%	27,661	28.1%	23.6%
2001	4,779	2.5%	1.2%	27,444	27.0%	22.7%
2002	4,550	2.5%	1.7%	27,236	26.6%	22.4%
2003	4,658	2.1%	1.4%	26,422	26.1%	22.0%
2004	4,837	2.2%	1.1%	25,568	27.0%	22.9%
2005	4,900	2.6%	1.4%	25,046	27.8%	23.5%
2006	4,729	2.0%	1.1%	24,162	27.2%	22.6%
2007	4,601	1.7%	1.0%	22,765	27.0%	22.6%
2008	4,040	2.8%	1.6%	20,379	27.4%	23.0%
2009	3,175	3.0%	1.7%	18,268	27.1%	23.2%
2010	3,456	2.4%	1.5%	17,710	27.4%	23.5%
2011	3,594	2.6%	1.2%	17,401	27.2%	23.6%
2012	3,774	3.3%	2.1%	18,171	26.4%	22.7%
2013	3,872	3.7%	2.3%	17,850	27.3%	22.8%
2014	3,702	3.0%	1.8%	17,802	26.0%	21.9%
2015	3,996	2.2%	1.5%	19,413	24.8%	21.0%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1995	17,483	28.7%	24.6%	2,262	41.6%	33.0%
1996	18,057	27.7%	24.0%	2,172	43.5%	35.3%
1997	18,502	26.3%	22.6%	2,159	40.8%	32.4%
1998	19,247	26.2%	22.2%	2,333	41.1%	34.4%
1999	19,865	26.4%	22.3%	2,528	40.1%	32.8%
2000	20,393	26.0%	22.2%	2,971	40.0%	31.8%
2001	20,704	26.7%	22.7%	3,261	36.9%	29.2%
2002	21,562	26.8%	23.1%	3,363	38.7%	30.9%
2003	22,172	25.3%	21.5%	3,800	36.3%	29.1%
2004	22,367	25.0%	21.5%	4,116	33.9%	27.1%
2005	22,879	25.2%	21.6%	4,679	34.5%	27.0%
2006	22,307	27.9%	24.0%	4,961	34.1%	26.2%
2007	21,719	27.3%	23.4%	5,306	35.2%	26.9%
2008	19,095	26.3%	22.6%	5,405	36.1%	28.9%
2009	17,806	26.9%	23.2%	4,592	36.3%	28.6%
2010	17,385	25.2%	21.6%	4,647	36.0%	27.6%
2011	16,706	24.7%	21.3%	4,761	36.9%	29.3%
2012	17,230	24.9%	21.3%	5,108	35.3%	27.7%
2013	16,811	24.9%	21.4%	4,795	36.9%	32.9%
2014	17,040	25.3%	21.6%	4,703	36.6%	29.1%
2015	18,570	23.1%	19.8%	5,071	34.2%	26.9%

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 the Fatality Analysis Reporting System (FARS) and imputed BAC values when they are not reported. A large truck is defined as a truck with a gross vehicle weight rating (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 gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles.  
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 16. Combination Truck Fatal Crash Statistics, 1975-2015

Year	Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Combination Truck Occupant Fatalities	Total Fatalities in Combination Truck Crashes	Million Vehicle Miles Traveled by Combination Trucks	Rates per 100 Million Vehicle Miles Traveled by Combination Trucks			Combination Trucks Registered
						Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Fatalities in Combination Truck Crashes	
1975	2,825	3,006	696	3,452	46,724	6.05	6.43	7.39	1,130,747
1976	3,260	3,439	838	3,948	49,680	6.56	6.92	7.95	1,224,917
1977	3,613	3,830	932	4,305	55,682	6.49	6.88	7.73	1,239,613
1978	4,066	4,305	1,001	4,825	62,992	6.45	6.83	7.66	1,341,707
1979	4,307	4,574	1,041	5,148	66,992	6.43	6.83	7.68	1,386,374
1980	3,731	3,957	904	4,473	68,678	5.43	5.76	6.51	1,416,869
1981	3,863	4,070	850	4,594	69,134	5.59	5.89	6.65	1,261,202
1982	3,519	3,708	744	4,226	70,765	4.97	5.24	5.97	1,265,321
1983	3,645	3,839	756	4,365	73,586	4.95	5.22	5.93	1,304,041
1984	3,907	4,122	872	4,605	77,377	5.05	5.33	5.95	1,340,144
1985	3,892	4,124	772	4,655	78,063	4.99	5.28	5.96	1,403,266
1986	3,825	4,060	718	4,493	81,038	4.72	5.01	5.54	1,407,783
1987	3,746	3,971	675	4,403	85,495	4.38	4.64	5.15	1,529,824
1988	3,939	4,212	731	4,609	88,551	4.45	4.76	5.20	1,667,327
1989	3,680	3,909	671	4,372	91,879	4.01	4.25	4.76	1,707,182
1990	3,583	3,780	520	4,217	94,341	3.80	4.01	4.47	1,708,895
1991	3,071	3,266	493	3,635	96,645	3.18	3.38	3.76	1,691,331
1992	2,881	3,033	429	3,376	99,510	2.90	3.05	3.39	1,675,363
1993	3,092	3,261	446	3,699	103,116	3.00	3.16	3.59	1,680,305
1994	3,248	3,432	477	3,860	108,932	2.98	3.15	3.54	1,681,500
1995	3,129	3,319	472	3,723	115,451	2.71	2.87	3.22	1,695,751
1996	3,325	3,570	448	3,921	118,899	2.80	3.00	3.30	1,746,586
1997	3,491	3,711	512	4,122	124,584	2.80	2.98	3.31	1,789,968
1998	3,465	3,747	531	4,143	128,359	2.70	2.92	3.23	1,997,345
1999	3,442	3,713	574	4,121	132,384	2.60	2.80	3.11	2,028,562
2000	3,466	3,771	541	4,052	135,020	2.57	2.79	3.00	2,096,619
2001	3,298	3,553	503	3,838	136,534	2.42	2.60	2.81	2,154,174
2002	3,207	3,487	508	3,830	138,737	2.31	2.51	2.76	2,276,661
2003	3,239	3,523	524	3,799	140,128	2.31	2.51	2.71	1,908,365
2004	3,332	3,642	536	3,949	142,370	2.34	2.56	2.77	2,010,335
2005	3,387	3,664	561	3,932	144,028	2.35	2.54	2.73	2,086,759
2006	3,206	3,508	566	3,776	142,169	2.26	2.47	2.66	2,169,670
2007	3,125	3,439	551	3,633	184,199	1.70	1.87	1.97	2,635,347
2008	2,768	3,004	467	3,158	183,826	1.51	1.63	1.72	2,585,229
2009	2,166	2,328	332	2,458	168,100	1.29	1.38	1.46	2,617,118
2010	2,422	2,584	375	2,772	175,789	1.38	1.47	1.58	2,552,865
2011	2,388	2,565	432	2,730	163,791	1.46	1.57	1.67	2,451,638
2012	2,490	2,743	468	2,843	163,602	1.52	1.68	1.74	2,469,094
2013	2,561	2,813	450	2,896	168,436	1.52	1.67	1.72	2,471,349
2014	2,477	2,720	450	2,842	169,830	1.46	1.60	1.67	2,577,197
2015	2,655	3,012	447	3,043	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2015

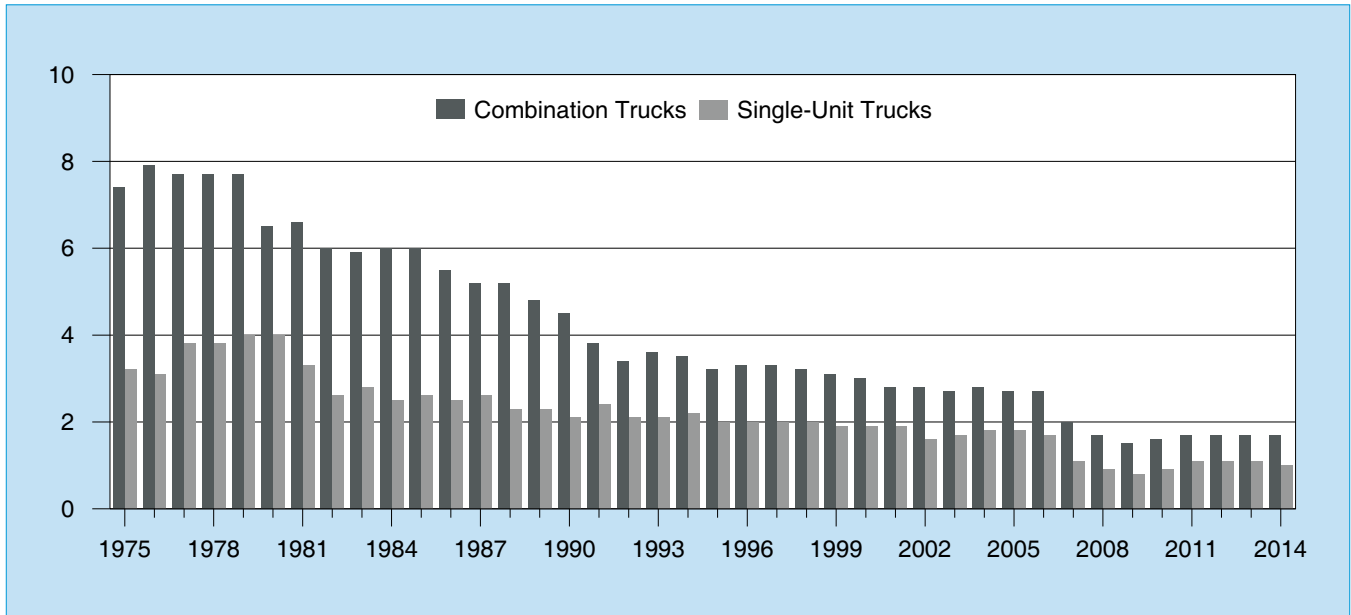
Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Single-Unit Truck Occupant Fatalities	Total Fatalities in Single-Unit Trucks Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit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

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**Trends Figure 7. Fatalities in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2014\***



\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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.

Sources: Vehicle Miles Traveled: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 18. Combination Truck Injury Crash Statistics, 1995-2015

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	
1995	48,000	50,000	67,000	115,451	41.6	43.5	58.4	1,695,751
1996	55,000	57,000	78,000	118,899	45.9	48.1	65.5	1,746,586
1997	51,000	53,000	72,000	124,584	40.7	42.4	58.1	1,789,968
1998	49,000	51,000	75,000	128,359	37.9	39.4	58.3	1,997,345
1999	54,000	57,000	79,000	132,384	40.5	43.0	59.8	2,028,562
2000	50,000	52,000	73,000	135,020	37.2	38.7	53.9	2,096,619
2001	46,000	49,000	71,000	136,534	34.0	35.6	51.8	2,154,174
2002	48,000	50,000	72,000	138,737	34.8	36.2	51.6	2,276,661
2003	46,000	49,000	65,000	140,128	32.8	34.6	46.7	1,908,365
2004	46,000	47,000	64,000	142,370	32.0	33.3	44.8	2,010,335
2005	43,000	46,000	63,000	144,028	30.0	31.6	43.9	2,086,759
2006	40,000	41,000	56,000	142,169	27.8	29.0	39.2	2,169,670
2007	39,000	41,000	55,000	184,199	21.0	22.0	30.0	2,635,347
2008	36,000	38,000	51,000	183,826	19.6	20.5	27.7	2,585,229
2009	28,000	29,000	41,000	168,100	16.8	17.4	24.3	2,617,118
2010	31,000	32,000	43,000	175,789	17.4	18.5	24.3	2,552,865
2011	32,000	33,000	45,000	163,791	19.3	19.9	27.7	2,451,638
2012	40,000	42,000	56,000	163,602	24.2	25.4	34.0	2,469,094
2013	36,000	38,000	48,000	168,436	21.2	22.6	28.7	2,471,349
2014	42,000	45,000	57,000	169,830	24.6	26.4	33.5	2,577,197
2015	42,000	44,000	58,000	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1995-2015

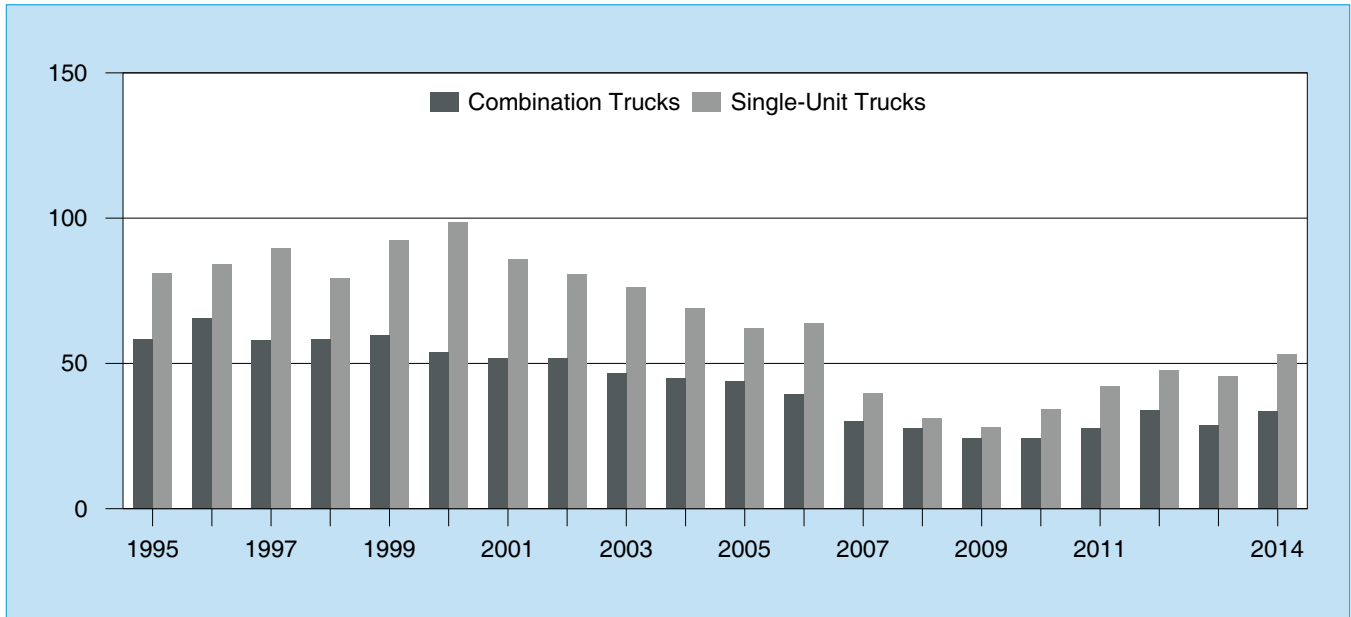
Year	Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
					Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	
1995	32,000	33,000	51,000	62,705	51.5	53.2	80.9	5,023,669
1996	36,000	37,000	54,000	64,072	56.0	57.3	84.0	5,266,029
1997	42,000	43,000	60,000	66,893	63.2	63.9	89.6	5,293,358
1998	38,000	38,000	54,000	68,021	55.2	56.0	79.4	5,734,925
1999	43,000	44,000	65,000	70,304	60.8	62.2	92.3	5,762,864
2000	48,000	48,000	70,000	70,500	67.5	68.4	98.6	5,926,030
2001	41,000	41,000	62,000	72,394	56.1	56.9	85.7	5,703,501
2002	43,000	44,000	61,000	75,866	40.4	58.0	80.7	5,650,619
2003	40,000	40,000	59,000	77,748	50.9	51.8	76.1	5,848,523
2004	39,000	39,000	54,000	78,441	49.2	50.2	69.0	6,161,028
2005	32,000	34,000	49,000	78,496	41.3	42.8	62.1	6,395,240
2006	38,000	39,000	51,000	80,344	47.6	48.6	63.9	6,649,337
2007	35,000	35,000	48,000	119,979	28.8	29.3	39.7	8,116,672
2008	28,000	28,000	39,000	126,855	22.2	22.4	31.1	8,288,046
2009	24,000	24,000	34,000	120,207	19.7	20.1	27.9	8,356,097
2010	26,000	26,000	38,000	110,738	23.1	23.3	34.3	8,217,189
2011	29,000	30,000	44,000	103,803	28.4	28.8	42.2	7,819,055
2012	34,000	35,000	50,000	105,605	32.6	33.2	47.5	8,190,286
2013	34,000	35,000	48,000	106,582	32.0	32.9	45.4	8,126,007
2014	43,000	44,000	58,000	109,301	38.9	39.9	53.1	8,328,759
2015	42,000	44,000	60,000	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

**Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1995-2014\***



\*At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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

Sources: Vehicle Miles Traveled: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).



Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1995-2015

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	
1995	174,000	179,000	115,451	150.9	155.2	1,695,751
1996	168,000	173,000	118,899	141.0	145.8	1,746,586
1997	188,000	197,000	124,584	151.0	157.9	1,789,968
1998	170,000	178,000	128,359	132.3	138.9	1,997,345
1999	176,000	184,000	132,384	132.8	138.9	2,028,562
2000	171,000	179,000	135,020	126.8	132.2	2,096,619
2001	159,000	166,000	136,534	116.1	121.6	2,154,174
2002	153,000	159,000	138,737	110.1	114.9	2,276,661
2003	163,000	172,000	140,128	116.3	122.6	1,908,365
2004	161,000	168,000	142,370	113.2	118.0	2,010,335
2005	169,000	177,000	144,028	117.6	123.1	2,086,759
2006	143,000	150,000	142,169	100.4	105.7	2,169,670
2007	155,000	163,000	184,199	84.3	88.6	2,635,347
2008	142,000	149,000	183,826	77.1	81.0	2,585,229
2009	114,000	118,000	168,100	67.7	70.5	2,617,118
2010	106,000	111,000	175,789	60.5	63.0	2,552,865
2011	107,000	112,000	163,791	65.6	68.4	2,451,638
2012	131,000	135,000	163,602	79.8	82.7	2,469,094
2013	128,000	133,000	168,436	75.9	79.0	2,471,349
2014	167,000	175,000	169,830	98.6	103.3	2,577,197
2015	163,000	168,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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 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 data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1995-2015

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	
1995	108,000	110,000	62,705	171.9	175.8	5,023,669
1996	120,000	122,000	64,072	187.7	190.1	5,266,029
1997	140,000	141,000	66,893	208.6	210.1	5,293,358
1998	138,000	140,000	68,021	202.5	205.5	5,734,925
1999	181,000	185,000	70,304	257.3	263.6	5,762,864
2000	171,000	173,000	70,500	242.8	244.9	5,926,030
2001	167,000	169,000	72,394	230.6	233.2	5,703,501
2002	173,000	176,000	75,866	228.0	232.1	5,650,619
2003	189,000	191,000	77,748	242.6	246.0	5,848,523
2004	154,000	156,000	78,441	196.0	199.3	6,161,028
2005	117,000	118,000	78,496	149.0	150.3	6,395,240
2006	147,000	149,000	80,344	182.9	186.0	6,649,337
2007	167,000	170,000	119,979	139.6	141.6	8,116,672
2008	159,000	161,000	126,855	125.4	126.6	8,288,046
2009	119,000	121,000	120,207	99.3	100.5	8,356,097
2010	102,000	103,000	110,738	92.0	93.2	8,217,189
2011	107,000	109,000	103,803	102.9	105.1	7,819,055
2012	116,000	118,000	105,605	109.5	111.3	8,190,286
2013	130,000	132,000	106,582	121.6	123.7	8,126,007
2014	165,000	171,000	109,301	150.9	156.0	8,328,759
2015	171,000	173,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2015

Year	Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses			Buses Registered
						Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Fatalities in Bus Crashes	
1975	323	327	53	348	6,055	5.33	5.40	5.75	462,156
1976	318	319	73	390	6,258	5.08	5.10	6.23	478,339
1977	321	321	42	354	5,823	5.51	5.51	6.08	490,761
1978	370	372	41	412	5,885	6.29	6.32	7.00	505,354
1979	344	347	39	376	5,947	5.78	5.83	6.32	526,765
1980	329	330	46	390	6,059	5.43	5.45	6.44	528,789
1981	340	342	56	393	6,241	5.45	5.48	6.30	543,984
1982	288	289	35	323	5,823	4.95	4.96	5.55	559,200
1983	305	307	53	366	5,199	5.87	5.90	7.04	582,884
1984	319	320	46	374	4,640	6.88	6.90	8.06	583,671
1985	337	337	57	398	4,478	7.53	7.53	8.89	593,485
1986	284	286	39	337	4,717	6.02	6.06	7.14	593,853
1987	353	353	51	409	5,330	6.62	6.62	7.67	602,055
1988	284	287	54	341	5,475	5.19	5.24	6.23	615,669
1989	309	311	50	366	5,670	5.45	5.49	6.46	625,040
1990	286	289	32	340	5,726	4.99	5.05	5.94	626,987
1991	271	274	31	304	5,750	4.71	4.77	5.29	631,279
1992	283	285	28	316	5,778	4.90	4.93	5.47	644,732
1993	262	263	18	286	6,125	4.28	4.29	4.67	654,432
1994	256	258	18	286	6,409	3.99	4.03	4.46	670,423
1995	271	271	33	311	6,420	4.22	4.22	4.84	685,503
1996	324	326	21	367	6,563	4.94	4.97	5.59	694,781
1997	295	297	18	339	6,842	4.31	4.34	4.95	697,548
1998	288	289	38	329	7,007	4.11	4.12	4.70	715,540
1999	313	319	59	373	7,662	4.09	4.16	4.87	728,777
2000	323	325	22	357	7,590	4.26	4.28	4.70	746,125
2001	289	292	34	331	7,070	4.09	4.13	4.84	749,548
2002	274	274	45	331	6,845	4.00	4.00	4.84	760,717
2003	288	291	41	337	6,782	4.25	4.29	4.97	776,550
2004	276	279	42	315	6,801	4.06	4.10	4.63	795,274
2005	278	280	58	340	6,980	3.98	4.01	4.87	807,053
2006	303	305	27	337	6,783	4.47	4.50	4.97	821,959
2007	280	281	36	325	14,516	1.93	1.94	2.24	834,436
2008	251	251	67	311	14,823	1.69	1.69	2.10	843,308
2009	221	221	26	254	14,387	1.54	1.54	1.77	841,993
2010	247	251	44	278	13,770	1.79	1.82	2.02	846,051
2011	243	245	55	284	13,807	1.76	1.77	2.06	666,064
2012	252	253	39	282	14,781	1.70	1.71	1.91	764,509
2013	282	282	54	320	15,167	1.86	1.86	2.11	864,549
2014	235	236	44	283	15,999	1.47	1.48	1.77	872,027
2015	257	261	49	295	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1995-2015

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	
1995	14,000	14,000	32,000	6,420	224.6	225.0	505.5	685,503
1996	15,000	15,000	33,000	6,563	231.9	232.3	509.3	694,781
1997	12,000	13,000	27,000	6,842	181.8	183.8	399.1	697,548
1998	13,000	13,000	30,000	7,007	181.2	181.9	426.5	715,540
1999	14,000	14,000	36,000	7,662	187.2	188.2	464.6	728,777
2000	13,000	13,000	29,000	7,590	169.7	173.2	388.0	746,125
2001	11,000	12,000	25,000	7,070	162.7	163.2	360.2	749,548
2002	13,000	13,000	30,000	6,845	184.3	184.6	434.1	760,717
2003	14,000	14,000	31,000	6,782	202.3	203.9	454.0	776,550
2004	13,000	13,000	29,000	6,801	188.1	189.3	429.3	795,274
2005	12,000	12,000	23,000	6,980	175.0	175.6	335.9	807,053
2006	11,000	11,000	21,000	6,783	156.7	157.5	310.1	821,959
2007	11,000	11,000	24,000	14,516	73.3	73.7	164.4	834,436
2008	11,000	11,000	24,000	14,823	73.5	73.5	164.6	843,308
2009	9,000	10,000	20,000	14,387	64.9	69.3	140.2	841,993
2010	12,000	12,000	27,000	13,770	83.6	83.8	196.7	846,051
2011	13,000	13,000	24,000	13,807	96.8	97.6	176.7	666,064
2012	12,000	12,000	23,000	14,781	80.6	83.7	156.3	764,509
2013	18,000	18,000	38,000	15,167	117.0	118.0	250.6	864,549
2014	11,000	11,000	22,000	15,999	68.7	69.7	139.0	872,027
2015	14,000	15,000	24,000	—	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

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. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1995-2015

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	
1995	44,000	44,000	6,420	687.8	691.9	685,503
1996	42,000	42,000	6,563	634.5	642.9	694,781
1997	41,000	41,000	6,842	594.0	594.0	697,548
1998	40,000	40,000	7,007	576.6	577.4	715,540
1999	48,000	48,000	7,662	625.6	630.0	728,777
2000	42,000	43,000	7,590	558.5	562.0	746,125
2001	42,000	42,000	7,070	600.8	600.8	749,548
2002	45,000	45,000	6,845	658.5	658.5	760,717
2003	44,000	44,000	6,782	643.9	647.5	776,550
2004	39,000	39,000	6,801	574.6	576.6	795,274
2005	38,000	39,000	6,980	543.4	556.5	807,053
2006	41,000	41,000	6,783	598.9	598.9	821,959
2007	45,000	46,000	14,516	311.9	315.4	834,436
2008	48,000	49,000	14,823	325.6	329.2	843,308
2009	47,000	47,000	14,387	327.2	329.4	841,993
2010	42,000	42,000	13,770	304.0	308.3	846,051
2011	43,000	44,000	13,807	315.0	316.6	666,064
2012	42,000	42,000	14,781	285.7	287.5	764,509
2013	48,000	48,000	15,167	319.0	319.0	864,549
2014	57,000	58,000	15,999	358.3	362.8	872,027
2015	53,000	53,000	—	—	—	—

— At the time of publishing, the Federal Highway Administration (FHWA) has not released the 2015 data files for vehicle miles traveled (VMT) or for registered vehicles. This publication will be updated when they are available.

Notes: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. 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. The rates displayed in this table are based on unrounded GES data.

Sources: Vehicle Miles Traveled and Registered Vehicles: FHWA, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2015

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus <sup>a</sup>	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1976	122	30	130	—	13	23	318
1977	126	33	123	—	14	25	321
1978	143	52	143	—	14	18	370
1979	150	37	120	—	21	16	344
1980	117	38	149	—	14	11	329
1981	109	48	150	—	20	13	340
1982	104	37	106	—	31	10	288
1983	99	41	105	—	38	22	305
1984	118	48	103	—	33	17	319
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	22	284
1987	132	29	115	—	46	31	353
1988	103	31	102	—	30	18	284
1989	108	32	119	—	25	25	309
1990	111	26	113	—	19	17	286
1991	105	39	86	—	25	16	271
1992	98	35	113	—	20	17	283
1993	112	28	82	—	20	20	262
1994	106	22	105	—	12	11	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	—	18	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	98	32	92	13	17	5	257

<sup>a</sup>“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, 1975-2015

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus <sup>a</sup>	Other Bus Type	Bus Type Unknown	Total
1975	130	29	131	—	18	19	327
1976	123	30	130	—	13	23	319
1977	126	33	123	—	14	25	321
1978	143	54	143	—	14	18	372
1979	150	37	123	—	21	16	347
1980	117	38	150	—	14	11	330
1981	110	48	150	—	20	14	342
1982	104	37	106	—	31	11	289
1983	99	41	105	—	40	22	307
1984	119	48	103	—	33	17	320
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	24	286
1987	132	29	115	—	46	31	353
1988	105	31	103	—	30	18	287
1989	109	32	120	—	25	25	311
1990	112	27	114	—	19	17	289
1991	106	39	86	—	26	17	274
1992	98	36	113	—	21	17	285
1993	112	28	82	—	21	20	263
1994	106	23	105	—	12	12	258
1995	109	23	101	—	23	15	271
1996	124	35	115	—	32	20	326
1997	117	37	109	—	15	19	297
1998	112	38	115	—	16	8	289
1999	139	38	106	—	19	17	319
2000	120	40	128	—	20	17	325
2001	119	38	104	—	16	15	292
2002	95	35	100	—	26	18	274
2003	113	26	104	—	30	18	291
2004	111	35	85	—	26	22	279
2005	111	38	83	—	34	14	280
2006	118	33	105	—	22	27	305
2007	109	35	113	—	16	8	281
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	116	36	84	—	11	4	251
2011	98	41	68	25	10	3	245
2012	102	34	78	30	7	2	253
2013	114	44	82	28	10	4	282
2014	91	32	79	9	21	4	236
2015	99	33	93	14	17	5	261

<sup>a</sup>“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, 1975-2015

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus <sup>a</sup>	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	348
1976	147	35	133	—	49	26	390
1977	143	42	126	—	16	27	354
1978	163	62	153	—	14	20	412
1979	160	46	130	—	21	19	376
1980	136	66	156	—	17	15	390
1981	120	65	165	—	26	17	393
1982	106	45	122	—	39	11	323
1983	126	49	110	—	56	25	366
1984	144	55	110	—	46	19	374
1985	153	40	129	—	42	34	398
1986	110	37	103	—	57	30	337
1987	149	54	120	—	51	35	409
1988	140	37	112	—	34	18	341
1989	143	43	122	—	28	30	366
1990	128	39	124	—	25	24	340
1991	118	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	—	19	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	107	40	106	13	19	10	295

<sup>a</sup>“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, 1975-2015**

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

<sup>a</sup>“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, 2005-2015

State	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alabama	122	137	134	131	80	114	100	107	109	84	101
Alaska	5	4	4	5	3	7	0	4	4	5	1
Arizona	118	136	98	98	66	65	68	85	63	67	91
Arkansas	115	91	114	76	79	83	88	91	83	78	70
California	429	394	366	318	275	236	282	261	259	301	296
Colorado	68	67	82	68	40	49	51	58	56	63	64
Connecticut	21	29	28	24	13	23	14	16	20	21	37
Delaware	7	17	6	7	11	9	10	9	10	12	12
District of Columbia	3	2	2	1	1	3	2	1	3	5	2
Florida	400	350	301	264	181	181	213	213	197	190	225
Georgia	229	232	229	180	153	153	174	153	163	155	182
Hawaii	9	12	3	6	5	4	3	6	7	4	6
Idaho	34	29	27	30	20	15	21	13	34	23	26
Illinois	158	191	159	154	146	88	122	122	142	111	103
Indiana	138	140	147	137	96	115	136	112	117	128	117
Iowa	73	75	71	73	65	88	60	60	61	48	61
Kansas	80	69	77	63	59	86	65	64	68	46	65
Kentucky	124	105	104	113	112	100	88	82	78	68	81
Louisiana	122	104	121	111	83	107	80	108	84	80	73
Maine	19	21	21	23	22	14	17	11	18	10	11
Maryland	60	61	69	52	50	44	39	66	58	49	57
Massachusetts	24	34	28	23	20	19	35	18	31	27	25
Michigan	111	116	124	88	67	85	61	73	88	98	75
Minnesota	70	62	86	70	59	90	52	60	75	66	62
Mississippi	91	90	75	70	61	55	73	51	63	81	72
Missouri	166	155	136	124	86	84	101	92	85	100	106
Montana	23	34	31	25	24	14	31	11	20	12	20
Nebraska	48	34	43	43	43	55	31	44	29	52	40
Nevada	53	51	29	22	19	15	35	19	18	17	27
New Hampshire	11	7	12	13	8	6	8	6	13	12	6
New Jersey	98	74	64	47	69	52	53	60	60	74	51
New Mexico	63	80	57	45	36	46	48	42	54	72	46
New York	145	174	155	119	107	120	114	100	118	98	126
North Carolina	204	152	168	162	128	117	117	127	139	121	130
North Dakota	17	19	12	20	31	18	40	48	63	49	47
Ohio	177	158	134	143	114	132	117	152	131	130	167
Oklahoma	121	140	112	115	94	91	112	124	112	134	106
Oregon	66	62	53	37	30	46	50	28	33	32	52
Pennsylvania	183	193	194	192	134	164	160	166	155	162	160
Rhode Island	1	8	7	2	5	2	1	4	5	2	1
South Carolina	124	95	91	85	82	65	89	84	64	63	114
South Dakota	13	19	14	14	16	25	12	20	18	21	13
Tennessee	163	148	149	95	92	92	108	112	127	110	116
Texas	506	500	502	453	318	400	432	573	535	553	561
Utah	32	39	39	29	21	35	22	18	20	18	37
Vermont	9	11	5	7	6	10	6	5	8	11	8
Virginia	112	107	108	81	77	77	76	84	89	90	70
Washington	69	65	79	55	31	30	33	45	40	36	42
West Virginia	55	48	48	47	34	50	34	45	46	30	22
Wisconsin	87	76	85	63	55	56	71	65	83	55	56
Wyoming	31	42	24	30	11	27	26	26	25	34	28
<b>Total</b>	<b>5,240</b>	<b>5,027</b>	<b>4,822</b>	<b>4,245</b>	<b>3,380</b>	<b>3,686</b>	<b>3,781</b>	<b>3,944</b>	<b>3,981</b>	<b>3,908</b>	<b>4,067</b>

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).

Trends Table 30. Fatal Crashes Involving Large Trucks by State, 2005-2015

State	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alabama	107	118	120	114	73	102	88	100	101	74	94
Alaska	4	4	4	5	3	5	0	4	3	5	1
Arizona	99	112	88	83	58	52	57	66	56	59	79
Arkansas	106	84	97	69	70	74	82	82	74	68	58
California	357	358	326	283	240	219	249	233	240	266	271
Colorado	62	60	67	53	35	42	42	47	50	57	56
Connecticut	18	26	22	23	13	23	13	16	20	17	32
Delaware	7	17	6	7	7	9	9	8	10	11	12
District of Columbia	3	2	2	1	1	3	2	1	3	4	2
Florida	341	309	259	237	170	170	194	182	179	168	197
Georgia	211	208	197	168	129	138	155	139	142	128	161
Hawaii	4	7	3	6	4	4	3	6	7	4	6
Idaho	27	24	24	26	18	15	18	13	31	20	23
Illinois	171	136	137	126	85	100	109	106	123	102	93
Indiana	125	120	125	114	82	101	111	101	99	112	105
Iowa	61	66	62	63	56	79	48	52	57	46	48
Kansas	67	61	69	53	50	68	56	55	63	42	58
Kentucky	108	93	95	93	101	84	82	76	69	63	76
Louisiana	107	90	104	97	68	88	71	90	70	72	63
Maine	17	18	19	20	20	13	16	10	16	10	10
Maryland	56	56	59	48	45	39	37	54	53	47	47
Massachusetts	22	32	27	21	18	19	33	17	30	26	24
Michigan	100	106	109	82	62	80	58	67	74	87	69
Minnesota	59	59	67	62	48	74	49	53	70	60	57
Mississippi	77	74	67	66	53	52	58	39	55	66	64
Missouri	142	120	120	107	79	76	90	84	71	85	97
Montana	22	25	29	24	21	12	23	11	19	7	17
Nebraska	39	27	37	38	40	45	27	34	25	41	35
Nevada	44	37	25	20	18	15	24	19	17	15	25
New Hampshire	11	7	10	12	7	6	8	6	11	12	6
New Jersey	93	67	60	44	60	52	51	55	57	69	49
New Mexico	50	62	53	40	33	41	41	38	47	56	42
New York	127	155	137	109	100	111	107	90	108	91	113
North Carolina	182	136	143	140	112	98	108	117	122	109	115
North Dakota	10	14	12	19	28	14	30	40	54	41	37
Ohio	158	141	116	129	101	114	105	138	120	114	156
Oklahoma	103	117	87	100	71	87	95	108	104	109	97
Oregon	59	47	46	35	27	42	48	27	32	27	46
Pennsylvania	170	169	179	174	120	152	150	149	144	146	138
Rhode Island	1	8	6	2	4	2	1	3	5	2	1
South Carolina	110	80	78	73	76	57	77	79	60	59	95
South Dakota	13	17	14	13	12	19	10	15	17	19	13
Tennessee	134	129	129	83	82	82	97	97	109	93	101
Texas	429	409	430	392	273	349	386	496	456	481	474
Utah	26	32	34	28	21	27	20	16	19	17	31
Vermont	8	10	4	6	6	9	6	5	7	9	5
Virginia	102	96	96	70	68	72	69	75	81	82	68
Washington	55	62	69	52	29	27	28	41	34	33	34
West Virginia	48	43	41	38	29	39	32	44	44	23	22
Wisconsin	76	70	74	59	46	51	68	57	75	50	53
Wyoming	23	30	20	27	11	19	24	25	21	25	22
<b>Total</b>	<b>4,551</b>	<b>4,350</b>	<b>4,204</b>	<b>3,754</b>	<b>2,983</b>	<b>3,271</b>	<b>3,365</b>	<b>3,486</b>	<b>3,554</b>	<b>3,429</b>	<b>3,598</b>

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).

Trends Table 31. Large Trucks Involved in Fatal Crashes by State, 2005-2015

State	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alabama	118	126	127	124	81	105	96	111	107	76	103
Alaska	4	4	5	5	3	5	0	4	4	5	1
Arizona	107	129	95	100	67	54	65	73	69	61	88
Arkansas	129	97	110	76	80	79	101	88	86	75	65
California	377	384	394	304	263	240	265	251	265	282	291
Colorado	65	73	77	58	40	46	46	51	51	60	66
Connecticut	19	28	25	28	15	23	14	16	20	19	33
Delaware	7	18	6	7	7	9	10	10	10	11	12
District of Columbia	3	2	2	1	1	3	2	1	3	4	2
Florida	383	336	287	270	179	179	201	193	187	179	215
Georgia	240	227	212	180	135	145	169	149	157	135	178
Hawaii	4	7	3	6	4	4	3	6	7	4	6
Idaho	31	24	26	32	18	15	18	17	31	21	25
Illinois	196	158	148	138	90	113	120	115	136	116	105
Indiana	137	137	143	129	108	111	130	115	116	138	133
Iowa	65	73	70	69	63	90	49	65	59	47	50
Kansas	72	64	74	57	51	71	58	59	66	47	64
Kentucky	117	104	103	98	109	90	88	88	71	67	92
Louisiana	121	97	115	104	74	93	81	102	74	84	71
Maine	18	18	20	21	21	13	17	10	16	10	10
Maryland	57	60	63	49	52	39	38	57	60	49	51
Massachusetts	24	33	27	22	19	19	33	17	30	27	27
Michigan	106	113	115	90	64	83	61	70	88	90	105
Minnesota	61	60	74	62	50	77	53	54	74	63	61
Mississippi	80	81	70	70	54	55	62	44	57	72	71
Missouri	152	130	138	117	83	76	95	89	77	95	108
Montana	22	26	29	28	21	13	24	11	19	7	18
Nebraska	46	28	44	41	42	49	29	42	27	45	37
Nevada	48	43	25	21	19	16	28	21	24	15	26
New Hampshire	11	7	10	12	7	6	8	6	11	12	6
New Jersey	106	75	70	48	65	59	59	62	64	81	58
New Mexico	57	67	60	43	33	43	44	39	55	66	53
New York	137	163	145	113	101	116	112	97	114	104	117
North Carolina	193	148	151	143	116	104	118	132	125	111	120
North Dakota	10	17	13	21	28	17	32	44	64	45	42
Ohio	174	152	124	133	108	123	113	145	151	130	186
Oklahoma	111	134	96	108	78	88	100	124	116	123	109
Oregon	60	50	52	39	29	49	48	28	34	31	50
Pennsylvania	188	183	214	195	131	159	163	175	170	164	167
Rhode Island	1	9	6	2	4	2	1	3	5	2	2
South Carolina	119	90	81	81	78	61	79	81	66	61	102
South Dakota	15	17	14	13	12	19	10	16	18	19	13
Tennessee	150	144	147	92	86	89	101	108	121	107	113
Texas	457	450	465	432	299	376	414	548	492	532	531
Utah	28	32	36	32	25	28	24	17	21	20	36
Vermont	10	10	4	6	6	11	6	6	7	9	5
Virginia	106	105	103	74	75	87	74	88	100	90	75
Washington	58	68	71	54	30	27	35	43	38	35	34
West Virginia	49	45	45	46	29	40	32	47	48	25	22
Wisconsin	78	72	78	67	46	53	77	60	85	52	57
Wyoming	24	48	21	28	12	22	27	27	25	26	38
<b>Total</b>	<b>4,951</b>	<b>4,766</b>	<b>4,633</b>	<b>4,089</b>	<b>3,211</b>	<b>3,494</b>	<b>3,633</b>	<b>3,825</b>	<b>3,921</b>	<b>3,749</b>	<b>4,050</b>

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).

Trends Table 32. Single-Vehicle Fatal Crashes Involving Large Trucks by State, 2005-2015

State	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alabama	10	17	17	18	15	9	11	13	24	15	19
Alaska	1	1	2	1	1	0	0	1	0	1	0
Arizona	15	22	22	15	18	6	14	19	15	16	17
Arkansas	22	20	24	13	15	16	18	20	20	11	15
California	70	72	73	56	48	60	63	57	70	64	57
Colorado	17	13	18	14	10	6	12	8	17	12	11
Connecticut	2	3	5	7	2	8	2	5	4	5	13
Delaware	3	2	0	0	3	1	1	3	3	2	4
District of Columbia	2	1	2	1	1	3	1	1	1	1	2
Florida	58	54	49	43	34	35	54	38	39	34	39
Georgia	30	34	33	34	33	19	29	25	32	31	27
Hawaii	0	1	0	3	1	0	1	2	6	4	1
Idaho	6	1	6	7	4	5	3	1	7	6	4
Illinois	35	23	23	21	9	18	26	17	20	20	16
Indiana	25	20	19	15	12	9	20	15	17	20	16
Iowa	5	8	11	12	8	12	12	7	11	9	7
Kansas	10	13	4	7	5	9	9	19	12	4	9
Kentucky	21	25	18	20	16	10	19	16	12	11	7
Louisiana	18	12	21	24	8	16	11	21	12	13	3
Maine	3	6	4	7	0	4	3	2	3	1	1
Maryland	11	8	13	7	9	6	9	8	8	8	11
Massachusetts	2	7	10	9	6	5	6	7	11	10	8
Michigan	10	19	8	10	13	16	7	8	8	12	12
Minnesota	10	11	4	13	10	11	10	10	8	8	6
Mississippi	13	17	13	13	10	5	9	5	16	14	14
Missouri	25	25	26	13	12	15	25	22	20	18	22
Montana	8	7	13	7	8	1	2	4	4	1	1
Nebraska	4	3	2	3	2	10	2	3	7	5	6
Nevada	10	5	6	3	7	3	9	4	4	1	4
New Hampshire	2	0	0	0	1	0	2	0	3	5	2
New Jersey	19	11	15	9	14	12	13	18	11	13	21
New Mexico	12	11	18	15	10	8	12	16	14	19	12
New York	53	53	47	40	31	35	40	27	40	29	36
North Carolina	31	18	30	33	18	23	20	29	28	27	18
North Dakota	3	2	2	4	5	3	4	7	12	5	9
Ohio	20	27	14	23	10	14	18	15	18	15	22
Oklahoma	21	24	18	17	18	21	23	27	23	26	19
Oregon	11	12	8	8	8	14	18	6	9	8	11
Pennsylvania	28	42	33	29	22	38	26	16	28	27	34
Rhode Island	0	3	2	0	1	0	0	0	2	1	0
South Carolina	19	12	15	20	15	9	26	15	10	11	16
South Dakota	1	5	4	1	3	6	2	0	1	4	2
Tennessee	25	23	31	13	21	18	19	18	17	14	17
Texas	84	79	78	77	53	52	75	120	97	101	85
Utah	8	8	10	5	7	3	7	2	7	4	9
Vermont	0	2	1	0	2	1	2	1	1	1	2
Virginia	27	21	15	17	13	20	16	23	17	23	24
Washington	11	12	21	15	9	6	6	9	7	8	10
West Virginia	10	9	6	7	8	6	4	7	13	5	4
Wisconsin	13	4	9	7	2	10	6	9	11	8	7
Wyoming	6	8	7	9	5	3	5	7	3	4	5
<b>Total</b>	<b>850</b>	<b>836</b>	<b>830</b>	<b>745</b>	<b>596</b>	<b>620</b>	<b>732</b>	<b>733</b>	<b>783</b>	<b>715</b>	<b>717</b>

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).

Trends Table 33. Multiple-Vehicle Fatal Crashes Involving Large Trucks by State, 2005-2015

State	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Alabama	97	101	103	96	58	93	77	87	77	59	75
Alaska	3	3	2	4	2	5	0	3	3	4	1
Arizona	84	90	66	68	40	46	43	47	41	43	62
Arkansas	84	64	73	56	55	58	64	62	54	57	43
California	287	286	253	227	192	159	186	176	170	202	214
Colorado	45	47	49	39	25	36	30	39	33	45	45
Connecticut	16	23	17	16	11	15	11	11	16	12	19
Delaware	4	15	6	7	4	8	8	5	7	9	8
District of Columbia	1	1	0	0	0	0	1	0	2	3	0
Florida	283	255	210	194	136	135	140	144	140	134	158
Georgia	181	174	164	134	96	119	126	114	110	97	134
Hawaii	4	6	3	3	3	4	2	4	1	0	5
Idaho	21	23	18	19	14	10	15	12	24	14	19
Illinois	136	113	114	105	76	82	83	89	103	82	77
Indiana	100	100	106	99	70	92	91	86	82	92	89
Iowa	56	58	51	51	48	67	36	45	46	37	41
Kansas	57	48	65	46	45	59	47	36	51	38	49
Kentucky	87	68	77	73	85	74	63	60	57	52	69
Louisiana	89	78	83	73	60	72	60	69	58	59	60
Maine	14	12	15	13	20	9	13	8	13	9	9
Maryland	45	48	46	41	36	33	28	46	45	39	36
Massachusetts	20	25	17	12	12	14	27	10	19	16	16
Michigan	90	87	101	72	49	64	51	59	66	75	57
Minnesota	49	48	63	49	38	63	39	43	62	52	51
Mississippi	64	57	54	53	43	47	49	34	39	52	50
Missouri	117	95	94	94	67	61	65	62	51	67	75
Montana	14	18	16	17	13	11	21	7	15	6	16
Nebraska	35	24	35	35	38	35	25	31	18	36	29
Nevada	34	32	19	17	11	12	15	15	13	14	21
New Hampshire	9	7	10	12	6	6	6	6	8	7	4
New Jersey	74	56	45	35	46	40	38	37	46	56	28
New Mexico	38	51	35	25	23	33	29	22	33	37	30
New York	74	102	90	69	69	76	67	63	68	62	77
North Carolina	151	118	113	107	94	75	88	88	94	82	97
North Dakota	7	12	10	15	23	11	26	33	42	36	28
Ohio	138	114	102	106	91	100	87	123	102	99	134
Oklahoma	82	93	69	83	53	66	72	81	81	83	78
Oregon	48	35	38	27	19	28	30	21	23	19	35
Pennsylvania	142	127	146	145	98	114	124	133	116	119	104
Rhode Island	1	5	4	2	3	2	1	3	3	1	1
South Carolina	91	68	63	53	61	48	51	64	50	48	79
South Dakota	12	12	10	12	9	13	8	15	16	15	11
Tennessee	109	106	98	70	61	64	78	79	92	79	84
Texas	345	330	352	315	220	297	311	376	359	380	389
Utah	18	24	24	23	14	24	13	14	12	13	22
Vermont	8	8	3	6	4	8	4	4	6	8	3
Virginia	75	75	81	53	55	52	53	52	64	59	44
Washington	44	50	48	37	20	21	22	32	27	25	24
West Virginia	38	34	35	31	21	33	28	37	31	18	18
Wisconsin	63	66	65	52	44	41	62	48	64	42	46
Wyoming	17	22	13	18	6	16	19	18	18	21	17
<b>Total</b>	<b>3,701</b>	<b>3,514</b>	<b>3,374</b>	<b>3,009</b>	<b>2,387</b>	<b>2,651</b>	<b>2,633</b>	<b>2,753</b>	<b>2,771</b>	<b>2,714</b>	<b>2,881</b>

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

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

- ◆ Of the approximately 415,000 police-reported crashes involving large trucks in 2015, there were 3,598 (1 percent) fatal crashes and 83,000 (20 percent) injury crashes.
- ◆ Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 20 percent of all fatal crashes, 13 percent of all injury crashes, and 20 percent of all property damage only crashes involving large trucks in 2015. The majority (64 percent) of fatal large truck crashes involved two vehicles.
- ◆ Approximately 60 percent of all fatal crashes involving large trucks occurred on rural roads and 25 percent on rural or urban Interstate highways.
- ◆ Thirty-five percent of all fatal crashes, 21 percent of all injury crashes, and 19 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- ◆ The vast majority of fatal crashes (83 percent) and nonfatal crashes (89 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 78 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 2015, 27 percent of work zone fatal crashes and 11 percent of work zone injury crashes involved at least one large truck.
- ◆ There were 11.2 fatal large truck crashes per million people in the United States in 2015, a 6-percent increase from 2010.
- ◆ In 2015, on average, there were 1.13 fatalities in fatal crashes involving large trucks. In 90 percent of those crashes, there was only one fatality.

Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2013-2015

First Harmful Event	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,574	72.4%	2,497	72.8%	2,659	73.9%
Collision with Fixed Object	349	9.8%	334	9.7%	357	9.9%
Collision with Pedestrian	284	8.0%	259	7.6%	270	7.5%
Overturn (Rollover)	166	4.7%	157	4.6%	159	4.4%
Collision with Pedalcycle or Other Personal Conveyance	89	2.5%	71	2.1%	63	1.8%
Collision with Parked Motor Vehicle	33	0.9%	41	1.2%	38	1.1%
Collision with Train	14	0.4%	19	0.6%	4	0.1%
Collision with Other Object	9	0.3%	7	0.2%	10	0.3%
Collision with Animal	6	0.2%	7	0.2%	7	0.2%
Explosion/Fire	1	*	0	0.0%	1	*
Jackknife	9	0.3%	8	0.2%	8	0.2%
Pavement Surface Irregularity	0	0.0%	0	0.0%	1	*
Cargo Equipment Loss or Shift	3	0.1%	11	0.3%	2	0.1%
Other	17	0.5%	18	0.5%	19	0.5%
<b>Total</b>	<b>3,544</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

\*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, 2015**

First Harmful Event	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Collision with Vehicle in Transport	0	0.0%	2,659	92.3%	<b>2,659</b>	<b>73.9%</b>
Collision with Fixed Object	242	33.8%	115	4.0%	<b>357</b>	<b>9.9%</b>
Collision with Pedestrian	240	33.5%	30	1.0%	<b>270</b>	<b>7.5%</b>
Overturn (Rollover)	112	15.6%	47	1.6%	<b>159</b>	<b>4.4%</b>
Collision with Pedalcycle or Other Personal Conveyance	61	8.5%	2	0.1%	<b>63</b>	<b>1.8%</b>
Collision with Parked Motor Vehicle	29	4.0%	9	0.3%	<b>38</b>	<b>1.1%</b>
Collision with Train	4	0.6%	0	0.0%	<b>4</b>	<b>0.1%</b>
Collision with Other Object	4	0.6%	6	0.2%	<b>10</b>	<b>0.3%</b>
Collision with Animal	5	0.7%	2	0.1%	<b>7</b>	<b>0.2%</b>
Explosion/Fire	1	0.1%	0	0.0%	<b>1</b>	<b>*</b>
Jackknife	3	0.4%	5	0.2%	<b>8</b>	<b>0.2%</b>
Pavement Surface Irregularity	1	0.1%	0	0.0%	<b>1</b>	<b>*</b>
Cargo Equipment Loss or Shift	1	0.1%	1	*	<b>2</b>	<b>0.1%</b>
Other	14	2.0%	5	0.2%	<b>19</b>	<b>0.5%</b>
<b>Total Fatal Crashes</b>	<b>717</b>	<b>100.0%</b>	<b>2,881</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
<b>Injury Crashes</b>						
Collision with Vehicle in Transport	*	*	69,000	97.3%	<b>69,000</b>	<b>84.0%</b>
Collision with Fixed Object	5,000	41.5%	1,000	1.7%	<b>6,000</b>	<b>7.1%</b>
Collision with Pedestrian	1,000	9.2%	*	0.1%	<b>1,000</b>	<b>1.3%</b>
Overturn (Rollover)	3,000	28.3%	*	0.3%	<b>3,000</b>	<b>4.1%</b>
Collision with Pedalcycle or Other Personal Conveyance	1,000	5.1%	*	*	<b>1,000</b>	<b>0.7%</b>
Collision with Parked Motor Vehicle	1,000	9.3%	*	*	<b>1,000</b>	<b>1.3%</b>
Collision with Train	*	0.5%	*	*	<b>*</b>	<b>0.1%</b>
Collision with Other Object	*	3.1%	*	0.5%	<b>1,000</b>	<b>0.8%</b>
Collision with Animal	*	0.9%	*	*	<b>*</b>	<b>0.1%</b>
Explosion/Fire	*	*	*	*	<b>*</b>	<b>*</b>
Jackknife	*	*	*	0.1%	<b>*</b>	<b>0.1%</b>
Pavement Surface Irregularity	*	*	*	*	<b>*</b>	<b>*</b>
Cargo Equipment Loss or Shift	*	*	*	*	<b>*</b>	<b>*</b>
Other	*	2.2%	*	0.1%	<b>*</b>	<b>0.4%</b>
<b>Total Injury Crashes</b>	<b>11,000</b>	<b>100.0%</b>	<b>71,000</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>
<b>Property Damage Only Crashes</b>						
Collision with Vehicle in Transport	*	*	257,000	98.4%	<b>257,000</b>	<b>78.5%</b>
Collision with Fixed Object	28,000	42.4%	3,000	1.2%	<b>31,000</b>	<b>9.5%</b>
Collision with Pedestrian	*	*	*	*	<b>*</b>	<b>*</b>
Overturn (Rollover)	3,000	5.2%	*	*	<b>3,000</b>	<b>1.1%</b>
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	<b>*</b>	<b>*</b>
Collision with Parked Motor Vehicle	25,000	36.8%	*	*	<b>25,000</b>	<b>7.5%</b>
Collision with Train	*	*	*	*	<b>*</b>	<b>*</b>
Collision with Other Object	2,000	3.3%	*	0.1%	<b>3,000</b>	<b>0.8%</b>
Collision with Animal	6,000	8.6%	*	0.1%	<b>6,000</b>	<b>1.8%</b>
Explosion/Fire	*	0.3%	*	*	<b>*</b>	<b>0.1%</b>
Jackknife	1,000	1.5%	*	*	<b>1,000</b>	<b>0.3%</b>
Pavement Surface Irregularity	*	0.3%	*	*	<b>*</b>	<b>0.1%</b>
Cargo Equipment Loss or Shift	*	0.6%	*	0.1%	<b>1,000</b>	<b>0.2%</b>
Other	1,000	0.8%	*	0.1%	<b>1,000</b>	<b>0.2%</b>
<b>Total Property Damage Only Crashes</b>	<b>67,000</b>	<b>100.0%</b>	<b>262,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 3. Fatal Crashes Involving Large Trucks by Speed Limit, 2013-2015

Speed Limit	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	88	2.5%	78	2.3%	67	1.9%
30 - 35 mph	271	7.6%	239	7.0%	239	6.6%
40 - 45 mph	493	13.9%	451	13.2%	447	12.4%
50 - 55 mph	1,276	35.9%	1,176	34.3%	1,244	34.6%
60 - 65 mph	727	20.5%	752	21.9%	757	21.0%
70 - 75 mph	585	16.5%	621	18.1%	692	19.2%
80 - 85 mph	12	0.3%	9	0.3%	17	0.5%
No Statutory Limit	33	0.9%	14	0.4%	29	0.8%
Unknown	69	1.9%	89	2.6%	106	2.9%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
Average Speed Limit	55.0 mph		55.8 mph		56.1 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, 2015

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	45	6.3%	22	0.8%	<b>67</b>	<b>1.9%</b>
30 - 35 mph	87	12.1%	152	5.3%	<b>239</b>	<b>6.6%</b>
40 - 45 mph	79	11.0%	368	12.8%	<b>447</b>	<b>12.4%</b>
50 - 55 mph	201	28.0%	1,043	36.2%	<b>1,244</b>	<b>34.6%</b>
60 - 65 mph	131	18.3%	626	21.7%	<b>757</b>	<b>21.0%</b>
70 - 75 mph	127	17.7%	565	19.6%	<b>692</b>	<b>19.2%</b>
80 - 85 mph	4	0.6%	13	0.5%	<b>17</b>	<b>0.5%</b>
No Statutory Limit	9	1.3%	20	0.7%	<b>29</b>	<b>0.8%</b>
Unknown	34	4.7%	72	2.5%	<b>106</b>	<b>2.9%</b>
<b>Total</b>	<b>717</b>	<b>100.0%</b>	<b>2,881</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
Average Speed Limit	52.7 mph		56.9 mph		<b>56.1 mph</b>	

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, 2013-2015

Functional System / Roadway Function Class*	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
<b>Rural Crashes</b>						
Interstate	488	13.7%	433	12.6%	479	13.3%
Freeway/Expressway	—	—	—	—	125	3.5%
Other Principal Arterial	716	20.1%	721	21.0%	725	20.2%
Minor Arterial	475	13.4%	434	12.7%	442	12.3%
Major Collector	371	10.4%	323	9.4%	305	8.5%
Minor Collector	52	1.5%	43	1.3%	32	0.9%
Local Roads	147	4.1%	121	3.5%	61	1.7%
Unknown	4	0.1%	5	0.1%	6	0.2%
<b>Total Rural Crashes</b>	<b>2,253</b>	<b>63.4%</b>	<b>2,080</b>	<b>60.7%</b>	<b>2,175</b>	<b>60.5%</b>
<b>Urban Crashes</b>						
Interstate	394	11.1%	459	13.4%	438	12.2%
Freeway/Expressway	115	3.2%	109	3.2%	103	2.9%
Other Principal Arterial	425	12.0%	393	11.5%	413	11.5%
Minor Arterial	170	4.8%	184	5.4%	198	5.5%
Collector	56	1.6%	60	1.7%	—	—
Major Collector	—	—	—	—	50	1.4%
Minor Collector	—	—	—	—	12	0.3%
Local Roads	136	3.8%	138	4.0%	75	2.1%
Unknown	2	0.1%	4	0.1%	4	0.1%
<b>Total Urban Crashes</b>	<b>1,298</b>	<b>36.5%</b>	<b>1,347</b>	<b>39.3%</b>	<b>1,293</b>	<b>35.9%</b>
Unknown Whether Rural or Urban	3	0.1%	2	0.1%	130	3.6%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

— Not an option for the year shown.

\*The Roadway Function Class variable was replaced by the Land Use and Functional System variables in 2015.

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, 2015**

Functional System	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Rural Crashes</b>						
Interstate	101	14.1%	378	13.1%	<b>479</b>	<b>13.3%</b>
Freeway/Expressway	26	3.6%	99	3.4%	<b>125</b>	<b>3.5%</b>
Other Principal Arterial	82	11.4%	643	22.3%	<b>725</b>	<b>20.2%</b>
Minor Arterial	64	8.9%	378	13.1%	<b>442</b>	<b>12.3%</b>
Major Collector	67	9.3%	238	8.3%	<b>305</b>	<b>8.5%</b>
Minor Collector	9	1.3%	23	0.8%	<b>32</b>	<b>0.9%</b>
Local Roads	35	4.9%	26	0.9%	<b>61</b>	<b>1.7%</b>
Unknown	3	0.4%	3	0.1%	<b>6</b>	<b>0.2%</b>
<b>Total Rural Crashes</b>	<b>387</b>	<b>54.0%</b>	<b>1,788</b>	<b>62.1%</b>	<b>2,175</b>	<b>60.5%</b>
<b>Urban Crashes</b>						
Interstate	91	12.7%	347	12.0%	<b>438</b>	<b>12.2%</b>
Freeway/Expressway	22	3.1%	81	2.8%	<b>103</b>	<b>2.9%</b>
Other Principal Arterial	71	9.9%	342	11.9%	<b>413</b>	<b>11.5%</b>
Minor Arterial	50	7.0%	148	5.1%	<b>198</b>	<b>5.5%</b>
Major Collector	16	2.2%	34	1.2%	<b>50</b>	<b>1.4%</b>
Minor Collector	4	0.6%	8	0.3%	<b>12</b>	<b>0.3%</b>
Local Roads	39	5.4%	36	1.2%	<b>75</b>	<b>2.1%</b>
Unknown	1	0.1%	3	0.1%	<b>4</b>	<b>0.1%</b>
<b>Total Urban Crashes</b>	<b>294</b>	<b>41.0%</b>	<b>999</b>	<b>34.7%</b>	<b>1,293</b>	<b>35.9%</b>
Unknown Whether Rural or Urban	36	5.0%	94	3.3%	<b>130</b>	<b>3.6%</b>
<b>Total</b>	<b>717</b>	<b>100.0%</b>	<b>2,881</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

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, 2013-2015

Time of Day	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	269	7.6%	244	7.1%	279	7.8%
3am - 6am	337	9.5%	370	10.8%	352	9.8%
6am - 9am	550	15.5%	526	15.3%	578	16.1%
9am - 12pm	588	16.5%	543	15.8%	569	15.8%
12pm - 3pm	677	19.0%	565	16.5%	643	17.9%
3pm - 6pm	529	14.9%	539	15.7%	552	15.3%
6pm - 9pm	317	8.9%	349	10.2%	324	9.0%
9pm - 12am	285	8.0%	287	8.4%	295	8.2%
Unknown	2	0.1%	6	0.2%	6	0.2%
<i>Daytime (6am - 6pm)</i>	<i>2,344</i>	<i>66.0%</i>	<i>2,173</i>	<i>63.4%</i>	<i>2,342</i>	<i>65.1%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,210</i>	<i>34.0%</i>	<i>1,256</i>	<i>36.6%</i>	<i>1,256</i>	<i>34.9%</i>
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

\*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 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2015

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	279	7.8%	3,000	3.6%	7,000	2.1%
3am - 6am	352	9.8%	4,000	4.8%	10,000	2.9%
6am - 9am	578	16.1%	16,000	18.8%	55,000	16.7%
9am - 12pm	569	15.8%	15,000	18.2%	71,000	21.7%
12pm - 3pm	643	17.9%	19,000	22.6%	75,000	23.0%
3pm - 6pm	552	15.3%	16,000	19.2%	66,000	20.0%
6pm - 9pm	324	9.0%	7,000	8.0%	29,000	8.7%
9pm - 12am	295	8.2%	4,000	4.8%	16,000	4.8%
Unknown	6	0.2%	*	*	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,342</i>	<i>65.1%</i>	<i>65,000</i>	<i>78.8%</i>	<i>267,000</i>	<i>81.4%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,256</i>	<i>34.9%</i>	<i>18,000</i>	<i>21.2%</i>	<i>61,000</i>	<i>18.6%</i>
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 9. Fatal Crashes Involving Large Trucks by Day of Week, 2013-2015

Day of Week	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Sunday	230	6.5%	221	6.4%	245	6.8%
Monday	575	16.2%	595	17.4%	560	15.6%
Tuesday	634	17.8%	551	16.1%	605	16.8%
Wednesday	593	16.7%	593	17.3%	606	16.8%
Thursday	582	16.4%	587	17.1%	631	17.5%
Friday	591	16.6%	542	15.8%	598	16.6%
Saturday	349	9.8%	340	9.9%	353	9.8%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

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, 2015

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	245	6.8%	4,000	5.1%	14,000	4.3%
Monday	560	15.6%	15,000	18.1%	61,000	18.7%
Tuesday	605	16.8%	15,000	18.3%	64,000	19.6%
Wednesday	606	16.8%	13,000	16.0%	53,000	16.0%
Thursday	631	17.5%	16,000	18.9%	58,000	17.6%
Friday	598	16.6%	13,000	15.2%	56,000	17.1%
Saturday	353	9.8%	7,000	8.3%	22,000	6.6%
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

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: National Highway Traffic Safety Administration, General Estimates System (GES).

**Crashes Table 11. Fatal Crashes Involving Large Trucks by Trafficway Flow, 2013-2015**

Trafficway Flow	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,826	51.4%	1,711	49.9%	1,777	49.4%
Two-Way, Divided, Unprotected Median	758	21.3%	718	20.9%	731	20.3%
Two-Way, Divided, Positive Median Barrier	716	20.1%	767	22.4%	793	22.0%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	127	3.6%	124	3.6%	165	4.6%
Entrance/Exit Ramp	51	1.4%	51	1.5%	67	1.9%
One-Way Trafficway	34	1.0%	38	1.1%	29	0.8%
Non-Trafficway Area	31	0.9%	14	0.4%	28	0.8%
Unknown	11	0.3%	6	0.2%	8	0.2%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

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, 2015**

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,777	49.4%	25,000	29.8%	108,000	33.1%
Two-Way, Divided, Unprotected Median	731	20.3%	10,000	12.4%	44,000	13.4%
Two-Way, Divided, Positive Median Barrier	793	22.0%	22,000	26.2%	66,000	20.0%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	165	4.6%	5,000	5.8%	13,000	3.9%
Entrance/Exit Ramp	67	1.9%	2,000	2.1%	10,000	3.2%
One-Way Trafficway	29	0.8%	4,000	5.2%	15,000	4.7%
Non-Trafficway Area	28	0.8%	2,000	2.1%	8,000	2.5%
Unknown	8	0.2%	13,000	16.3%	63,000	19.3%
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 13. Fatal Crashes Involving Large Trucks by Relation to Junction, 2013-2015

Relation to Junction	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
<b>Non-Interchange Area</b>						
Non-Junction	2,188	61.6%	2,139	62.4%	2,267	63.0%
Intersection	746	21.0%	704	20.5%	708	19.7%
Intersection Related	160	4.5%	189	5.5%	189	5.3%
Driveway Access	26	0.7%	28	0.8%	16	0.4%
Driveway Access Related	189	5.3%	122	3.6%	155	4.3%
Entrance/Exit Ramp	2	0.1%	0	0.0%	7	0.0%
Entrance/Exit Ramp Related	9	0.3%	13	0.4%	12	0.3%
Railway Grade Crossing	16	0.5%	19	0.6%	4	0.1%
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	18	0.5%	17	0.5%	16	0.4%
Other	0	0.0%	1	*	1	*
Unknown	0	0.0%	2	0.1%	1	*
<b>Total Non-Interchange Area</b>	<b>3,354</b>	<b>94.4%</b>	<b>3,234</b>	<b>94.3%</b>	<b>3,376</b>	<b>93.8%</b>
<b>Interchange Area</b>						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	23	0.6%	45	1.3%	43	1.2%
Intersection Related	9	0.3%	14	0.4%	8	0.2%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	0	0.0%	1	*	1	*
Entrance/Exit Ramp	13	0.4%	13	0.4%	28	0.8%
Entrance/Exit Ramp Related	52	1.5%	38	1.1%	29	0.8%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	4	0.1%	4	0.1%	1	*
Through Roadway	70	2.0%	55	1.6%	90	2.5%
Crossover Related	0	0.0%	1	*	0	0.0%
Other	27	0.8%	23	0.7%	21	0.6%
Unknown	2	0.1%	0	0.0%	0	0.0%
<b>Total Interchange Area</b>	<b>200</b>	<b>5.6%</b>	<b>194</b>	<b>5.7%</b>	<b>221</b>	<b>6.1%</b>
Unknown Relation to Junction	0	0.0%	1	*	1	*
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

\*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, 2015

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
<b>Non-Interchange Area</b>						
Non-Junction	2,267	63.0%	41,000	49.7%	161,000	49.2%
Intersection	708	19.7%	18,000	21.5%	51,000	15.6%
Intersection Related	189	5.3%	15,000	17.5%	73,000	22.2%
Driveway Access	16	0.4%	*	0.3%	1,000	0.3%
Driveway Access Related	155	4.3%	5,000	6.3%	23,000	6.9%
Entrance/Exit Ramp	7	0.2%	1,000	0.6%	3,000	0.8%
Entrance/Exit Ramp Related	12	0.3%	1,000	1.2%	4,000	1.2%
Railway Grade Crossing	4	0.1%	*	*	*	0.1%
Acceleration/Deceleration Lane	0	*	*	*	*	*
Through Roadway	0	*	*	*	*	*
Crossover Related	16	0.4%	*	0.1%	*	0.1%
Other	1	*	*	*	*	*
Unknown	1	*	*	*	*	*
<b>Total Non-Interchange Area</b>	<b>3,376</b>	<b>93.8%</b>	<b>80,000</b>	<b>97.4%</b>	<b>316,000</b>	<b>96.5%</b>
<b>Interchange Area</b>						
Non-Junction	0	0.0%	*	*	*	*
Intersection	43	1.2%	*	0.5%	1,000	0.5%
Intersection Related	8	0.2%	*	0.4%	1,000	0.4%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	1	*	*	*	*	*
Entrance/Exit Ramp	28	0.8%	*	0.2%	3,000	1.0%
Entrance/Exit Ramp Related	29	0.8%	1,000	0.6%	2,000	0.7%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	1	*	*	0.1%	1,000	0.2%
Through Roadway	90	2.5%	1,000	0.7%	3,000	0.8%
Crossover Related	0	0.0%	*	*	*	*
Other	21	0.6%	*	0.1%	*	*
Unknown	0	0.0%	*	*	*	*
<b>Total Interchange Area</b>	<b>221</b>	<b>6.1%</b>	<b>2,000</b>	<b>2.6%</b>	<b>12,000</b>	<b>3.5%</b>
Unknown Relation to Junction	1	*	*	*	*	*
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2013-2015

Relation to Roadway	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	3,009	84.7%	2,908	84.8%	3,055	84.9%
On Shoulder	82	2.3%	62	1.8%	60	1.7%
On Median	106	3.0%	109	3.2%	91	2.5%
On Roadside	297	8.4%	310	9.0%	360	10.0%
Outside Trafficway	33	0.9%	24	0.7%	12	0.3%
Off Roadway, Location Unknown	4	0.1%	0	0.0%	0	0.0%
In Parking Lane	0	0.0%	2	0.1%	4	0.1%
Gore	11	0.3%	5	0.1%	9	0.3%
Separator	6	0.2%	9	0.3%	4	0.1%
Continuous Left-Turn Lane	6	0.2%	0	0.0%	3	0.1%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

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, 2015**

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
On Roadway	343	47.8%	2,712	94.1%	3,055	84.9%
On Shoulder	32	4.5%	28	1.0%	60	1.7%
On Median	38	5.3%	53	1.8%	91	2.5%
On Roadside	281	39.2%	79	2.7%	360	10.0%
Outside Trafficway	12	1.7%	0	0.0%	12	0.3%
Off Roadway, Location Unknown	0	0.0%	0	0.0%	0	0.0%
In Parking Lane	4	0.6%	0	0.0%	4	0.1%
Gore	5	0.7%	4	0.1%	9	0.3%
Separator	2	0.3%	2	0.1%	4	0.1%
Continuous Left-Turn Lane	0	0.0%	3	0.1%	3	0.1%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total Fatal Crashes</b>	<b>717</b>	<b>100.0%</b>	<b>2,881</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
<b>Injury Crashes</b>						
On Roadway	3,000	29.0%	70,000	97.5%	73,000	88.1%
On Shoulder	*	0.5%	*	0.4%	*	0.4%
On Median	2,000	17.4%	1,000	0.7%	2,000	3.0%
On Roadside	4,000	37.8%	1,000	1.3%	5,000	6.3%
Outside Trafficway	*	3.2%	*	0.1%	*	0.6%
Off Roadway, Location Unknown	*	*	*	*	*	*
In Parking Lane	1,000	10.4%	*	*	1,000	1.4%
Gore	*	0.5%	*	*	*	0.1%
Separator	*	1.1%	*	*	*	0.1%
Continuous Left-Turn Lane	*	*	*	*	*	*
Unknown	*	0.1%	*	*	*	*
<b>Total Injury Crashes</b>	<b>11,000</b>	<b>100.0%</b>	<b>71,000</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>
<b>Property Damage Only Crashes</b>						
On Roadway	17,000	25.4%	259,000	99.0%	276,000	84.0%
On Shoulder	1,000	2.1%	*	0.1%	2,000	0.5%
On Median	3,000	5.1%	1,000	0.3%	4,000	1.3%
On Roadside	20,000	30.2%	1,000	0.5%	21,000	6.5%
Outside Trafficway	3,000	5.1%	*	*	3,000	1.1%
Off Roadway, Location Unknown	*	0.4%	*	*	*	0.1%
In Parking Lane	20,000	30.5%	*	*	20,000	6.2%
Gore	*	0.4%	*	*	*	0.1%
Separator	*	0.3%	*	*	*	0.1%
Continuous Left-Turn Lane	*	*	*	*	*	*
Unknown	*	0.6%	*	*	*	0.1%
<b>Total Property Damage Only Crashes</b>	<b>67,000</b>	<b>100.0%</b>	<b>262,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 17. Fatal Crashes Involving Large Trucks by Intersection Type, 2013-2015

Intersection Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,616	73.6%	2,475	72.2%	2,649	73.6%
Four-Way Intersection	625	17.6%	662	19.3%	646	18.0%
T-Intersection	289	8.1%	265	7.7%	264	7.3%
Y-Intersection	16	0.5%	14	0.4%	27	0.8%
Traffic Circle	1	*	1	*	0	0.0%
Roundabout	0	0.0%	0	0.0%	0	0.0%
Five Point, or More	4	0.1%	4	0.1%	9	0.3%
L-Intersection	0	0.0%	1	*	2	0.1%
Unknown	3	0.1%	7	0.2%	1	*
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

\*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, 2015

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,649	73.6%	50,000	60.1%	201,000	61.4%
Four-Way Intersection	646	18.0%	19,000	23.0%	68,000	20.6%
T-Intersection	264	7.3%	7,000	8.5%	28,000	8.5%
Y-Intersection	27	0.8%	1,000	0.7%	1,000	0.3%
Traffic Circle	0	0.0%	*	*	*	*
Roundabout	0	0.0%	*	*	1,000	0.2%
Five Point, or More	9	0.3%	*	0.4%	*	0.1%
L-Intersection	2	0.1%	*	*	*	*
Unknown	1	*	6,000	7.4%	29,000	8.9%
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

**Crashes Table 19. Fatal Crashes Involving Large Trucks by Weather Conditions, 2013-2015**

Weather Conditions	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,466	69.4%	2,363	68.9%	2,494	69.3%
Cloudy	577	16.2%	580	16.9%	624	17.3%
Rain	279	7.9%	257	7.5%	272	7.6%
Sleet, Hail	14	0.4%	21	0.6%	18	0.5%
Snow	103	2.9%	104	3.0%	64	1.8%
Fog, Smog, Smoke	64	1.8%	52	1.5%	82	2.3%
Severe Crosswinds	14	0.4%	12	0.3%	3	0.1%
Blowing Sand, Soil, Dirt	3	0.1%	7	0.2%	8	0.2%
Blowing Snow	18	0.5%	12	0.3%	8	0.2%
Freezing Rain or Drizzle	7	0.2%	3	0.1%	3	0.1%
Other	5	0.1%	11	0.3%	8	0.2%
Unknown	4	0.1%	7	0.2%	14	0.4%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

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, 2015**

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,494	69.3%	59,000	71.7%	230,000	70.2%
Cloudy	624	17.3%	14,000	17.0%	59,000	17.9%
Rain	272	7.6%	6,000	7.2%	27,000	8.2%
Sleet, Hail	18	0.5%	1,000	0.9%	2,000	0.5%
Snow	64	1.8%	1,000	1.8%	7,000	2.3%
Fog, Smog, Smoke	82	2.3%	1,000	0.6%	1,000	0.4%
Severe Crosswinds	3	0.1%	*	0.2%	*	*
Blowing Sand, Soil, Dirt	8	0.2%	*	*	*	*
Blowing Snow	8	0.2%	*	0.5%	2,000	0.5%
Freezing Rain or Drizzle	3	0.1%	*	*	*	*
Other	8	0.2%	*	0.2%	*	*
Unknown	14	0.4%	*	*	*	*
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 21. Fatal Crashes Involving Large Trucks by Road Surface Conditions, 2013-2015

Road Surface Conditions	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,869	80.7%	2,800	81.7%	2,969	82.5%
Wet	460	12.9%	406	11.8%	436	12.1%
Snow	72	2.0%	63	1.8%	55	1.5%
Ice/Frost	78	2.2%	102	3.0%	61	1.7%
Slush	20	0.6%	9	0.3%	14	0.4%
Water (Standing, Moving)	7	0.2%	4	0.1%	4	0.1%
Mud, Dirt, Gravel	6	0.2%	2	0.1%	2	0.1%
Sand	1	*	2	0.1%	0	0.0%
Non-Trafficway Area	31	0.9%	14	0.4%	28	0.8%
Other	3	0.1%	5	0.1%	4	0.1%
Unknown	7	0.2%	22	0.6%	25	0.7%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

\*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, 2015

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,969	82.5%	67,000	81.1%	257,000	78.2%
Wet	436	12.1%	9,000	10.8%	41,000	12.4%
Snow	55	1.5%	2,000	2.2%	9,000	2.7%
Ice/Frost	61	1.7%	2,000	2.7%	8,000	2.5%
Slush	14	0.4%	*	0.2%	1,000	0.2%
Water (Standing, Moving)	4	0.1%	*	*	*	0.1%
Mud, Dirt, Gravel	2	0.1%	*	0.1%	*	0.1%
Sand	0	0.0%	*	0.1%	*	0.1%
Non-Trafficway Area	28	0.8%	2,000	2.1%	8,000	2.5%
Other	4	0.1%	*	*	*	*
Unknown	25	0.7%	1,000	0.6%	4,000	1.1%
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

**Crashes Table 23. Fatal Crashes Involving Large Trucks by Light Conditions, 2013-2015**

Light Conditions	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,240	63.0%	2,061	60.1%	2,212	61.5%
Dark, Not Lighted	849	23.9%	847	24.7%	851	23.7%
Dark But Lighted	312	8.8%	347	10.1%	360	10.0%
Dark, Unknown Lighting	9	0.3%	12	0.3%	9	0.3%
Dawn	93	2.6%	99	2.9%	113	3.1%
Dusk	46	1.3%	56	1.6%	50	1.4%
Unknown	5	0.1%	7	0.2%	3	0.1%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>

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, 2015**

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,212	61.5%	65,000	78.6%	265,000	80.7%
Dark, Not Lighted	851	23.7%	8,000	9.1%	23,000	7.1%
Dark But Lighted	360	10.0%	8,000	9.1%	30,000	9.0%
Dark, Unknown Lighting	9	0.3%	*	0.3%	1,000	0.3%
Dawn	113	3.1%	1,000	1.4%	5,000	1.6%
Dusk	50	1.4%	1,000	1.5%	4,000	1.2%
Unknown	3	0.1%	*	*	*	0.1%
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Crashes Table 25. Fatal Crashes by Work Zone, 2013-2015

Work Zone	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes Involving Large Trucks</b>						
No	3,403	95.8%	3,246	94.7%	3,425	95.2%
Yes	151	4.2%	183	5.3%	173	4.8%
Construction Zone	106	3.0%	121	3.5%	121	3.4%
Maintenance Zone	22	0.6%	20	0.6%	22	0.6%
Utility Work Zone	0	0.0%	1	*	1	*
Work Zone, Type Unknown	23	0.6%	41	1.2%	29	0.8%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
<b>All Fatal Crashes</b>						
No	29,667	98.2%	29,449	98.0%	31,524	98.0%
Yes	536	1.8%	607	2.0%	642	2.0%
Construction Zone	352	1.2%	396	1.3%	443	1.4%
Maintenance Zone	65	0.2%	66	0.2%	64	0.2%
Utility Work Zone	12	*	7	*	7	*
Work Zone, Type Unknown	107	0.4%	138	0.5%	128	0.4%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>30,203</b>	<b>100.0%</b>	<b>30,056</b>	<b>100.0%</b>	<b>32,166</b>	<b>100.0%</b>
Percentage of Fatal Work Zone Crashes						
That Involved at Least One Large Truck		28.2%		30.1%		26.9%
Percentage of All Fatal Crashes						
That Involved at Least One Large Truck		11.8%		11.4%		11.2%

\*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, 2015

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
<b>Crashes Involving Large Trucks</b>						
No	3,425	95.2%	80,000	96.5%	315,000	96.1%
Yes	173	4.8%	3,000	3.5%	13,000	3.9%
<i>Construction Zone</i>	121	3.4%	2,000	2.4%	7,000	2.1%
<i>Maintenance Zone</i>	22	0.6%	*	0.1%	1,000	0.2%
<i>Utility Work Zone</i>	1	*	*	*	*	*
<i>Work Zone, Type Unknown</i>	29	0.8%	1,000	1.1%	5,000	1.5%
Unknown	0	0.0%	*	*	*	*
<b>Total</b>	<b>3,598</b>	<b>100.0%</b>	<b>83,000</b>	<b>100.0%</b>	<b>328,000</b>	<b>100.0%</b>
<b>All Crashes</b>						
No	31,524	98.0%	1,690,000	98.5%	4,478,000	98.4%
Yes	642	2.0%	25,000	1.5%	70,000	1.6%
<i>Construction Zone</i>	443	1.4%	16,000	0.9%	44,000	1.0%
<i>Maintenance Zone</i>	64	0.2%	2,000	0.1%	4,000	0.1%
<i>Utility Work Zone</i>	7	*	*	*	1,000	*
<i>Work Zone, Type Unknown</i>	128	0.4%	7,000	0.4%	22,000	0.5%
Unknown	0	0.0%	*	*	*	*
<b>Total</b>	<b>32,166</b>	<b>100.0%</b>	<b>1,715,000</b>	<b>100.0%</b>	<b>4,548,000</b>	<b>100.0%</b>
Percentage of Work Zone Crashes						
That Involved at Least One Large Truck		26.9%			11.4%	18.0%
Percentage of All Crashes						
That Involved at Least One Large Truck		11.2%			4.8%	7.2%

\*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 27. Fatal Crashes Involving Large Trucks per State Population, 2010 and 2015

State	2010			2015		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2015 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	94	4,858,979	19.35
Alaska	5	710,231	7.04	1	738,432	1.35
Arizona	52	6,392,017	8.14	79	6,828,065	11.57
Arkansas	74	2,915,918	25.38	58	2,978,204	19.47
California	219	37,253,956	5.88	271	39,144,818	6.92
Colorado	42	5,029,196	8.35	56	5,456,574	10.26
Connecticut	23	3,574,097	6.44	32	3,590,886	8.91
Delaware	9	897,934	10.02	12	945,934	12.69
District of Columbia	3	601,723	4.99	2	672,228	2.98
Florida	170	18,801,310	9.04	197	20,271,272	9.72
Georgia	138	9,687,653	14.24	161	10,214,860	15.76
Hawaii	4	1,360,301	2.94	6	1,431,603	4.19
Idaho	15	1,567,582	9.57	23	1,654,930	13.90
Illinois	100	12,830,632	7.79	93	12,859,995	7.23
Indiana	101	6,483,802	15.58	105	6,619,680	15.86
Iowa	79	3,046,355	25.93	48	3,123,899	15.37
Kansas	68	2,853,118	23.83	58	2,911,641	19.92
Kentucky	84	4,339,367	19.36	76	4,425,092	17.17
Louisiana	88	4,533,372	19.41	63	4,670,724	13.49
Maine	13	1,328,361	9.79	10	1,329,328	7.52
Maryland	39	5,773,552	6.75	47	6,006,401	7.82
Massachusetts	19	6,547,629	2.90	24	6,794,422	3.53
Michigan	80	9,883,640	8.09	69	9,922,576	6.95
Minnesota	74	5,303,925	13.95	57	5,489,594	10.38
Mississippi	52	2,967,297	17.52	64	2,992,333	21.39
Missouri	76	5,988,927	12.69	97	6,083,672	15.94
Montana	12	989,415	12.13	17	1,032,949	16.46
Nebraska	45	1,826,341	24.64	35	1,896,190	18.46
Nevada	15	2,700,551	5.55	25	2,890,845	8.65
New Hampshire	6	1,316,470	4.56	6	1,330,608	4.51
New Jersey	52	8,791,894	5.91	49	8,958,013	5.47
New Mexico	41	2,059,179	19.91	42	2,085,109	20.14
New York	111	19,378,102	5.73	113	19,795,791	5.71
North Carolina	98	9,535,483	10.28	115	10,042,802	11.45
North Dakota	14	672,591	20.82	37	756,927	48.88
Ohio	114	11,536,504	9.88	156	11,613,423	13.43
Oklahoma	87	3,751,351	23.19	97	3,911,338	24.80
Oregon	42	3,831,074	10.96	46	4,028,977	11.42
Pennsylvania	152	12,702,379	11.97	138	12,802,503	10.78
Rhode Island	2	1,052,567	1.90	1	1,056,298	0.95
South Carolina	57	4,625,364	12.32	95	4,896,146	19.40
South Dakota	19	814,180	23.34	13	858,469	15.14
Tennessee	82	6,346,105	12.92	101	6,600,299	15.30
Texas	349	25,145,561	13.88	474	27,469,114	17.26
Utah	27	2,763,885	9.77	31	2,995,919	10.35
Vermont	9	625,741	14.38	5	626,042	7.99
Virginia	72	8,001,024	9.00	68	8,382,993	8.11
Washington	27	6,724,540	4.02	34	7,170,351	4.74
West Virginia	39	1,852,994	21.05	22	1,844,128	11.93
Wisconsin	51	5,686,986	8.97	53	5,771,337	9.18
Wyoming	19	563,626	33.71	22	586,107	37.54
<b>Total</b>	<b>3,271</b>	<b>308,745,538</b>	<b>10.59</b>	<b>3,598</b>	<b>321,418,820</b>	<b>11.19</b>

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). State Populations: U.S. Census Bureau, 2010 Census Resident Population Data; 2015 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2015.

**Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2013-2015**

Number of Vehicles Involved	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	783	22.0%	715	20.9%	717	19.9%
Two vehicles	2,233	62.8%	2,170	63.3%	2,300	63.9%
Three vehicles	364	10.2%	381	11.1%	374	10.4%
Four vehicles	92	2.6%	86	2.5%	113	3.1%
Five vehicles	32	0.9%	31	0.9%	42	1.2%
Six vehicles	20	0.6%	23	0.7%	10	0.3%
Seven vehicles	13	0.4%	6	0.2%	18	0.5%
Eight vehicles	5	0.1%	8	0.2%	6	0.2%
Nine vehicles	2	0.1%	3	0.1%	8	0.2%
Ten or more vehicles	10	0.3%	6	0.2%	10	0.3%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
Average number of vehicles involved	2.07		2.06		2.12	

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, 2013-2015**

Number of Vehicles Involved	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	18,157	60.1%	17,930	59.7%	18,683	58.1%
Two vehicles	10,118	33.5%	10,182	33.9%	11,305	35.1%
Three vehicles	1,446	4.8%	1,472	4.9%	1,620	5.0%
Four vehicles	320	1.1%	307	1.0%	352	1.1%
Five vehicles	91	0.3%	91	0.3%	107	0.3%
Six vehicles	34	0.1%	42	0.1%	47	0.1%
Seven vehicles	17	0.1%	12	*	24	0.1%
Eight vehicles	8	*	8	*	9	*
Nine vehicles	2	*	3	*	9	*
Ten or more vehicles	10	*	9	*	10	*
<b>Total</b>	<b>30,203</b>	<b>100.0%</b>	<b>30,056</b>	<b>100.0%</b>	<b>32,166</b>	<b>100.0%</b>
Average number of vehicles involved	1.49		1.50		1.52	

\*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, 2013-2015

Number of Fatalities	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
One fatality	3,220	90.6%	3,078	89.8%	3,242	90.1%
Two fatalities	271	7.6%	268	7.8%	283	7.9%
Three fatalities	48	1.4%	57	1.7%	48	1.3%
Four fatalities	8	0.2%	15	0.4%	13	0.4%
Five fatalities	3	0.1%	8	0.2%	9	0.3%
Six fatalities	1	*	1	*	3	0.1%
Seven fatalities	2	0.1%	1	*	0	0.0%
More than seven fatalities	1	*	1	*	0	0.0%
<b>Total</b>	<b>3,554</b>	<b>100.0%</b>	<b>3,429</b>	<b>100.0%</b>	<b>3,598</b>	<b>100.0%</b>
Average number of fatalities	1.12		1.14		1.13	

\*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, 2013-2015

Number of Fatalities	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
One fatality	28,005	92.7%	27,907	92.9%	29,816	92.7%
Two fatalities	1,848	6.1%	1,774	5.9%	1,938	6.0%
Three fatalities	255	0.8%	262	0.9%	300	0.9%
Four fatalities	64	0.2%	75	0.2%	77	0.2%
Five fatalities	20	0.1%	30	0.1%	24	0.1%
Six fatalities	7	*	6	*	9	*
Seven fatalities	2	*	1	*	0	0.0%
More than seven fatalities	2	*	1	*	2	*
<b>Total</b>	<b>30,203</b>	<b>100.0%</b>	<b>30,056</b>	<b>100.0%</b>	<b>32,166</b>	<b>100.0%</b>
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 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 vehicle information in this section:

- ◆ In 2015, 4,050 large trucks were involved in fatal crashes. According to MCMIS, 53,263 large trucks were involved in injury crashes, and 95,337 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 nonfatal crashes. HM was released from the cargo compartments of 13 percent of the placarded trucks in fatal and nonfatal crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 67 percent of the HM releases from cargo compartments in fatal crashes and 55 percent of the HM releases in nonfatal crashes.
- ◆ “Collision with vehicle in transport” was recorded as the most harmful event for 75 percent of the large trucks involved in fatal crashes and for 78 percent of the large trucks involved in nonfatal crashes.
- ◆ Singles (truck tractors pulling a single semi-trailer) accounted for 65 percent of the large trucks involved in fatal crashes in 2015; doubles (tractors pulling two trailers) made up 3 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.
- ◆ Vehicle-related factors were coded for 6 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. “Other Working Vehicle” and “Tires” were the most common vehicle-related factors for large trucks in fatal crashes, at 2 percent and 1 percent, respectively. “Tires” was the most frequently coded vehicle-related factor for passenger vehicles in fatal crashes, at 1 percent.

**Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2013-2015**

Vehicle Configuration	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	685	17.5%	569	15.2%	620	15.3%
Single-Unit, 3+ Axles	418	10.7%	437	11.7%	397	9.8%
Truck/Trailer(s)	272	6.9%	189	5.0%	134	3.3%
Truck Tractor (Bobtail)	67	1.7%	73	1.9%	75	1.9%
Tractor/Semi-trailer	2,349	59.9%	2,344	62.5%	2,648	65.4%
Tractor/Double	92	2.3%	93	2.5%	116	2.9%
Tractor/Triple	1	*	4	0.1%	5	0.1%
Unknown	37	0.9%	40	1.1%	55	1.4%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

\*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, 2015**

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	620	15.3%	11,568	21.7%	19,493	20.4%
Single-Unit, 3+ Axles	397	9.8%	6,864	12.9%	10,422	10.9%
Truck/Trailer(s)	134	3.3%	4,574	8.6%	8,662	9.1%
Truck Tractor (Bobtail)	75	1.9%	1,519	2.9%	2,521	2.6%
Tractor/Semi-trailer	2,648	65.4%	26,055	48.9%	48,957	51.4%
Tractor/Double	116	2.9%	961	1.8%	2,224	2.3%
Tractor/Triple	5	0.1%	32	0.1%	79	0.1%
Light Truck (HM Placard)	—	—	5	*	19	*
Unknown	55	1.4%	1,260	2.4%	2,317	2.4%
Missing	—	—	425	0.8%	643	0.7%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>53,263</b>	<b>100.0%</b>	<b>95,337</b>	<b>100.0%</b>

\*Less than 0.05 percent.

— Not an option in 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 GES 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, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2013-2015

Cargo Body Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,663	42.4%	1,588	42.4%	1,815	44.8%
Cargo Tank	372	9.5%	366	9.8%	370	9.1%
Flatbed	455	11.6%	461	12.3%	412	10.2%
Dump	315	8.0%	325	8.7%	362	8.9%
Concrete Mixer	45	1.1%	35	0.9%	33	0.8%
Auto Transporter	35	0.9%	28	0.7%	31	0.8%
Garbage/Refuse	88	2.2%	107	2.9%	95	2.3%
Grain, Gravel, etc.	134	3.4%	134	3.6%	145	3.6%
Pole	11	0.3%	9	0.2%	10	0.2%
Log	84	2.1%	73	1.9%	95	2.3%
Intermodal Container Chassis	28	0.7%	35	0.9%	40	1.0%
Vehicle Towing Another Vehicle	9	0.2%	5	0.1%	10	0.2%
No Cargo Body	176	4.5%	144	3.8%	136	3.4%
Other	320	8.2%	260	6.9%	279	6.9%
Unknown	186	4.7%	179	4.8%	217	5.4%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

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, 2015

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,815	44.8%	21,590	40.5%	42,294	44.4%
Cargo Tank	370	9.1%	3,508	6.6%	5,559	5.8%
Flatbed	412	10.2%	6,116	11.5%	11,137	11.7%
Dump	362	8.9%	5,334	10.0%	7,523	7.9%
Concrete Mixer	33	0.8%	599	1.1%	764	0.8%
Auto Transporter	31	0.8%	561	1.1%	1,229	1.3%
Garbage/Refuse	95	2.3%	1,395	2.6%	2,263	2.4%
Grain, Gravel, etc.	145	3.6%	1,321	2.5%	1,943	2.0%
Pole	10	0.2%	216	0.4%	317	0.3%
Log	95	2.3%	799	1.5%	1,012	1.1%
Intermodal Container Chassis	40	1.0%	548	1.0%	995	1.0%
Vehicle Towing Another Vehicle	10	0.2%	419	0.8%	698	0.7%
No Cargo Body	136	3.4%	1,801	3.4%	3,341	3.5%
Other	279	6.9%	8,648	16.2%	15,634	16.4%
Unknown	217	5.4%	408	0.8%	628	0.7%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>53,263</b>	<b>100.0%</b>	<b>95,337</b>	<b>100.0%</b>

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 GES 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, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

**Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2013-2015**

Gross Vehicle Weight Rating	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	669	17.1%	548	14.6%	560	13.8%
≥26,001 lb	3,250	82.9%	3,195	85.2%	3,482	86.0%
Unknown	2	0.1%	6	0.2%	8	0.2%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

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, 2015**

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%	98	0.2%	150	0.2%
10,001 - 26,000 lb	560	13.8%	11,896	22.3%	20,565	21.6%
≥26,001 lb	3,482	86.0%	41,188	77.3%	74,457	78.1%
Unknown	8	0.2%	81	0.2%	165	0.2%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>53,263</b>	<b>100.0%</b>	<b>95,337</b>	<b>100.0%</b>

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 GES 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, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

**Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2013-2015**

Truck Weight Rating	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	1	*	0	0.0%	1	*
Class 2: 6,001 - 10,000 lb	2	0.1%	2	0.1%	4	0.1%
Class 3: 10,001 - 14,000 lb	256	6.5%	155	4.1%	142	3.5%
Class 4: 14,001 - 16,000 lb	93	2.4%	70	1.9%	69	1.7%
Class 5: 16,001 - 19,500 lb	83	2.1%	79	2.1%	83	2.0%
Class 6: 19,501 - 26,000 lb	221	5.6%	221	5.9%	212	5.2%
Class 7: 26,001 - 33,000 lb	243	6.2%	235	6.3%	253	6.2%
Class 8: > 33,000 lb	2,945	75.1%	2,902	77.4%	3,135	77.4%
Unknown	77	2.0%	85	2.3%	151	3.7%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

\*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. Starting in 2013, VIN-derived data elements, including Truck Weight Rating, were moved to a separate file in FARS (Vindecode).

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



**Vehicles Table 8. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo, 2013-2015**

HM Cargo	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Yes	153	3.9%	112	3.0%	134	3.3%
No	3,768	96.1%	3,637	97.0%	3,916	96.7%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

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, 2015**

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	134	3.3%	1,361	2.6%	2,150	2.3%
No	3,916	96.7%	39,205	73.6%	67,866	71.2%
Unknown	0	0.0%	12,697	23.8%	25,321	26.6%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>53,263</b>	<b>100.0%</b>	<b>95,337</b>	<b>100.0%</b>

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 GES 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, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

**Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2013-2015**

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>2013</b>								
Explosives	1	2.2%	1	1.1%	0	0.0%	2	1.3%
Gases	4	8.9%	15	15.8%	2	15.4%	21	13.7%
Flammable Liquids	34	75.6%	50	52.6%	7	53.8%	91	59.5%
Flammable Solids	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Oxidizing Substances	1	2.2%	1	1.1%	1	7.7%	3	2.0%
Poisonous and Infectious Substances	1	2.2%	0	0.0%	0	0.0%	1	0.7%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	2	4.4%	8	8.4%	0	0.0%	10	6.5%
Miscellaneous Dangerous Goods	0	0.0%	9	9.5%	0	0.0%	9	5.9%
Unknown	2	4.4%	11	11.6%	3	23.1%	16	10.5%
<b>Total</b>	<b>45</b>	<b>100.0%</b>	<b>95</b>	<b>100.0%</b>	<b>13</b>	<b>100.0%</b>	<b>153</b>	<b>100.0%</b>
<b>2014</b>								
Explosives	0	0.0%	2	3.0%	0	0.0%	2	1.8%
Gases	2	5.6%	9	13.4%	1	11.1%	12	10.7%
Flammable Liquids	20	55.6%	44	65.7%	4	44.4%	68	60.7%
Flammable Solids	3	8.3%	0	0.0%	0	0.0%	3	2.7%
Oxidizing Substances	2	5.6%	1	1.5%	0	0.0%	3	2.7%
Poisonous and Infectious Substances	0	0.0%	1	1.5%	0	0.0%	1	0.9%
Radioactive Materials	0	0.0%	1	1.5%	0	0.0%	1	0.9%
Corrosives	3	8.3%	6	9.0%	0	0.0%	9	8.0%
Miscellaneous Dangerous Goods	2	5.6%	0	0.0%	0	0.0%	2	1.8%
Unknown	4	11.1%	3	4.5%	4	44.4%	11	9.8%
<b>Total</b>	<b>36</b>	<b>100.0%</b>	<b>67</b>	<b>100.0%</b>	<b>9</b>	<b>100.0%</b>	<b>112</b>	<b>100.0%</b>
<b>2015</b>								
Explosives	2	6.1%	2	2.3%	0	0.0%	4	3.0%
Gases	3	9.1%	17	19.3%	0	0.0%	20	14.9%
Flammable Liquids	22	66.7%	51	58.0%	4	30.8%	77	57.5%
Flammable Solids	0	0.0%	0	0.0%	1	7.7%	1	0.7%
Oxidizing Substances	0	0.0%	1	1.1%	0	0.0%	1	0.7%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	2	6.1%	6	6.8%	1	7.7%	9	6.7%
Miscellaneous Dangerous Goods	0	0.0%	2	2.3%	0	0.0%	2	1.5%
Unknown	4	12.1%	9	10.2%	7	53.8%	20	14.9%
<b>Total</b>	<b>33</b>	<b>100.0%</b>	<b>88</b>	<b>100.0%</b>	<b>13</b>	<b>100.0%</b>	<b>134</b>	<b>100.0%</b>

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, 2015

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>								
Explosives	2	6.1%	2	2.3%	0	0.0%	4	3.0%
Gases	3	9.1%	17	19.3%	0	0.0%	20	14.9%
Flammable Liquids	22	66.7%	51	58.0%	4	30.8%	77	57.5%
Flammable Solids	0	0.0%	0	0.0%	1	7.7%	1	0.7%
Oxidizing Substances	0	0.0%	1	1.1%	0	0.0%	1	0.7%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	2	6.1%	6	6.8%	1	7.7%	9	6.7%
Miscellaneous Dangerous Goods	0	0.0%	2	2.3%	0	0.0%	2	1.5%
Unknown	4	12.1%	9	10.2%	7	53.8%	20	14.9%
<b>Total Fatal Crashes</b>	<b>33</b>	<b>100.0%</b>	<b>88</b>	<b>100.0%</b>	<b>13</b>	<b>100.0%</b>	<b>134</b>	<b>100.0%</b>
<b>Nonfatal Crashes (MCMIS Data)</b>								
Explosives	11	2.4%	91	3.6%	22	3.9%	124	3.5%
Gases	61	13.3%	434	17.1%	66	11.7%	561	15.8%
Flammable Liquids	250	54.7%	1,231	48.6%	340	60.5%	1,821	51.3%
Flammable Solids	6	1.3%	24	0.9%	9	1.6%	39	1.1%
Oxidizing Substances	8	1.8%	24	0.9%	13	2.3%	45	1.3%
Poisonous and Infectious Substances	4	0.9%	20	0.8%	4	0.7%	28	0.8%
Radioactive Materials	0	0.0%	4	0.2%	0	0.0%	4	0.1%
Corrosives	40	8.8%	206	8.1%	53	9.4%	299	8.4%
Miscellaneous Dangerous Goods	25	5.5%	212	8.4%	21	3.7%	258	7.3%
Unknown	52	11.4%	285	11.3%	34	6.0%	371	10.5%
<b>Total Nonfatal Crashes</b>	<b>457</b>	<b>100.0%</b>	<b>2,531</b>	<b>100.0%</b>	<b>562</b>	<b>100.0%</b>	<b>3,550</b>	<b>100.0%</b>

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of 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, Fatality Analysis Reporting System (FARS). Nonfatal Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

**Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2013-2015**

Initial Point of Impact	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Front	2,309	58.9%	2,152	57.4%	2,263	55.9%
Rear	698	17.8%	677	18.1%	806	19.9%
Left	346	8.8%	375	10.0%	413	10.2%
Right	244	6.2%	238	6.3%	250	6.2%
Non-Collision	170	4.3%	160	4.3%	158	3.9%
Other	88	2.2%	71	1.9%	79	2.0%
Unknown	66	1.7%	76	2.0%	81	2.0%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

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, 2015**

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,263	55.9%	45,000	51.5%	124,000	36.4%
Rear	806	19.9%	19,000	21.2%	89,000	26.0%
Left	413	10.2%	9,000	10.6%	44,000	12.8%
Right	250	6.2%	9,000	10.8%	62,000	18.1%
Non-Collision	158	3.9%	4,000	4.2%	6,000	1.8%
Other	79	2.0%	2,000	1.7%	17,000	4.9%
Unknown	81	2.0%	*	*	*	*
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>342,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

Vehicles Table 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2013-2015

Most Harmful Event	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,862	73.0%	2,744	73.2%	3,033	74.9%
Collision with Fixed Object	188	4.8%	161	4.3%	162	4.0%
Collision with Pedestrian	309	7.9%	277	7.4%	296	7.3%
Overturn (Rollover)	254	6.5%	258	6.9%	272	6.7%
Collision with Pedalcycle or Other Personal Conveyance	88	2.2%	71	1.9%	63	1.6%
Collision with Parked Motor Vehicle	11	0.3%	25	0.7%	19	0.5%
Collision with Train	14	0.4%	18	0.5%	4	0.1%
Collision with Other Object	53	1.4%	54	1.4%	60	1.5%
Collision with Animal	1	*	0	0.0%	1	*
Jackknife	2	0.1%	1	*	3	0.1%
Explosion/Fire	91	2.3%	110	2.9%	110	2.7%
Cargo/Equipment Loss or Shift	6	0.2%	9	0.2%	6	0.1%
Other	16	0.4%	16	0.4%	20	0.5%
Unknown	26	0.7%	5	0.1%	1	*
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

\*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, 2015

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,033	74.9%	73,000	83.8%	263,000	77.0%
Collision with Fixed Object	162	4.0%	4,000	5.0%	28,000	8.3%
Collision with Pedestrian	296	7.3%	1,000	1.2%	*	*
Overturn (Rollover)	272	6.7%	5,000	5.6%	4,000	1.2%
Collision with Pedalcycle or Other Personal Conveyance	63	1.6%	1,000	0.7%	*	*
Collision with Parked Motor Vehicle	19	0.5%	1,000	1.2%	25,000	7.2%
Collision with Train	4	0.1%	*	0.1%	*	*
Collision with Other Object	60	1.5%	2,000	2.0%	12,000	3.6%
Collision with Animal	1	*	*	0.1%	6,000	1.7%
Jackknife	3	0.1%	*	0.1%	1,000	0.3%
Explosion/Fire	110	2.7%	*	*	*	0.1%
Cargo/Equipment Loss or Shift	6	0.1%	*	0.1%	1,000	0.3%
Other	20	0.5%	*	0.2%	*	0.1%
Unknown	1	*	*	0.1%	1,000	0.3%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>342,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

**Vehicles Table 16. Large Trucks in Fatal Crashes by Jackknife Occurrence, 2013-2015**

Jackknife	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,170	29.8%	1,096	29.2%	1,111	27.4%
No	2,567	65.5%	2,460	65.6%	2,713	67.0%
Yes	184	4.7%	193	5.1%	226	5.6%
<i>First Event</i>	36	0.9%	43	1.1%	39	1.0%
<i>Subsequent Event</i>	148	3.8%	150	4.0%	187	4.6%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

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, 2015**

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,111	27.4%	45,000	51.9%	182,000	53.2%
No	2,713	67.0%	41,000	47.0%	157,000	46.0%
Yes	226	5.6%	1,000	1.1%	3,000	0.8%
<i>First Event</i>	39	1.0%	1,000	0.8%	2,000	0.5%
<i>Subsequent Event</i>	187	4.6%	*	0.3%	1,000	0.3%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>342,000</b>	<b>100.0%</b>

\*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, Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: National Highway Traffic Safety Administration, General Estimates System (GES).

**Vehicles Table 18. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type, 2013-2015**

Crash Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	82	4.2%	88	4.7%	86	4.3%
Passenger Vehicle Rear-Ending Large Truck	265	13.6%	282	14.9%	335	16.8%
Large Truck Crossing Center Median (Head-On)	43	2.2%	39	2.1%	34	1.7%
Passenger Vehicle Crossing Center Median (Head-On)	327	16.8%	293	15.5%	343	17.2%
Large Truck Striking Passenger Vehicle (Other)	776	39.9%	717	38.0%	717	36.0%
Passenger Vehicle Striking Large Truck (Other)	342	17.6%	344	18.2%	344	17.3%
Other Collision	109	5.6%	126	6.7%	134	6.7%
<b>Total</b>	<b>1,944</b>	<b>100.0%</b>	<b>1,889</b>	<b>100.0%</b>	<b>1,993</b>	<b>100.0%</b>

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).  
 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, 2015**

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	86	4.3%	11,000	19.9%	29,000	12.5%
Passenger Vehicle Rear-Ending Large Truck	335	16.8%	7,000	12.3%	27,000	11.4%
Large Truck Crossing Center Median (Head-On)	34	1.7%	*	0.2%	*	*
Passenger Vehicle Crossing Center Median (Head-On)	343	17.2%	1,000	1.5%	*	0.1%
Large Truck Striking Passenger Vehicle (Other)	717	36.0%	19,000	34.8%	74,000	31.7%
Passenger Vehicle Striking Large Truck (Other)	344	17.3%	11,000	21.3%	63,000	26.9%
Other Collision	134	6.7%	5,000	10.0%	40,000	17.3%
<b>Total</b>	<b>1,993</b>	<b>100.0%</b>	<b>53,000</b>	<b>100.0%</b>	<b>234,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

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

**Vehicles Table 20. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2015**

Crash Type	Fatal Crashes	Crashes with Driver-Related Factors Recorded			
		For Large Truck		For Passenger Vehicle	
		Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	86	54	62.8%	54	62.8%
Passenger Vehicle Rear-Ending Large Truck	335	95	28.4%	303	90.4%
Large Truck Crossing Center Median (Head-On)	34	31	91.2%	17	50.0%
Passenger Vehicle Crossing Center Median (Head-On)	343	74	21.6%	337	98.3%
Large Truck Striking Passenger Vehicle (Other)	717	209	29.1%	630	87.9%
Passenger Vehicle Striking Large Truck (Other)	344	167	48.5%	276	80.2%
Other Collision	134	52	38.8%	112	83.6%
<b>Total</b>	<b>1,993</b>	<b>682</b>	<b>34.2%</b>	<b>1,729</b>	<b>86.8%</b>

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).

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

**Vehicles Table 21. Large Trucks in Fatal Crashes by Vehicle Age, 2013-2015**

Vehicle Age	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	70	1.8%	88	2.3%	115	2.8%
Model Year Same as Crash Year	306	7.8%	263	7.0%	390	9.6%
1 to 5 Years	974	24.8%	1,035	27.6%	1,130	27.9%
6 to 10 Years	1,363	34.8%	1,190	31.7%	1,153	28.5%
11 to 15 Years	719	18.3%	654	17.4%	632	15.6%
16 to 20 Years	307	7.8%	324	8.6%	366	9.0%
21 to 25 Years	107	2.7%	87	2.3%	116	2.9%
26 Years or Older	54	1.4%	74	2.0%	86	2.1%
Model Year Unknown	21	0.5%	34	0.9%	62	1.5%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>
Average Vehicle Age (Years)	8.10		8.17		8.08	

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, 2013-2015**

Vehicle Age	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	170	0.4%	190	0.4%	237	0.5%
Model Year Same as Crash Year	1,693	3.8%	1,696	3.8%	2,014	4.1%
1 to 5 Years	9,132	20.2%	8,833	19.7%	10,324	21.1%
6 to 10 Years	14,312	31.7%	13,508	30.1%	13,207	27.0%
11 to 15 Years	11,300	25.1%	11,813	26.3%	12,599	25.8%
16 to 20 Years	5,042	11.2%	5,306	11.8%	6,289	12.9%
21 to 25 Years	1,581	3.5%	1,656	3.7%	2,030	4.1%
26 Years or Older	925	2.1%	1,001	2.2%	1,073	2.2%
Model Year Unknown	947	2.1%	947	2.1%	1,150	2.4%
<b>Total</b>	<b>45,102</b>	<b>100.0%</b>	<b>44,950</b>	<b>100.0%</b>	<b>48,923</b>	<b>100.0%</b>
Average Vehicle Age (Years)	9.99		10.19		10.27	

Note: 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, 2013-2015

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
<b>2013</b>										
FARS State Code	149	12.2%	265	10.5%	5	3.6%	1	3.4%	420	10.7%
US DOT	646	53.0%	2,097	82.7%	13	9.4%	15	51.7%	2,771	70.7%
MC/MX (ICC) <sup>a</sup>	1	0.1%	6	0.2%	0	0.0%	0	0.0%	7	0.2%
Canada	0	0.0%	1	*	0	0.0%	0	0.0%	1	*
Mexico	0	0.0%	1	*	0	0.0%	0	0.0%	1	*
None	236	19.4%	47	1.9%	108	77.7%	4	13.8%	395	10.1%
Unknown	186	15.3%	118	4.7%	13	9.4%	9	31.0%	326	8.3%
<b>Total</b>	<b>1,218</b>	<b>100.0%</b>	<b>2,535</b>	<b>100.0%</b>	<b>139</b>	<b>100.0%</b>	<b>29</b>	<b>100.0%</b>	<b>3,921</b>	<b>100.0%</b>
<b>2014</b>										
FARS State Code	168	15.9%	245	9.7%	5	3.9%	1	2.4%	419	11.2%
US DOT	528	50.1%	2,125	84.2%	31	24.0%	26	61.9%	2,710	72.3%
MC/MX (ICC) <sup>a</sup>	3	0.3%	4	0.2%	1	0.8%	0	0.0%	8	0.2%
Canada	2	0.2%	1	*	0	0.0%	0	0.0%	3	0.1%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	180	17.1%	44	1.7%	83	64.3%	6	14.3%	313	8.3%
Unknown	173	16.4%	105	4.2%	9	7.0%	9	21.4%	296	7.9%
<b>Total</b>	<b>1,054</b>	<b>100.0%</b>	<b>2,524</b>	<b>100.0%</b>	<b>129</b>	<b>100.0%</b>	<b>42</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>
<b>2015</b>										
FARS State Code	135	13.4%	315	11.0%	2	1.5%	0	0.0%	452	11.2%
US DOT	564	56.0%	2,330	81.4%	21	15.8%	17	37.0%	2,932	72.4%
MC/MX (ICC) <sup>a</sup>	4	0.4%	3	0.1%	0	0.0%	1	2.2%	8	0.2%
Canada	0	0.0%	1	*	0	0.0%	0	0.0%	1	*
Mexico	0	0.0%	1	*	0	0.0%	0	0.0%	1	*
None	146	14.5%	45	1.6%	93	69.9%	11	23.9%	295	7.3%
Unknown	159	15.8%	168	5.9%	17	12.8%	17	37.0%	361	8.9%
<b>Total</b>	<b>1,008</b>	<b>100.0%</b>	<b>2,863</b>	<b>100.0%</b>	<b>133</b>	<b>100.0%</b>	<b>46</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

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

**Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2013-2015**

Vehicle Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,738	23.6%	1,608	22.8%	1,697	22.2%
Light Truck	1,457	19.8%	1,432	20.3%	1,600	21.0%
Large Truck	3,921	53.2%	3,749	53.1%	4,050	53.1%
Bus	15	0.2%	8	0.1%	17	0.2%
Motorcycle	211	2.9%	222	3.1%	232	3.0%
Other/Unknown	27	0.4%	44	0.6%	35	0.5%
<b>Total</b>	<b>7,369</b>	<b>100.0%</b>	<b>7,063</b>	<b>100.0%</b>	<b>7,631</b>	<b>100.0%</b>

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 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).

**Vehicles Table 25. Vehicles in Large Truck Crashes by Vehicle Type and Crash Severity, 2015**

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,697	22.2%	54,000	30.9%	158,000	25.9%
Light Truck	1,600	21.0%	31,000	17.8%	104,000	17.0%
Large Truck	4,050	53.1%	87,000	49.9%	342,000	56.0%
Bus	17	0.2%	1,000	0.3%	2,000	0.3%
Motorcycle	232	3.0%	1,000	0.5%	*	*
Other/Unknown	35	0.5%	1,000	0.5%	4,000	0.7%
<b>Total</b>	<b>7,631</b>	<b>100.0%</b>	<b>175,000</b>	<b>100.0%</b>	<b>609,000</b>	<b>100.0%</b>

\*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 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. 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: National Highway Traffic Safety Administration, General Estimates System (GES).

Vehicles Table 26. Parked and Working Large Truck Fatal Crash Statistics, 2013-2015

Crash Statistic	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	159	4.3%	163	4.6%	179	4.8%
Fatal Crashes Involving Large Trucks In Transport	3,554	96.4%	3,429	96.3%	3,598	96.0%
<b>Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks<sup>a</sup></b>	<b>3,687</b>	<b>—</b>	<b>3,562</b>	<b>—</b>	<b>3,748</b>	<b>—</b>
Parked or Working Large Trucks Involved in Fatal Crashes	165	4.0%	169	4.3%	190	4.5%
Large Trucks In Transport Involved in Fatal Crashes	3,921	96.0%	3,749	95.7%	4,050	95.5%
<b>Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes</b>	<b>4,086</b>	<b>100.0%</b>	<b>3,918</b>	<b>100.0%</b>	<b>4,240</b>	<b>100.0%</b>
Occupant Fatalities in Parked or Working Large Trucks	1	0.1%	3	0.5%	3	0.4%
Occupant Fatalities in Large Trucks In Transport	695	99.9%	656	99.5%	667	99.6%
<b>Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks</b>	<b>696</b>	<b>100.0%</b>	<b>659</b>	<b>100.0%</b>	<b>670</b>	<b>100.0%</b>
Fatalities in Crashes Involving Parked or Working Large Trucks	190	4.6%	190	4.7%	200	4.7%
Fatalities in Crashes Involving Large Trucks In Transport	3,981	96.2%	3,908	96.3%	4,067	96.0%
<b>Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks<sup>a</sup></b>	<b>4,137</b>	<b>—</b>	<b>4,058</b>	<b>—</b>	<b>4,235</b>	<b>—</b>

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

— Not applicable.

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

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

**Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2013-2015**

Critical Precrash Event <sup>a</sup>	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control <sup>b</sup>	168	4.3%	155	4.1%	147	3.6%
Large Truck's Movement <sup>c</sup>	722	18.4%	692	18.5%	704	17.4%
Other Vehicle in Large Truck's Lane <sup>d</sup>	918	23.4%	987	26.3%	1,150	28.4%
Other Vehicle's Encroachment into Large Truck's Lane <sup>e</sup>	1,542	39.3%	1,417	37.8%	1,540	38.0%
Pedestrian	276	7.0%	251	6.7%	259	6.4%
Pedalcyclist	72	1.8%	56	1.5%	54	1.3%
Animal	10	0.3%	7	0.2%	6	0.1%
Foreign Object	27	0.7%	31	0.8%	14	0.3%
Other/Unknown	186	4.7%	153	4.1%	176	4.3%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

<sup>a</sup>The critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

<sup>b</sup>“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.

<sup>c</sup>“Large Truck’s Movement” includes events such as crossing an intersection, turning left or right, crossing lane lines, and deceleration.

<sup>d</sup>“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.

<sup>e</sup>“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, 2015

Critical Precrash Event <sup>a</sup>	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control <sup>b</sup>	147	3.6%	5,000	5.3%	8,000	2.2%
Large Truck's Movement <sup>c</sup>	704	17.4%	23,000	26.3%	120,000	35.1%
Other Vehicle in Large Truck's Lane <sup>d</sup>	1,150	28.4%	30,000	34.3%	81,000	23.7%
Other Vehicle's Encroachment into Large Truck's Lane <sup>e</sup>	1,540	38.0%	23,000	26.9%	85,000	24.8%
Pedestrian	259	6.4%	1,000	0.9%	*	0.1%
Pedalcyclist	54	1.3%	1,000	0.6%	*	*
Animal	6	0.1%	*	0.3%	7,000	2.0%
Foreign Object	14	0.3%	1,000	0.6%	2,000	0.7%
Other/Unknown	176	4.3%	4,000	4.8%	39,000	11.5%
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>342,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

<sup>a</sup>The critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision possible).

<sup>b</sup>"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.

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

<sup>d</sup>"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.

<sup>e</sup>"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, Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: National Highway Traffic Safety Administration, General Estimates System (GES).

**Vehicles Table 29. Large Trucks in Fatal Crashes by Manner of Collision, 2013-2015**

Manner of Collision	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	1,016	25.9%	966	25.8%	974	24.0%
Front-to-Rear	822	21.0%	842	22.5%	1,050	25.9%
Front-to-Front	565	14.4%	519	13.8%	575	14.2%
Angle	1,219	31.1%	1,093	29.2%	1,107	27.3%
Sideswipe, Same Direction	102	2.6%	124	3.3%	156	3.9%
Sideswipe, Opposite Direction	140	3.6%	146	3.9%	116	2.9%
Rear-to-Side	18	0.5%	13	0.3%	20	0.5%
Rear-to-Rear	0	0.0%	0	0.0%	0	0.0%
Other	35	0.9%	31	0.8%	41	1.0%
Not Reported	2	0.1%	11	0.3%	3	0.1%
Unknown	2	0.1%	4	0.1%	8	0.2%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

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, 2015**

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	974	24.0%	13,000	15.4%	71,000	20.8%
Front-to-Rear	1,050	25.9%	30,000	34.9%	79,000	23.1%
Front-to-Front	575	14.2%	3,000	3.1%	2,000	0.5%
Angle	1,107	27.3%	21,000	24.5%	48,000	13.9%
Sideswipe, Same Direction	156	3.9%	14,000	16.3%	109,000	31.9%
Sideswipe, Opposite Direction	116	2.9%	2,000	2.5%	12,000	3.5%
Rear-to-Side	20	0.5%	1,000	0.8%	6,000	1.9%
Rear-to-Rear	0	0.0%	*	0.1%	*	0.1%
Other	41	1.0%	1,000	1.5%	14,000	4.2%
Not Reported	3	0.1%	1,000	0.9%	1,000	0.2%
Unknown	8	0.2%	*	0.1%	*	*
<b>Total</b>	<b>4,050</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>342,000</b>	<b>100.0%</b>

\*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: National Highway Traffic Safety Administration, General Estimates System (GES).

**Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2013-2015**

Vehicle-Related Factors	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	15	0.4%	52	1.4%	96	2.4%
Tires	56	1.4%	51	1.4%	49	1.2%
Brake System	45	1.1%	42	1.1%	46	1.1%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	8	0.2%	15	0.4%	15	0.4%
Power Train	5	0.1%	8	0.2%	7	0.2%
Vehicle Contributing Factors—No Details	7	0.2%	8	0.2%	7	0.2%
Police, Fire, or EMS Vehicle at Scene	4	0.1%	3	0.1%	5	0.1%
Wheels	3	0.1%	2	0.1%	3	0.1%
Truck Coupling / Trailer Hitch / Safety Chains	3	0.1%	7	0.2%	2	*
Safety Systems	0	0.0%	1	*	2	*
Windows / Windshield	0	0.0%	0	0.0%	2	*
At Least One Vehicle-Related Factor Recorded	169	4.3%	214	5.7%	258	6.4%
No Vehicle-Related Factors Recorded	3,752	95.7%	3,535	94.3%	3,792	93.6%
<b>Total</b>	<b>3,921</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

\*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, 2015**

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	8	1.1%	88	2.6%	96	2.4%
Tires	25	3.5%	24	0.7%	49	1.2%
Brake System	22	3.1%	24	0.7%	46	1.1%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	6	0.8%	9	0.3%	15	0.4%
Power Train	1	0.1%	6	0.2%	7	0.2%
Vehicle Contributing Factors—No Details	0	0.0%	7	0.2%	7	0.2%
Police, Fire, or EMS Vehicle at Scene	1	0.1%	4	0.1%	5	0.1%
Wheels	0	0.0%	3	0.1%	3	0.1%
Windows/Windshield	2	0.3%	0	0.0%	2	*
Truck Coupling / Trailer Hitch / Safety Chains	0	0.0%	2	*	2	*
Safety Systems	1	0.1%	1	*	2	*
At Least One Vehicle-Related Factor Recorded	71	9.9%	187	5.6%	258	6.4%
No Vehicle-Related Factors Recorded	646	90.1%	3,146	94.4%	3,792	93.6%
<b>Total</b>	<b>717</b>	<b>100.0%</b>	<b>3,333</b>	<b>100.0%</b>	<b>4,050</b>	<b>100.0%</b>

\*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, 2013-2015**

Vehicle-Related Factors	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Tires	467	1.3%	495	1.4%	515	1.3%
Vehicle Registration for Handicapped	301	0.9%	293	0.8%	290	0.8%
Brake System	43	0.1%	42	0.1%	43	0.1%
Headlights	24	0.1%	28	0.1%	32	0.1%
Vehicle Contributing Factors—No Details	32	0.1%	33	0.1%	25	0.1%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	2	*	13	*	20	0.1%
Steering	16	*	11	*	19	*
Reconstructed/Altered Vehicle	23	0.1%	20	0.1%	17	*
Police, Fire, or EMS Vehicle at Scene Emergency / Performing Other Traffic Control Activities	12	*	9	*	16	*
Windows/Windshield	4	*	9	*	13	*
At Least One Vehicle-Related Factor Recorded	1,182	3.4%	1,066	3.0%	1,121	2.9%
No Vehicle-Related Factors Recorded	33,704	96.6%	33,989	97.0%	37,088	97.1%
<b>Total</b>	<b>34,886</b>	<b>100.0%</b>	<b>35,055</b>	<b>100.0%</b>	<b>38,209</b>	<b>100.0%</b>

\*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).

Sources: 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, 2015**

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	331	2.2%	184	0.8%	515	1.3%
Vehicle Registration for Handicapped	99	0.7%	191	0.8%	290	0.8%
Brake System	23	0.2%	20	0.1%	43	0.1%
Headlights	12	0.1%	20	0.1%	32	0.1%
Vehicle Contributing Factors—No Details	9	0.1%	16	0.1%	25	0.1%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	4	*	16	0.1%	20	0.1%
Steering	16	0.1%	3	*	19	*
Reconstructed/Altered Vehicle	12	0.1%	5	*	17	*
Police, Fire, or EMS Vehicle at Scene Emergency / Performing Other Traffic Control Activities	7	*	9	*	16	*
Windows/Windshield	8	*	5	*	13	*
At Least One Vehicle-Related Factor Recorded	570	3.8%	551	2.4%	1,121	2.9%
No Vehicle-Related Factors Recorded	14,444	96.2%	22,644	97.6%	37,088	97.1%
<b>Total</b>	<b>15,014</b>	<b>100.0%</b>	<b>23,195</b>	<b>100.0%</b>	<b>38,209</b>	<b>100.0%</b>

\*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).



## 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 for some crashes no driver information is provided. Below is a summary of some of the information in this section:

- ◆ Of the 3,996 drivers of large trucks involved in fatal crashes in 2015, 206 (5 percent) were 25 years of age or younger, and 211 (5 percent) were 66 years of age or older. In comparison, 4 (2 percent) of the 261 drivers of buses in fatal crashes were 25 years of age or younger, and 34 (13 percent) were 66 years of age or older.
- ◆ About 2 percent of all the drivers of large trucks involved in fatal crashes in 2015 were female, compared with 32 percent of all drivers of buses involved in fatal crashes. Of the 99 school bus drivers in fatal crashes, 58 (59 percent) were female, compared with 16 percent of other bus drivers in fatal crashes.
- ◆ Of the 3,996 drivers of large trucks involved in fatal crashes in 2015, 325 (8 percent) were not wearing a safety belt at the time of the crash; of those, 27 percent were completely or partially ejected from the vehicle.
- ◆ In 2015, at least one driver-related factor was recorded for 33 percent of the large truck drivers in fatal crashes, compared to 57 percent of the passenger vehicle drivers in fatal crashes. “Speeding of Any Kind” was the most frequent driver-related factor for drivers of both vehicle types; “Distraction/Inattention” was the second most common for large truck drivers, and “Impairment (Fatigue, Alcohol, Illness, etc.)” was the second most common for passenger vehicle drivers.
- ◆ There were 667 large truck occupant fatalities in 2015, a 2-percent increase from the 656 fatalities in 2014. In 2015, 89 percent of these occupant fatalities were drivers of large trucks, and 11 percent were passengers in large trucks.

**People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2013-2015**

Age Group (Years)	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
17 and under	231	5.8%	208	5.3%	238	5.9%
18 - 25	590	14.8%	634	16.2%	676	16.6%
26 - 35	657	16.5%	655	16.8%	661	16.3%
36 - 45	596	15.0%	545	13.9%	581	14.3%
46 - 55	619	15.5%	645	16.5%	655	16.1%
56 - 65	577	14.5%	550	14.1%	558	13.7%
66 - 75	364	9.1%	357	9.1%	361	8.9%
76 and over	342	8.6%	302	7.7%	330	8.1%
Unknown	5	0.1%	12	0.3%	7	0.2%
<b>Total</b>	<b>3,981</b>	<b>100.0%</b>	<b>3,908</b>	<b>100.0%</b>	<b>4,067</b>	<b>100.0%</b>
Average Age (Years)	45.0		44.6		44.3	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.  
 Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**People Table 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2015**

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	131	4.5%	106	9.3%	1	20.0%	<b>238</b>	<b>5.9%</b>
18 - 25	465	15.9%	210	18.4%	1	20.0%	<b>676</b>	<b>16.6%</b>
26 - 35	478	16.4%	183	16.1%	0	0.0%	<b>661</b>	<b>16.3%</b>
36 - 45	433	14.8%	148	13.0%	0	0.0%	<b>581</b>	<b>14.3%</b>
46 - 55	523	17.9%	132	11.6%	0	0.0%	<b>655</b>	<b>16.1%</b>
56 - 65	440	15.1%	118	10.4%	0	0.0%	<b>558</b>	<b>13.7%</b>
66 - 75	251	8.6%	110	9.6%	0	0.0%	<b>361</b>	<b>8.9%</b>
76 and over	197	6.7%	133	11.7%	0	0.0%	<b>330</b>	<b>8.1%</b>
Unknown	4	0.1%	0	0.0%	3	60.0%	<b>7</b>	<b>0.2%</b>
<b>Total</b>	<b>2,922</b>	<b>100.0%</b>	<b>1,140</b>	<b>100.0%</b>	<b>5</b>	<b>100.0%</b>	<b>4,067</b>	<b>100.0%</b>
Average Age (Years)	44.6		43.5		11.0		<b>44.3</b>	

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, 2013-2015**

Age Group (Years)	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
17 and under	1,944	6.8%	1,939	6.8%	2,075	6.7%
18 - 25	5,641	19.7%	5,600	19.6%	5,840	19.0%
26 - 35	4,743	16.6%	4,840	16.9%	5,306	17.2%
36 - 45	3,596	12.6%	3,546	12.4%	3,831	12.5%
46 - 55	4,153	14.5%	4,120	14.4%	4,415	14.4%
56 - 65	3,525	12.3%	3,497	12.2%	3,869	12.6%
66 - 75	2,328	8.1%	2,373	8.3%	2,651	8.6%
76 and over	2,607	9.1%	2,641	9.2%	2,703	8.8%
Unknown	42	0.1%	59	0.2%	76	0.2%
<b>Total</b>	<b>28,579</b>	<b>100.0%</b>	<b>28,615</b>	<b>100.0%</b>	<b>30,766</b>	<b>100.0%</b>
Average Age (Years)	43.2		43.3		43.4	

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, 2015**

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,222	5.8%	851	8.9%	2	9.1%	<b>2,075</b>	<b>6.7%</b>
18 - 25	4,157	19.7%	1,683	17.5%	0	0.0%	<b>5,840</b>	<b>19.0%</b>
26 - 35	3,858	18.2%	1,446	15.1%	2	9.1%	<b>5,306</b>	<b>17.2%</b>
36 - 45	2,720	12.9%	1,110	11.6%	1	4.5%	<b>3,831</b>	<b>12.5%</b>
46 - 55	3,127	14.8%	1,287	13.4%	1	4.5%	<b>4,415</b>	<b>14.4%</b>
56 - 65	2,738	12.9%	1,127	11.7%	4	18.2%	<b>3,869</b>	<b>12.6%</b>
66 - 75	1,714	8.1%	937	9.8%	0	0.0%	<b>2,651</b>	<b>8.6%</b>
76 and over	1,558	7.4%	1,144	11.9%	1	4.5%	<b>2,703</b>	<b>8.8%</b>
Unknown	49	0.2%	16	0.2%	11	50.0%	<b>76</b>	<b>0.2%</b>
<b>Total</b>	<b>21,143</b>	<b>100.0%</b>	<b>9,601</b>	<b>100.0%</b>	<b>22</b>	<b>100.0%</b>	<b>30,766</b>	<b>100.0%</b>
Average Age (Years)	42.8		44.7		45.4		<b>43.4</b>	

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, 2015**

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	3,000	5.2%	5,000	9.9%	<b>8,000</b>	<b>7.2%</b>
18 - 25	13,000	18.9%	11,000	23.5%	<b>24,000</b>	<b>20.8%</b>
26 - 35	14,000	21.2%	9,000	18.1%	<b>23,000</b>	<b>19.8%</b>
36 - 45	13,000	19.1%	7,000	13.8%	<b>20,000</b>	<b>16.8%</b>
46 - 55	10,000	15.5%	6,000	12.7%	<b>17,000</b>	<b>14.3%</b>
56 - 65	9,000	13.1%	6,000	11.4%	<b>14,000</b>	<b>12.4%</b>
66 - 75	3,000	4.6%	4,000	7.3%	<b>7,000</b>	<b>5.7%</b>
76 and over	2,000	2.4%	2,000	3.4%	<b>3,000</b>	<b>2.8%</b>
<b>Total</b>	<b>67,000</b>	<b>100.0%</b>	<b>49,000</b>	<b>100.0%</b>	<b>116,000</b>	<b>100.0%</b>
Average Age (Years)	40.5		38.3		39.5	

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

**People Table 6. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex, 2015**

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	133,000	12.2%	154,000	12.3%	<b>288,000</b>	<b>12.2%</b>
18 - 25	245,000	22.4%	264,000	21.0%	<b>509,000</b>	<b>21.7%</b>
26 - 35	205,000	18.8%	233,000	18.6%	<b>439,000</b>	<b>18.7%</b>
36 - 45	151,000	13.8%	181,000	14.4%	<b>332,000</b>	<b>14.1%</b>
46 - 55	149,000	13.6%	167,000	13.3%	<b>316,000</b>	<b>13.5%</b>
56 - 65	116,000	10.6%	140,000	11.1%	<b>256,000</b>	<b>10.9%</b>
66 - 75	61,000	5.6%	74,000	5.9%	<b>135,000</b>	<b>5.7%</b>
76 and over	33,000	3.0%	43,000	3.4%	<b>76,000</b>	<b>3.2%</b>
<b>Total</b>	<b>1,093,000</b>	<b>100.0%</b>	<b>1,257,000</b>	<b>100.0%</b>	<b>2,350,000</b>	<b>100.0%</b>
Average Age (Years)	37.1		37.8		37.5	

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, General Estimates System (GES).

**People Table 7. Drivers of Large Trucks in Fatal Crashes by Age, 2013-2015**

Age Group (Years)	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
17 and Under	3	0.1%	2	0.1%	2	0.1%
18 - 25	167	4.3%	200	5.4%	204	5.1%
26 - 35	627	16.2%	598	16.2%	660	16.5%
36 - 45	919	23.7%	871	23.5%	948	23.7%
46 - 55	1,186	30.6%	1,087	29.4%	1,160	29.0%
56 - 65	751	19.4%	729	19.7%	793	19.8%
66 - 75	173	4.5%	178	4.8%	185	4.6%
76 and Over	29	0.7%	21	0.6%	26	0.7%
Unknown	17	0.4%	16	0.4%	18	0.5%
<b>Total</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>
Average Age (Years)	46.5		46.5		46.4	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.  
 Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**People Table 8. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2015**

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and Under	2	0.1%	0	0.0%	0	0.0%	2	0.1%
18 - 25	198	5.1%	6	6.3%	0	0.0%	204	5.1%
26 - 35	649	16.7%	10	10.5%	1	5.6%	660	16.5%
36 - 45	922	23.7%	26	27.4%	0	0.0%	948	23.7%
46 - 55	1,123	28.9%	37	38.9%	0	0.0%	1,160	29.0%
56 - 65	777	20.0%	15	15.8%	1	5.6%	793	19.8%
66 - 75	184	4.7%	1	1.1%	0	0.0%	185	4.6%
76 and Over	26	0.7%	0	0.0%	0	0.0%	26	0.7%
Unknown	2	0.1%	0	0.0%	16	88.9%	18	0.5%
<b>Total</b>	<b>3,883</b>	<b>100.0%</b>	<b>95</b>	<b>100.0%</b>	<b>18</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>
Average Age (Years)	46.4		46.0		46.5		46.4	

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.  
 Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

**People Table 9. Drivers of Buses in Fatal Crashes by Age, 2013-2015**

Age Group (Years)	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
17 and Under	0	0.0%	0	0.0%	0	0.0%
18 - 25	8	2.8%	8	3.4%	4	1.5%
26 - 35	38	13.5%	11	4.7%	22	8.4%
36 - 45	49	17.4%	32	13.7%	48	18.4%
46 - 55	66	23.4%	68	29.1%	84	32.2%
56 - 65	86	30.5%	80	34.2%	68	26.1%
66 - 75	34	12.1%	31	13.2%	27	10.3%
76 and Over	0	0.0%	4	1.7%	7	2.7%
Unknown	1	0.4%	0	0.0%	1	0.4%
<b>Total</b>	<b>282</b>	<b>100.0%</b>	<b>234</b>	<b>100.0%</b>	<b>261</b>	<b>100.0%</b>
Average Age (Years)	50.6		53.5		51.8	

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, 2015**

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	3	1.7%	1	1.2%	0	0.0%	4	1.5%
26 - 35	16	9.1%	6	7.1%	0	0.0%	22	8.4%
36 - 45	30	17.0%	18	21.4%	0	0.0%	48	18.4%
46 - 55	50	28.4%	34	40.5%	0	0.0%	84	32.2%
56 - 65	52	29.5%	16	19.0%	0	0.0%	68	26.1%
66 - 75	19	10.8%	8	9.5%	0	0.0%	27	10.3%
76 and Over	6	3.4%	1	1.2%	0	0.0%	7	2.7%
Unknown	0	0.0%	0	0.0%	1	100.0%	1	0.4%
<b>Total</b>	<b>176</b>	<b>100.0%</b>	<b>84</b>	<b>100.0%</b>	<b>1</b>	<b>100.0%</b>	<b>261</b>	<b>100.0%</b>
Average Age (Years)	52.5		50.4		—		51.8	

— Unknown.

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, 2013-2015

Time of Day	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	306	7.7%	273	7.0%	318	7.8%
3am - 6am	361	9.1%	405	10.4%	385	9.5%
6am - 9am	596	15.0%	590	15.1%	645	15.9%
9am - 12pm	645	16.2%	596	15.3%	659	16.2%
12pm - 3pm	766	19.2%	650	16.6%	723	17.8%
3pm - 6pm	599	15.0%	634	16.2%	622	15.3%
6pm - 9pm	366	9.2%	424	10.8%	370	9.1%
9pm - 12am	340	8.5%	328	8.4%	338	8.3%
Unknown	2	*	8	0.2%	7	0.2%
<i>Daytime (6am - 6pm)</i>	<i>2,606</i>	<i>65.5%</i>	<i>2,470</i>	<i>63.2%</i>	<i>2,649</i>	<i>65.1%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,373</i>	<i>34.5%</i>	<i>1,430</i>	<i>36.6%</i>	<i>1,411</i>	<i>34.7%</i>
<b>Total</b>	<b>3,981</b>	<b>100.0%</b>	<b>3,908</b>	<b>100.0%</b>	<b>4,067</b>	<b>100.0%</b>

\*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 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2015

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	318	7.8%	4,000	3.4%
3am - 6am	385	9.5%	5,000	4.0%
6am - 9am	645	15.9%	23,000	19.6%
9am - 12pm	659	16.2%	21,000	18.2%
12pm - 3pm	723	17.8%	25,000	21.6%
3pm - 6pm	622	15.3%	24,000	20.5%
6pm - 9pm	370	9.1%	9,000	7.4%
9pm - 12am	338	8.3%	6,000	5.3%
Unknown	7	0.2%	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,649</i>	<i>65.1%</i>	<i>93,000</i>	<i>79.9%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,411</i>	<i>34.7%</i>	<i>23,000</i>	<i>20.1%</i>
<b>Total</b>	<b>4,067</b>	<b>100.0%</b>	<b>116,000</b>	<b>100.0%</b>

\*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, Fatality Analysis Reporting System (FARS).

Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

**People Table 13. Persons Killed in Crashes Involving Large Trucks, 2013-2015**

Person Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	602	15.1%	593	15.2%	593	14.6%
Driver of Other Motor Vehicle	2,229	56.0%	2,157	55.2%	2,305	56.7%
Passenger of Large Truck in Transport	93	2.3%	63	1.6%	74	1.8%
Passenger of Other Motor Vehicle in Transport	615	15.4%	698	17.9%	681	16.7%
Occupant of Motor Vehicle Not in Transport	11	0.3%	12	0.3%	9	0.2%
Occupant of Non-Motor Vehicle Transport Device**	4	0.1%	1	*	6	0.1%
Pedestrian	339	8.5%	308	7.9%	334	8.2%
Bicyclist	79	2.0%	61	1.6%	54	1.3%
Other Cyclist	0	0.0%	0	0.0%	0	0.0%
Other Person on Personal Conveyance/In Building	8	0.2%	11	0.3%	7	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	1	*	4	0.1%	4	0.1%
<b>Total</b>	<b>3,981</b>	<b>100.0%</b>	<b>3,908</b>	<b>100.0%</b>	<b>4,067</b>	<b>100.0%</b>

\*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, 2015**

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Persons Killed</b>						
Driver of Large Truck	351	48.1%	242	7.3%	<b>593</b>	<b>14.6%</b>
Driver of Other Motor Vehicle	0	0.0%	2,305	69.1%	<b>2,305</b>	<b>56.7%</b>
Passenger of Large Truck in Transport	47	6.4%	27	0.8%	<b>74</b>	<b>1.8%</b>
Passenger of Other Motor Vehicle in Transport	0	0.0%	681	20.4%	<b>681</b>	<b>16.7%</b>
Occupant of Motor Vehicle Not in Transport	5	0.7%	4	0.1%	<b>9</b>	<b>0.2%</b>
Occupant of Non-Motor Vehicle Transport Device**	3	0.4%	3	0.1%	<b>6</b>	<b>0.1%</b>
Pedestrian	265	36.3%	69	2.1%	<b>334</b>	<b>8.2%</b>
Bicyclist	53	7.3%	1	*	<b>54</b>	<b>1.3%</b>
Other Cyclist	0	0.0%	0	0.0%	<b>0</b>	<b>0.0%</b>
Other Person on Personal Conveyance/In Building	6	0.8%	1	*	<b>7</b>	<b>0.2%</b>
Unknown Occupant Type in Motor Vehicle in Transport	0	0.0%	4	0.1%	<b>4</b>	<b>0.1%</b>
<b>Total Persons Killed</b>	<b>730</b>	<b>100.0%</b>	<b>3,337</b>	<b>100.0%</b>	<b>4,067</b>	<b>100.0%</b>
<b>Persons Injured</b>						
Driver of Large Truck	9,000	74.0%	15,000	14.3%	<b>24,000</b>	<b>20.6%</b>
Driver of Other Motor Vehicle	*	*	62,000	59.4%	<b>62,000</b>	<b>53.1%</b>
Passenger of Large Truck in Transport	1,000	9.9%	5,000	4.4%	<b>6,000</b>	<b>4.9%</b>
Passenger of Other Motor Vehicle in Transport	*	*	22,000	21.4%	<b>22,000</b>	<b>19.2%</b>
Occupant of Motor Vehicle Not in Transport	*	1.5%	*	0.2%	<b>*</b>	<b>0.4%</b>
Occupant of Non-Motor Vehicle Transport Device**	*	*	*	*	<b>*</b>	<b>*</b>
Pedestrian	1,000	9.5%	*	0.3%	<b>1,000</b>	<b>1.3%</b>
Bicyclist	1,000	4.4%	*	*	<b>1,000</b>	<b>0.5%</b>
Other Nonoccupant	*	0.7%	*	*	<b>*</b>	<b>0.1%</b>
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	<b>*</b>	<b>*</b>
<b>Total Persons Injured</b>	<b>12,000</b>	<b>100.0%</b>	<b>104,000</b>	<b>100.0%</b>	<b>116,000</b>	<b>100.0%</b>

\*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, Fatality Analysis Reporting System (FARS).

Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

**People Table 15. Large Truck Occupants Killed by Person Type, 2013-2015**

Person Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Driver	602	86.6%	593	90.4%	593	88.9%
Passenger	93	13.4%	63	9.6%	74	11.1%
<b>Total</b>	<b>695</b>	<b>100.0%</b>	<b>656</b>	<b>100.0%</b>	<b>667</b>	<b>100.0%</b>

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, 2015**

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	593	88.9%	24,000	80.7%
Passenger	74	11.1%	6,000	19.3%
<b>Total</b>	<b>667</b>	<b>100.0%</b>	<b>30,000</b>	<b>100.0%</b>

\*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: Large Truck Occupants Killed: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Large Truck Occupants Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

**People Table 17. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Large Truck Crashes, 2015**

Vehicle / Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
<b>Vehicles/Vehicle Occupants</b>						
Passenger Car	1,697	22.2%	2,507	23.3%	1,478	36.3%
Light Truck	1,600	20.9%	2,629	24.4%	1,257	30.9%
Large Truck (Single-Vehicle Crash)	717	9.4%	842	7.8%	398	9.8%
Large Truck (Multiple-Vehicle Crash)	3,333	43.5%	3,825	35.6%	269	6.6%
Bus	17	0.2%	170	1.6%	18	0.4%
Motorcycle	232	3.0%	249	2.3%	225	5.5%
Other Vehicle Type	65	0.8%	41	0.4%	12	0.3%
<b>Total Vehicles/Vehicle Occupants</b>	<b>7,661</b>	<b>100.0%</b>	<b>10,263</b>	<b>95.4%</b>	<b>3,657</b>	<b>89.9%</b>
<b>Nonmotorists</b>						
Occupant of a Motor Vehicle Not In Transport	—	—	49	0.5%	9	0.2%
Occupant of a Non-Motor Vehicle Transport Device	—	—	17	0.2%	6	0.1%
Pedestrian	—	—	366	3.4%	334	8.2%
Bicyclist	—	—	55	0.5%	54	1.3%
Person on a Personal Conveyance	—	—	7	0.1%	7	0.2%
Person in or on a Building	—	—	0	0.0%	0	0.0%
<b>Total Nonmotorists</b>	<b>—</b>	<b>—</b>	<b>494</b>	<b>4.6%</b>	<b>410</b>	<b>10.1%</b>
<b>Total</b>	<b>7,661</b>	<b>100.0%</b>	<b>10,757</b>	<b>100.0%</b>	<b>4,067</b>	<b>100.0%</b>

— 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 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 18. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Bus Crashes, 2015**

Vehicle / Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
<b>Vehicles/Vehicle Occupants</b>						
Passenger Car	117	22.7%	166	11.5%	82	27.8%
Light Truck	89	17.3%	142	9.8%	54	18.3%
Large Truck	30	5.8%	69	4.8%	3	1.0%
Bus (Single-Vehicle Crash)	81	15.7%	130	9.0%	24	8.1%
Bus (Multiple-Vehicle Crash)	180	35.0%	816	56.5%	25	8.5%
Motorcycle	17	3.3%	18	1.2%	17	5.8%
Other Vehicle Type	1	0.2%	1	0.1%	0	0.0%
<b>Total Vehicles/Vehicle Occupants</b>	<b>515</b>	<b>100.0%</b>	<b>1,342</b>	<b>92.9%</b>	<b>205</b>	<b>69.5%</b>
<b>Nonmotorists</b>						
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	—	—	92	6.4%	80	27.1%
Bicyclist	—	—	9	0.6%	9	3.1%
Person on a Personal Conveyance	—	—	1	0.1%	1	0.3%
Person in or on a Building	—	—	0	0.0%	0	0.0%
<b>Total Nonmotorists</b>	<b>—</b>	<b>—</b>	<b>102</b>	<b>7.1%</b>	<b>90</b>	<b>30.5%</b>
<b>Total</b>	<b>515</b>	<b>100.0%</b>	<b>1,444</b>	<b>100.0%</b>	<b>295</b>	<b>100.0%</b>

— 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 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 19. Pedestrians and Bicyclists Killed in Large Truck, Bus, and All Crashes, 2013-2015**

Crash Type	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrian Fatalities</b>						
Large Truck Crash	339	7.1%	308	6.3%	334	6.2%
Bus Crash	72	1.5%	78	1.6%	80	1.5%
All Crashes	4,779	100.0%	4,910	100.0%	5,376	100.0%
<b>Bicyclist Fatalities</b>						
Large Truck Crash	79	10.6%	61	8.4%	54	6.6%
Bus Crash	13	1.7%	14	1.9%	9	1.1%
All Crashes	747	100.0%	723	100.0%	817	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, 2013-2015

Restraint Use	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
None	348	9.0%	335	9.0%	325	8.1%
Yes	3,257	84.1%	3,058	82.6%	3,387	84.8%
Shoulder Belt Only	10	0.3%	9	0.2%	12	0.3%
Lap Belt Only	52	1.3%	31	0.8%	32	0.8%
Lap and Shoulder Belt	3,189	82.4%	2,996	80.9%	3,297	82.5%
Type Unknown	6	0.2%	22	0.6%	46	1.2%
Unknown	267	6.9%	309	8.3%	284	7.1%
<b>Total</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

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, 2015

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	237	6.1%	62	69.7%	26	76.5%	0	0.0%	<b>325</b>	<b>8.1%</b>
Yes	3,370	87.2%	11	12.4%	6	17.6%	0	0.0%	<b>3,387</b>	<b>84.8%</b>
Shoulder Belt Only	12	0.3%	0	0.0%	0	0.0%	0	0.0%	<b>12</b>	<b>0.3%</b>
Lap Belt Only	32	0.8%	0	0.0%	0	0.0%	0	0.0%	<b>32</b>	<b>0.8%</b>
Lap and Shoulder Belt	3,280	84.9%	11	12.4%	6	17.6%	0	0.0%	<b>3,297</b>	<b>82.5%</b>
Type Unknown	46	1.2%	0	0.0%	0	0.0%	0	0.0%	<b>46</b>	<b>1.2%</b>
Unknown	258	6.7%	16	18.0%	2	5.9%	8	100.0%	<b>284</b>	<b>7.1%</b>
<b>Total</b>	<b>3,865</b>	<b>100.0%</b>	<b>89</b>	<b>100.0%</b>	<b>34</b>	<b>100.0%</b>	<b>8</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

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, 2015

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	253	43.3%	286	7.7%	128	40.8%	<b>667</b>	<b>14.4%</b>
Injury	122	20.9%	435	11.7%	39	12.4%	<b>596</b>	<b>12.9%</b>
Unknown Injury Severity	48	8.2%	446	12.0%	31	9.9%	<b>525</b>	<b>11.4%</b>
No Apparent Injury	161	27.6%	2,552	68.6%	116	36.9%	<b>2,829</b>	<b>61.3%</b>
<b>Total</b>	<b>584</b>	<b>100.0%</b>	<b>3,719</b>	<b>100.0%</b>	<b>314</b>	<b>100.0%</b>	<b>4,617</b>	<b>100.0%</b>

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 Drivers License (CDL) Status, 2013-2015**

CDL Status	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,226	83.3%	3,139	84.8%	3,363	84.2%
No CDL	499	12.9%	411	11.1%	450	11.3%
Suspended	21	0.5%	20	0.5%	22	0.6%
Revoked, Expired, Canceled, Disqualified	39	1.0%	46	1.2%	37	0.9%
Other Not Valid	10	0.3%	6	0.2%	7	0.2%
Unknown	77	2.0%	80	2.2%	117	2.9%
<b>Total</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

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, 2013-2015**

License Compliance	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	3,653	94.3%	3,467	93.7%	3,722	93.1%
Not Licensed	12	0.3%	12	0.3%	13	0.3%
No License Required for Class of Vehicle	2	0.1%	3	0.1%	3	0.1%
No Valid License for Class of Vehicle	116	3.0%	122	3.3%	127	3.2%
Unknown if Required for Class of Vehicle	7	0.2%	14	0.4%	12	0.3%
Unknown	82	2.1%	84	2.3%	119	3.0%
<b>Total</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

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 Trucks in Fatal Crashes by License Compliance and Commercial Drivers License (CDL) Status, 2013-2015**

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>2013</b>										
Valid License for Class of Vehicle	3,210	99.5%	421	84.4%	22	31.4%	0	0.0%	<b>3,653</b>	<b>94.3%</b>
Not Licensed	0	0.0%	12	2.4%	0	0.0%	0	0.0%	<b>12</b>	<b>0.3%</b>
No License Required for Class of Vehicle	0	0.0%	1	0.2%	1	1.4%	0	0.0%	<b>2</b>	<b>0.1%</b>
No Valid License for Class of Vehicle	11	0.3%	57	11.4%	46	65.7%	2	2.6%	<b>116</b>	<b>3.0%</b>
Unknown if Required for Class of Vehicle	1	*	5	1.0%	1	1.4%	0	0.0%	<b>7</b>	<b>0.2%</b>
Unknown	4	0.1%	3	0.6%	0	0.0%	75	97.4%	<b>82</b>	<b>2.1%</b>
<b>Total</b>	<b>3,226</b>	<b>100.0%</b>	<b>499</b>	<b>100.0%</b>	<b>70</b>	<b>100.0%</b>	<b>77</b>	<b>100.0%</b>	<b>3,872</b>	<b>100.0%</b>
<b>2014</b>										
Valid License for Class of Vehicle	3,112	99.1%	329	80.0%	25	34.7%	1	1.3%	<b>3,467</b>	<b>93.7%</b>
Not Licensed	0	0.0%	12	2.9%	0	0.0%	0	0.0%	<b>12</b>	<b>0.3%</b>
No License Required for Class of Vehicle	1	*	2	0.5%	0	0.0%	0	0.0%	<b>3</b>	<b>0.1%</b>
No Valid License for Class of Vehicle	13	0.4%	62	15.1%	46	63.9%	1	1.3%	<b>122</b>	<b>3.3%</b>
Unknown if Required for Class of Vehicle	8	0.3%	5	1.2%	1	1.4%	0	0.0%	<b>14</b>	<b>0.4%</b>
Unknown	5	0.2%	1	0.2%	0	0.0%	78	97.5%	<b>84</b>	<b>2.3%</b>
<b>Total</b>	<b>3,139</b>	<b>100.0%</b>	<b>411</b>	<b>100.0%</b>	<b>72</b>	<b>100.0%</b>	<b>80</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>
<b>2015</b>										
Valid License for Class of Vehicle	3,338	99.3%	361	80.2%	18	27.3%	5	4.3%	<b>3,722</b>	<b>93.1%</b>
Not Licensed	0	0.0%	13	2.9%	0	0.0%	0	0.0%	<b>13</b>	<b>0.3%</b>
No License Required for Class of Vehicle	3	0.1%	0	0.0%	0	0.0%	0	0.0%	<b>3</b>	<b>0.1%</b>
No Valid License for Class of Vehicle	11	0.3%	68	15.1%	48	72.7%	0	0.0%	<b>127</b>	<b>3.2%</b>
Unknown if Required for Class of Vehicle	6	0.2%	6	1.3%	0	0.0%	0	0.0%	<b>12</b>	<b>0.3%</b>
Unknown	5	0.1%	2	0.4%	0	0.0%	112	95.7%	<b>119</b>	<b>3.0%</b>
<b>Total</b>	<b>3,363</b>	<b>100.0%</b>	<b>450</b>	<b>100.0%</b>	<b>66</b>	<b>100.0%</b>	<b>117</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

\*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, 2015**

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	9,000	11.2%	10,000	11.5%	11,000	9.9%
Suspected Minor Injury	28,000	33.8%	29,000	33.7%	36,000	31.1%
Possible Injury	43,000	51.9%	45,000	51.7%	64,000	55.1%
Injured, Severity Unknown	3,000	3.1%	3,000	3.1%	5,000	4.0%
<b>Total</b>	<b>83,000</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>116,000</b>	<b>100.0%</b>

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, General Estimates System (GES).

**People Table 27. Drug Test Results for Large Truck Drivers in Fatal Crashes, 2013-2015**

Drug Test Result	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,454	63.4%	2,296	62.0%	2,510	62.8%
No Drugs Reported/Negative	871	22.5%	853	23.0%	870	21.8%
Unknown	87	2.2%	101	2.7%	316	7.9%
Tested for Drugs, Results Unknown	135	3.5%	178	4.8%	66	1.7%
Unknown if Tested	120	3.1%	84	2.3%	49	1.2%
At Least One Positive Drug Test Result:	205	5.3%	190	5.1%	185	4.6%
<i>Narcotic</i>	58	1.5%	45	1.2%	40	1.0%
<i>Depressant</i>	39	1.0%	36	1.0%	27	0.7%
<i>Stimulant</i>	73	1.9%	57	1.5%	70	1.8%
<i>Hallucinogen</i>	0	0.0%	1	*	0	0.0%
<i>Cannabinoid</i>	54	1.4%	48	1.3%	58	1.5%
<i>Phencyclidine (PCP)</i>	1	*	0	0.0%	0	0.0%
<i>Inhalant</i>	2	0.1%	0	0.0%	0	0.0%
<i>Other Drugs</i>	74	1.9%	90	2.4%	79	2.0%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	11	0.3%	7	0.2%	8	0.2%
<b>Total</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

\*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, 2013-2015**

Drug Test Result	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	23,787	53.1%	23,307	52.2%	25,236	51.9%
No Drugs Reported/Negative	10,503	23.4%	10,454	23.4%	9,997	20.6%
Unknown	1,158	2.6%	1,495	3.3%	5,129	10.6%
Tested for Drugs, Results Unknown	1,516	3.4%	1,629	3.6%	813	1.7%
Unknown if Tested	1,300	2.9%	1,146	2.6%	605	1.2%
At Least One Positive Drug Test Result:	6,540	14.6%	6,640	14.9%	6,833	14.1%
<i>Narcotic</i>	1,713	3.8%	1,712	3.8%	1,800	3.7%
<i>Depressant</i>	1,983	4.4%	1,838	4.1%	1,925	4.0%
<i>Stimulant</i>	2,121	4.7%	2,130	4.8%	2,330	4.8%
<i>Hallucinogen</i>	54	0.1%	55	0.1%	75	0.2%
<i>Cannabinoid</i>	2,793	6.2%	3,142	7.0%	3,425	7.0%
<i>Phencyclidine (PCP)</i>	35	0.1%	27	0.1%	24	*
<i>Anabolic Steroid</i>	1	*	6	*	2	*
<i>Inhalant</i>	12	*	12	*	7	*
<i>Other Drugs</i>	1,951	4.4%	1,913	4.3%	1,685	3.5%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	303	0.7%	319	0.7%	366	0.8%
<b>Total</b>	<b>44,804</b>	<b>100.0%</b>	<b>44,671</b>	<b>100.0%</b>	<b>48,613</b>	<b>100.0%</b>

\*Less than 0.05 percent.

Notes: 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, 2013-2015**

Driver-Related Factors	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind . . . . .	318	8.2%	263	7.1%	298	7.5%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) <sup>a</sup> . . . . .	230	5.9%	230	6.2%	242	6.1%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) . . . . .	171	4.4%	120	3.2%	205	5.1%
Failure to Yield Right of Way . . . . .	158	4.1%	139	3.8%	162	4.1%
Impairment (Fatigue, Alcohol, Illness, etc.) <sup>a</sup> . . . . .	150	3.9%	148	4.0%	132	3.3%
Careless Driving . . . . .	94	2.4%	91	2.5%	126	3.2%
Failure to Keep in Proper Lane . . . . .	149	3.8%	134	3.6%	107	2.7%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws . . . . .	89	2.3%	86	2.3%	78	2.0%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road . . . . .	81	2.1%	76	2.1%	78	2.0%
Following Improperly . . . . .	68	1.8%	85	2.3%	78	2.0%
Overcorrecting . . . . .	64	1.7%	49	1.3%	47	1.2%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault) . . . . .	37	1.0%	50	1.4%	45	1.1%
Driver Has a Driving Record or Driver's License from More than One State . . . . .	28	0.7%	37	1.0%	44	1.1%
Making Improper Turn . . . . .	34	0.9%	35	0.9%	42	1.1%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds . . . . .	32	0.8%	27	0.7%	35	0.9%
Stopping in Roadway (Vehicle Not Abandoned) . . . . .	38	1.0%	24	0.6%	32	0.8%
Driving on Wrong Side of Road (Intentional or Unintentional) . . . . .	23	0.6%	23	0.6%	31	0.8%
Improper or Erratic Lane Changing . . . . .	29	0.7%	27	0.7%	30	0.8%
Starting or Backing Improperly . . . . .	23	0.6%	14	0.4%	25	0.6%
Operating Without Required Equipment . . . . .	27	0.7%	36	1.0%	21	0.5%
Driver Has Not Complied With Physical or Other Imposed Restrictions . . . . .	19	0.5%	15	0.4%	18	0.5%
Overloading or Improper Loading of Vehicle with Passenger or Cargo . . . . .	7	0.2%	14	0.4%	15	0.4%
Vehicle in Road . . . . .	29	0.7%	23	0.6%	14	0.4%
Tire Blowout or Flat . . . . .	15	0.4%	10	0.3%	14	0.4%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road . . . . .	24	0.6%	15	0.4%	11	0.3%
Driving Less Than Posted Minimum . . . . .	8	0.2%	4	0.1%	7	0.2%
Operator Inexperience . . . . .	6	0.2%	4	0.1%	7	0.2%
Severe Crosswind . . . . .	11	0.3%	4	0.1%	5	0.1%
Unfamiliar With Roadway . . . . .	2	0.1%	4	0.1%	5	0.1%
Trailer Fishtailing or Swaying . . . . .	5	0.1%	3	0.1%	5	0.1%
Debris or Objects in Road . . . . .	6	0.2%	7	0.2%	4	0.1%
Slippery or Loose Surface . . . . .	8	0.2%	6	0.2%	4	0.1%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them . . . . .	4	0.1%	3	0.1%	4	0.1%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass . . . . .	4	0.1%	1	*	4	0.1%
<b>At Least One Driver-Related Factor Recorded . . . . .</b>	<b>1,310</b>	<b>33.8%</b>	<b>1,245</b>	<b>33.6%</b>	<b>1,330</b>	<b>33.3%</b>
<b>No Driver-Related Factors Recorded . . . . .</b>	<b>2,562</b>	<b>66.2%</b>	<b>2,457</b>	<b>66.4%</b>	<b>2,666</b>	<b>66.7%</b>
<b>Total<sup>b</sup> . . . . .</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>
<b>At Least One Moving Violation Recorded . . . . .</b>	<b>329</b>	<b>8.5%</b>	<b>341</b>	<b>9.2%</b>	<b>337</b>	<b>8.4%</b>
<b>No Moving Violations Recorded . . . . .</b>	<b>3,543</b>	<b>91.5%</b>	<b>3,361</b>	<b>90.8%</b>	<b>3,659</b>	<b>91.6%</b>
<b>Total<sup>b</sup> . . . . .</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

\*Less than 0.05 percent.

<sup>a</sup>For more detail on driver distractions and impairments, see People Tables 31 and 32.

<sup>b</sup>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, 2015**

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind . . . . .	102	14.3%	196	6.0%	298	7.5%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) <sup>a</sup> . . . . .	63	8.8%	179	5.5%	242	6.1%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) . . . . .	32	4.5%	173	5.3%	205	5.1%
Failure to Yield Right of Way . . . . .	20	2.8%	142	4.3%	162	4.1%
Impairment (Fatigue, Alcohol, Illness, etc.) <sup>a</sup> . . . . .	63	8.8%	69	2.1%	132	3.3%
Careless Driving . . . . .	46	6.5%	81	2.5%	127	3.2%
Failure to Keep in Proper Lane . . . . .	26	3.7%	81	2.5%	107	2.7%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws . . . . .	12	1.7%	66	2.0%	78	2.0%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road . . . . .	10	1.4%	68	2.1%	78	2.0%
Following Improperly . . . . .	5	0.7%	73	2.2%	78	2.0%
Overcorrecting . . . . .	38	5.3%	9	0.3%	47	1.2%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault) . . . . .	7	1.0%	38	1.2%	45	1.1%
Driver Has a Driving Record or Driver's License from More than One State . . . . .	8	1.1%	36	1.1%	44	1.1%
Making Improper Turn . . . . .	13	1.8%	29	0.9%	42	1.1%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds . . . . .	12	1.7%	23	0.7%	35	0.9%
Stopping in Roadway (Vehicle Not Abandoned) . . . . .	1	0.1%	31	0.9%	32	0.8%
Driving on Wrong Side of Road (Intentional or Unintentional) . . . . .	2	0.3%	29	0.9%	31	0.8%
Improper or Erratic Lane Changing . . . . .	11	1.5%	19	0.6%	30	0.8%
Starting or Backing Improperly . . . . .	8	1.1%	17	0.5%	25	0.6%
Operating Without Required Equipment . . . . .	9	1.3%	12	0.4%	21	0.5%
Driver Has Not Complied With Physical or Other Imposed Restrictions . . . . .	8	1.1%	10	0.3%	18	0.5%
Overloading or Improper Loading of Vehicle with Passenger or Cargo . . . . .	2	0.3%	13	0.4%	15	0.4%
Tire Blowout or Flat . . . . .	8	1.1%	6	0.2%	14	0.4%
Vehicle in Road . . . . .	0	0.0%	14	0.4%	14	0.4%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road . . . . .	10	1.4%	1	*	11	0.3%
Driving Less Than Posted Minimum . . . . .	0	0.0%	7	0.2%	7	0.2%
Operator Inexperience . . . . .	5	0.7%	2	0.1%	7	0.2%
Unfamiliar With Roadway . . . . .	3	0.4%	2	0.1%	5	0.1%
Severe Crosswind . . . . .	0	0.0%	5	0.2%	5	0.1%
Trailer Fishtailing or Swaying . . . . .	3	0.4%	2	0.1%	5	0.1%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass . . . . .	0	0.0%	4	0.1%	4	0.1%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them . . . . .	0	0.0%	4	0.1%	4	0.1%
Slippery or Loose Surface . . . . .	2	0.3%	2	0.1%	4	0.1%
Debris or Objects in Road . . . . .	1	0.1%	3	0.1%	4	0.1%
At Least One Driver-Related Factor Recorded . . . . .	365	51.3%	965	29.4%	1,330	33.3%
No Driver-Related Factors Recorded . . . . .	347	48.7%	2,319	70.6%	2,666	66.7%
<b>Total<sup>b</sup></b> . . . . .	<b>712</b>	<b>100.0%</b>	<b>3,284</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>
At Least One Moving Violation Recorded . . . . .	50	7.0%	287	8.7%	337	8.4%
No Moving Violations Recorded . . . . .	662	93.0%	2,997	91.3%	3,659	91.6%
<b>Total<sup>b</sup></b> . . . . .	<b>712</b>	<b>100.0%</b>	<b>3,284</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

\*Less than 0.05 percent.

<sup>a</sup>For more detail on driver distractions and impairments, see People Tables 31 and 32.

<sup>b</sup>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, 2013-2015**

Driver Distraction-Related Factors	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown . . . . .	84	2.2%	84	2.3%	71	1.8%
Distraction/Inattention . . . . .	22	0.6%	25	0.7%	38	1.0%
Looked But Did Not See . . . . .	35	0.9%	28	0.8%	22	0.6%
Other Cellular Phone Related . . . . .	16	0.4%	12	0.3%	21	0.5%
Distracted, Details Unknown . . . . .	20	0.5%	20	0.5%	18	0.5%
Other Distraction . . . . .	10	0.3%	11	0.3%	18	0.5%
Distracted by Outside Person, Object, or Event . . . . .	14	0.4%	10	0.3%	10	0.3%
Talking or Listening to Cellular Phone . . . . .	7	0.2%	9	0.2%	9	0.2%
Dialing Cellular Phone . . . . .	3	0.1%	7	0.2%	9	0.2%
Using Other Device/Controls Integral to Vehicle . . . . .	0	0.0%	2	0.1%	8	0.2%
Using or Reaching For Device/Object Brought Into Vehicle . . . . .	3	0.1%	14	0.4%	7	0.2%
Careless/Inattentive . . . . .	4	0.1%	2	0.1%	5	0.1%
Eating or Drinking . . . . .	7	0.2%	3	0.1%	3	0.1%
Distracted by Other Occupant(s) . . . . .	0	0.0%	1	*	2	0.1%
Lost In Thought/Day Dreaming . . . . .	0	0.0%	0	0.0%	2	0.1%
Adjusting Audio and/or Climate Controls . . . . .	2	0.1%	2	0.1%	1	*
Distracted by Moving Object in Vehicle . . . . .	3	0.1%	0	0.0%	0	0.0%
At Least One Driver Distraction-Related Factor Recorded . . . . .	230	5.9%	230	6.2%	242	6.1%
No Driver Distraction-Related Factors Recorded . . . . .	3,642	94.1%	3,472	93.8%	3,754	93.9%
<b>Total . . . . .</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

Driver Impairment-Related Factors	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued . . . . .	56	1.4%	69	1.9%	55	1.4%
Under the Influence of Alcohol, Drugs, or Medication . . . . .	49	1.3%	38	1.0%	37	0.9%
Ill, Blackout . . . . .	29	0.7%	20	0.5%	22	0.6%
Other Physical Impairment . . . . .	12	0.3%	11	0.3%	12	0.3%
Physical Impairment—No Details . . . . .	2	0.1%	6	0.2%	7	0.2%
Emotional (Depressed, Angry, Disturbed, etc.) . . . . .	0	0.0%	4	0.1%	2	0.1%
Impaired Due to Previous Injury . . . . .	0	0.0%	0	0.0%	1	*
Deaf . . . . .	1	*	0	0.0%	0	0.0%
Blind . . . . .	1	*	0	0.0%	0	0.0%
At Least One Driver Impairment-Related Factor Recorded . . . . .	150	3.9%	148	4.0%	132	3.3%
No Driver Impairment-Related Factors Recorded . . . . .	3,722	96.1%	3,554	96.0%	3,864	96.7%
<b>Total . . . . .</b>	<b>3,872</b>	<b>100.0%</b>	<b>3,702</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

\*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 32. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved and Distraction-Related and Impairment-Related Factors, 2015**

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown . . . . .	18	2.5%	53	1.6%	71	1.8%
Distraction/Inattention . . . . .	16	2.2%	22	0.7%	38	1.0%
Looked But Did Not See . . . . .	3	0.4%	19	0.6%	22	0.6%
Other Cellular Phone Related . . . . .	5	0.7%	16	0.5%	21	0.5%
Distracted, Details Unknown . . . . .	8	1.1%	10	0.3%	18	0.5%
Other Distraction . . . . .	6	0.8%	12	0.4%	18	0.5%
Distracted by Outside Person, Object, or Event . . . . .	1	0.1%	9	0.3%	10	0.3%
Talking or Listening to Cellular Phone . . . . .	4	0.6%	5	0.2%	9	0.2%
Dialing Cellular Phone . . . . .	1	0.1%	8	0.2%	9	0.2%
Using Other Device/Controls Integral to Vehicle . . . . .	1	0.1%	7	0.2%	8	0.2%
Using or Reaching For Device/Object Brought Into Vehicle . . . . .	0	0.0%	7	0.2%	7	0.2%
Careless/Inattentive . . . . .	0	0.0%	5	0.2%	5	0.1%
Eating or Drinking . . . . .	0	0.0%	3	0.1%	3	0.1%
Distracted By Other Occupant(s) . . . . .	1	0.1%	1	*	2	0.1%
Lost In Thought/Day Dreaming . . . . .	0	0.0%	2	0.1%	2	0.1%
Adjusting Audio and/or Climate Controls . . . . .	0	0.0%	1	*	1	*
At Least One Driver Distraction-Related Factor Recorded . . . . .	63	8.8%	179	5.5%	242	6.1%
No Driver Distraction-Related Factors Recorded . . . . .	649	91.2%	3,105	94.5%	3,754	93.9%
<b>Total . . . . .</b>	<b>712</b>	<b>100.0%</b>	<b>3,284</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued . . . . .	28	3.9%	27	0.8%	55	1.4%
Under the Influence of Alcohol, Drugs, or Medication . . . . .	17	2.4%	20	0.6%	37	0.9%
Ill, Blackout . . . . .	9	1.3%	13	0.4%	22	0.6%
Other Physical Impairment . . . . .	6	0.8%	6	0.2%	12	0.3%
Physical Impairment, No Details . . . . .	5	0.7%	2	0.1%	7	0.2%
Emotional (Depressed, Angry, Disturbed, etc.) . . . . .	0	0.0%	2	0.1%	2	0.1%
Impaired Due to Previous Injury . . . . .	0	0.0%	1	*	1	*
At Least One Driver Impairment-Related Factor Recorded . . . . .	63	8.8%	69	2.1%	132	3.3%
No Driver Impairment-Related Factors Recorded . . . . .	649	91.2%	3,215	97.9%	3,864	96.7%
<b>Total . . . . .</b>	<b>712</b>	<b>100.0%</b>	<b>3,284</b>	<b>100.0%</b>	<b>3,996</b>	<b>100.0%</b>

\*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, 2013-2015**

Driver-Related Factors	2013		2014		2015	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind . . . . .	6,752	19.5%	6,406	18.4%	6,626	17.4%
Impairment (Fatigue, Alcohol, Illness, etc.) . . . . .	6,546	18.9%	6,112	17.6%	6,222	16.4%
Failure to Yield Right of Way . . . . .	2,826	8.2%	2,772	8.0%	3,094	8.1%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) . . . . .	2,817	8.1%	2,803	8.0%	3,093	8.1%
Failure to Keep in Proper Lane . . . . .	3,244	9.4%	3,307	9.5%	2,969	7.8%
Careless Driving . . . . .	1,677	4.8%	1,695	4.9%	1,997	5.3%
Overcorrecting . . . . .	1,855	5.4%	1,690	4.9%	1,704	4.5%
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws . . . . .	1,512	4.4%	1,510	4.3%	1,643	4.3%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds . . . . .	1,237	3.6%	1,250	3.6%	1,376	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) . . . . .	1,205	3.5%	1,004	2.9%	1,275	3.4%
Driving on Wrong Side of Road (Intentional or Unintentional) . . . . .	704	2.0%	734	2.1%	888	2.3%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault. . . . .	736	2.1%	788	2.3%	815	2.1%
Making Improper Turn . . . . .	578	1.7%	609	1.7%	795	2.1%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road . . . . .	687	2.0%	720	2.1%	629	1.7%
Improper or Erratic Lane Changing . . . . .	266	0.8%	367	1.1%	562	1.5%
Following Improperly . . . . .	348	1.0%	326	0.9%	346	0.9%
Aggressive Driving/ Road Rage . . . . .	242	0.7%	289	0.8%	329	0.9%
Driver Has a Driving Record or Driver’s License from More than One State . . . . .	242	0.7%	223	0.6%	275	0.7%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle . . . . .	183	0.5%	177	0.5%	200	0.5%
Police Pursuing this Driver or Police Officer in Pursuit . . . . .	192	0.6%	232	0.7%	198	0.5%
Driver Has Not Complied With Physical or Other Imposed Restrictions . . . . .	300	0.9%	192	0.6%	186	0.5%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road . . . . .	224	0.6%	153	0.4%	177	0.5%
Operating Without Required Equipment . . . . .	318	0.9%	192	0.6%	172	0.5%
Stopping in Roadway (Vehicle Not Abandoned) . . . . .	128	0.4%	111	0.3%	142	0.4%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions) . . . . .	96	0.3%	113	0.3%	135	0.4%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass . . . . .	106	0.3%	128	0.4%	129	0.3%
Operator Inexperience . . . . .	102	0.3%	85	0.2%	109	0.3%
Driving Wrong Way on One-Way Trafficway . . . . .	78	0.2%	74	0.2%	82	0.2%
Vehicle in Road . . . . .	82	0.2%	80	0.2%	75	0.2%
Live Animals in Road . . . . .	61	0.2%	71	0.2%	70	0.2%
Tire Blowout or Flat . . . . .	78	0.2%	84	0.2%	66	0.2%
Starting or Backing Improperly . . . . .	52	0.2%	56	0.2%	61	0.2%
Phantom Vehicle . . . . .	75	0.2%	60	0.2%	57	0.2%
Failing to Dim Lights or to Have Lights on When Required . . . . .	32	0.1%	39	0.1%	44	0.1%
Police or Law Enforcement Officer . . . . .	52	0.2%	79	0.2%	43	0.1%
At Least One Driver-Related Factor Recorded . . . . .	20,670	59.7%	20,239	58.1%	21,634	57.0%
No Driver-Related Factors Recorded . . . . .	13,975	40.3%	14,585	41.9%	16,339	43.0%
<b>Total<sup>a</sup></b> . . . . .	<b>34,645</b>	<b>100.0%</b>	<b>34,824</b>	<b>100.0%</b>	<b>37,973</b>	<b>100.0%</b>
At Least One Moving Violation Recorded . . . . .	4,463	12.9%	4,548	13.1%	4,672	12.3%
No Moving Violations Recorded . . . . .	30,182	87.1%	30,276	86.9%	33,301	87.7%
<b>Total<sup>a</sup></b> . . . . .	<b>34,645</b>	<b>100.0%</b>	<b>34,824</b>	<b>100.0%</b>	<b>37,973</b>	<b>100.0%</b>

<sup>a</sup>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, 2015**

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind . . . . .	4,185	28.0%	2,441	10.6%	<b>6,626</b>	<b>17.4%</b>
Impairment (Fatigue, Alcohol, Illness, etc.) . . . . .	3,746	25.1%	2,476	10.8%	<b>6,222</b>	<b>16.4%</b>
Failure to Yield Right of Way . . . . .	362	2.4%	2,732	11.9%	<b>3,094</b>	<b>8.1%</b>
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) . . . . .	1,502	10.0%	1,591	6.9%	<b>3,093</b>	<b>8.1%</b>
Failure to Keep in Proper Lane . . . . .	607	4.1%	2,362	10.3%	<b>2,969</b>	<b>7.8%</b>
Careless Driving . . . . .	1,162	7.8%	835	3.6%	<b>1,997</b>	<b>5.3%</b>
Overcorrecting . . . . .	1,405	9.4%	299	1.3%	<b>1,704</b>	<b>4.5%</b>
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws . . . . .	281	1.9%	1,362	5.9%	<b>1,643</b>	<b>4.3%</b>
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds . . . . .	835	5.6%	541	2.3%	<b>1,376</b>	<b>3.6%</b>
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) . . . . .	524	3.5%	751	3.3%	<b>1,275</b>	<b>3.4%</b>
Driving on Wrong Side of Road (Intentional or Unintentional) . . . . .	96	0.6%	792	3.4%	<b>888</b>	<b>2.3%</b>
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault . . . . .	376	2.5%	439	1.9%	<b>815</b>	<b>2.1%</b>
Making Improper Turn . . . . .	441	3.0%	354	1.5%	<b>795</b>	<b>2.1%</b>
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road . . . . .	287	1.9%	342	1.5%	<b>629</b>	<b>1.7%</b>
Improper or Erratic Lane Changing . . . . .	255	1.7%	307	1.3%	<b>562</b>	<b>1.5%</b>
Following Improperly . . . . .	25	0.2%	321	1.4%	<b>346</b>	<b>0.9%</b>
Aggressive Driving / Road Rage . . . . .	184	1.2%	145	0.6%	<b>329</b>	<b>0.9%</b>
Driver Has a Driving Record or Driver's License from More than One State . . . . .	111	0.7%	164	0.7%	<b>275</b>	<b>0.7%</b>
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle . . . . .	44	0.3%	156	0.7%	<b>200</b>	<b>0.5%</b>
Police Pursuing this Driver or Police Officer in Pursuit . . . . .	128	0.9%	70	0.3%	<b>198</b>	<b>0.5%</b>
Driver Has Not Complied with Physical or Other Imposed Restrictions . . . . .	98	0.7%	88	0.4%	<b>186</b>	<b>0.5%</b>
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road . . . . .	158	1.1%	19	0.1%	<b>177</b>	<b>0.5%</b>
Operating Without Required Equipment . . . . .	99	0.7%	73	0.3%	<b>172</b>	<b>0.5%</b>
Stopping in Roadway (Vehicle Not Abandoned) . . . . .	4	*	138	0.6%	<b>142</b>	<b>0.4%</b>
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions) . . . . .	69	0.5%	66	0.3%	<b>135</b>	<b>0.4%</b>
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass . . . . .	31	0.2%	98	0.4%	<b>129</b>	<b>0.3%</b>
Operator Inexperience . . . . .	60	0.4%	49	0.2%	<b>109</b>	<b>0.3%</b>
Driving Wrong Way on One-Way Trafficway . . . . .	7	*	75	0.3%	<b>82</b>	<b>0.2%</b>
Vehicle in Road . . . . .	13	0.1%	62	0.3%	<b>75</b>	<b>0.2%</b>
Live Animals in Road . . . . .	52	0.3%	18	0.1%	<b>70</b>	<b>0.2%</b>
Tire Blowout or Flat . . . . .	50	0.3%	16	0.1%	<b>66</b>	<b>0.2%</b>
Starting or Backing Improperly . . . . .	40	0.3%	21	0.1%	<b>61</b>	<b>0.2%</b>
Phantom Vehicle . . . . .	42	0.3%	15	0.1%	<b>57</b>	<b>0.2%</b>
Failing to Dim Lights or to Have Lights on When Required . . . . .	8	0.1%	36	0.2%	<b>44</b>	<b>0.1%</b>
Police or Law Enforcement Officer . . . . .	17	0.1%	26	0.1%	<b>43</b>	<b>0.1%</b>
<b>At Least One Driver-Related Factor Recorded . . . . .</b>	<b>9,963</b>	<b>66.6%</b>	<b>11,671</b>	<b>50.7%</b>	<b>21,634</b>	<b>57.0%</b>
<b>No Driver-Related Factors Recorded . . . . .</b>	<b>4,986</b>	<b>33.4%</b>	<b>11,353</b>	<b>49.3%</b>	<b>16,339</b>	<b>43.0%</b>
<b>Total<sup>a</sup> . . . . .</b>	<b>14,949</b>	<b>100.0%</b>	<b>23,024</b>	<b>100.0%</b>	<b>37,973</b>	<b>100.0%</b>
<b>At Least One Moving Violation Recorded . . . . .</b>	<b>1,766</b>	<b>11.8%</b>	<b>2,906</b>	<b>12.6%</b>	<b>4,672</b>	<b>12.3%</b>
<b>No Moving Violations Recorded . . . . .</b>	<b>13,183</b>	<b>88.2%</b>	<b>20,118</b>	<b>87.4%</b>	<b>33,301</b>	<b>87.7%</b>
<b>Total<sup>a</sup> . . . . .</b>	<b>14,949</b>	<b>100.0%</b>	<b>23,024</b>	<b>100.0%</b>	<b>37,973</b>	<b>100.0%</b>

\*Less than 0.05 percent.

<sup>a</sup>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](http://www.fmcsa.dot.gov) and [ai.fmcsa.dot.gov](http://ai.fmcsa.dot.gov).



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