U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2016

Federal Motor Carrier Safety Administration
Analysis Division

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Introduction

This annual edition of *Large Truck and Bus Crash Facts* contains descriptive statistics about fatal, injury, and property damage only crashes involving large trucks and buses in 2016. 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 2016 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 2015 are reflected in this report. Updated final counts for 2016 will be reflected in the 2017 annual report. For more information on FARS, go to https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-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. NHTSA retired GES in 2017 and replaced it with the Crash Report Sampling System. For more information on GES, go to https://www.nhtsa.gov/research-data/national-automotive-sampling-system-nass.

- **Crash Report Sampling System (CRSS):** NHTSA's newly established CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution. To learn more about CRSS, visit https://www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss#crash-report-sampling-system-crss-data-files.

- **Motor Carrier Management Information System (MCMIS) Crash File:** The MCMIS Crash File, maintained by FMCSA, contains data on trucks and buses in crashes that meet the SAFETYNET recommended threshold. A SAFETYNET reportable crash must involve a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds; a commercial bus designed to transport nine or more persons, including the driver; or any vehicle carrying hazardous material that requires placarding, regardless of the vehicle's weight. The crash must result in at least one fatality, at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. The crashes are reported by the States to FMCSA through the SAFETYNET

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

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

- **Highway Statistics:** *Highway Statistics* is an annual publication of the Office of Highway Policy Information of the Federal Highway Administration (FHWA). State agencies report the data, ranging from driver licensing to highway finance, and FHWA aggregates them to get national totals. This report takes vehicle miles traveled (VMT) and vehicle registrations from Table VM-1 of *Highway Statistics*, "Annual Vehicle Distance Traveled in Miles and Related Data." Readers are warned to be careful of crash rate data based on the VMT numbers from FHWA. Beginning with data for 2007, FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. The new methodology did not change the total VMT, but it did make a large difference in the number of miles traveled attributed to large trucks and buses. As a result, it would be misleading to cite large truck and bus data trends that encompassed both the years before 2007 and the years following. For more information on VMT data, go to www.fhwa.dot.gov/policyinformation/statistics/2016.

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2016 in the context of available historical data for past years. In the other chapters, the 2016 data are shown in different ways, according to what is being counted. Three-year trends in fatal crashes are presented for historical perspective when appropriate. The Crashes chapter counts numbers of crashes; the Vehicles chapter counts vehicles in crashes; and the People chapter counts persons of all types involved in crashes. Four different types of counts are shown:

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

Note: Data Revisions

FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Separately, NHTSA retired GES in 2017, replacing it with CRSS. CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution.

Trends

The tables in this chapter present crash statistics for large trucks and buses over time. Fatal crash statistics generally are available from 1975, the first year of FARS data, through 2016. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2016. Nonfatal crash statistics are presented for 1996 through 2016. From 1996 through 2015, they are based on GES data, but starting with 2016, they are based on the new CRSS data. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution. The statistics shown in this chapter represent crashes, vehicles, drivers, fatalities, and injuries in crashes. Below is a summary of some of the trend information in this section:

- In 2016, 4,440 large trucks and buses were involved in fatal crashes, a 2-percent increase from 2015. Although the number of large trucks and buses in fatal crashes has increased by 29 percent from its low of 3,432 in 2009, the 2016 number is still 15 percent lower than the 21st-century peak of 5,231 in 2005. From 2015 to 2016, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased by 1.9 percent, from 0.141 to 0.144.
- 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 28 percent between 2009 and 2016. From 2015 to 2016, the number of fatal crashes involving large trucks or buses increased by 6 percent.
- The number of injury crashes involving large trucks or buses decreased steadily from 102,000 in 2002 to 60,000 in 2009 (a decline of 41 percent). Since then, it increased 62 percent to 97,000 in 2015. In 2016, there were an estimated 119,000 injury crashes, based on NHTSA's new CRSS data collection.
- On average, from 2006 to 2016, intercity buses accounted for 13 percent, and school buses and transit buses accounted for 40 percent and 34 percent, respectively, of all buses involved in fatal crashes.
- Over the past year (from 2015 to 2016):
  - The number of large trucks involved in fatal crashes increased by 3 percent, from 4,074 to 4,213, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) remained constant at 1.46.
  - The number of buses involved in fatal crashes decreased from 263 to 227, a decrease of 14 percent.

Note: Data Revisions

FHWA implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Separately, NHTSA retired GES in 2017, replacing it with CRSS. CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution.

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2016

Year	Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Large Truck and Bus Occupant Fatalities	Total Fatalities in Large Truck and Bus Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Large Trucks and Buses Registered
						Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Fatalities in Large Truck and Bus Crashes	
1975	4,032	4,304	1,014	4,816	1,327,664	0.304	0.324	0.363	5,824,525
1976	4,489	4,754	1,205	5,379	1,402,380	0.320	0.339	0.384	6,053,524
1977	5,149	5,485	1,329	6,054	1,467,027	0.351	0.374	0.413	6,180,664
1978	5,758	6,131	1,436	6,740	1,544,704	0.373	0.397	0.436	6,365,161
1979	6,007	6,431	1,471	7,054	1,529,133	0.393	0.421	0.461	6,418,336
1980	5,353	5,709	1,308	6,333	1,527,295	0.350	0.374	0.415	6,319,442
1981	5,253	5,572	1,189	6,178	1,555,308	0.338	0.358	0.397	6,260,262
1982	4,668	4,935	979	5,525	1,595,010	0.293	0.309	0.346	6,149,615
1983	4,903	5,184	1,035	5,815	1,652,788	0.297	0.314	0.352	6,091,276
1984	5,136	5,444	1,120	5,983	1,720,269	0.299	0.316	0.348	5,984,746
1985	5,153	5,490	1,034	6,089	1,774,826	0.290	0.309	0.343	6,589,822
1986	5,055	5,383	965	5,895	1,834,872	0.275	0.293	0.321	6,314,733
1987	5,146	5,461	903	5,978	1,921,204	0.268	0.284	0.311	6,320,321
1988	5,156	5,528	965	6,004	2,025,962	0.254	0.273	0.296	6,752,553
1989	4,971	5,295	908	5,819	2,096,487	0.237	0.253	0.278	6,851,522
1990	4,790	5,065	737	5,590	2,144,362	0.223	0.236	0.261	6,822,863
1991	4,355	4,621	692	5,107	2,172,050	0.201	0.213	0.235	6,803,425
1992	4,098	4,320	613	4,767	2,247,151	0.182	0.192	0.212	6,689,937
1993	4,351	4,591	623	5,124	2,296,378	0.189	0.200	0.223	6,742,587
1994	4,617	4,902	688	5,412	2,357,588	0.196	0.208	0.230	7,258,308
1995	4,456	4,743	681	5,214	2,422,696	0.184	0.196	0.215	7,404,924
1996	4,723	5,081	642	5,489	2,485,848	0.190	0.204	0.221	7,707,396
1997	4,888	5,214	741	5,709	2,561,695	0.191	0.204	0.223	7,780,874
1998	4,857	5,244	780	5,712	2,631,522	0.185	0.199	0.217	8,447,810
1999	4,854	5,239	818	5,727	2,691,056	0.180	0.195	0.213	8,520,203
2000	4,881	5,320	776	5,620	2,746,925	0.178	0.194	0.205	8,768,774
2001	4,723	5,115	742	5,417	2,795,610	0.169	0.183	0.194	8,607,223
2002	4,486	4,861	734	5,241	2,855,508	0.157	0.170	0.184	8,687,997
2003	4,609	5,012	767	5,343	2,890,221	0.159	0.173	0.185	8,533,438
2004	4,734	5,181	808	5,519	2,964,788	0.160	0.175	0.186	8,966,638
2005	4,805	5,231	862	5,539	2,989,430	0.161	0.175	0.185	9,289,052
2006	4,643	5,071	832	5,347	3,014,371	0.154	0.168	0.177	9,640,966
2007	4,472	4,914	841	5,116	3,031,124	0.148	0.162	0.169	11,586,455
2008	3,994	4,340	749	4,545	2,976,528	0.134	0.146	0.153	11,716,583
2009	3,193	3,432	525	3,619	2,956,764	0.108	0.116	0.122	11,815,207
2010	3,512	3,745	574	3,957	2,967,266	0.118	0.126	0.133	11,616,105
2011	3,593	3,878	695	4,043	2,950,402	0.122	0.131	0.137	10,936,757
2012	3,726	4,078	736	4,208	2,969,433	0.125	0.137	0.142	11,423,889
2013	3,821	4,203	749	4,278	2,988,280	0.128	0.141	0.143	11,461,905
2014	3,656	3,985	700	4,168	3,025,656	0.121	0.132	0.138	11,777,983
2015	3,864	4,337	714	4,366	3,095,373	0.125	0.140	0.141	12,092,091
2016	4,079	4,440	762	4,564	3,174,408	0.128	0.140	0.144	12,474,722

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 (VMT) by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. 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, 1996-2016

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	
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	3,095,373	3.12	3.30	4.47	12,092,091
2016*	119,000	125,000	180,000	3,174,408	3.74	3.95	5.66	12,474,722

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1996-2016

Year	PDO Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in PDO Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles		Large Trucks and Buses Registered
				PDO Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in PDO Crashes	
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	3,095,373	12.3	12.8	12,092,091
2016*	418,000	443,000	3,174,408	13.2	14.0	12,474,722

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2016

Year	Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Large Truck Occupant Fatalities	Total Fatalities in Large Truck Crashes	Million Vehicle Miles Traveled by Large Trucks	Rates per 100 Million Vehicle Miles Traveled by Large Trucks			Large Trucks Registered
						Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Fatalities in Large Truck Crashes	
1975	3,722	3,977	961	4,483	81,330	4.58	4.89	5.51	5,362,369
1976	4,184	4,435	1,132	5,008	86,070	4.86	5.15	5.82	5,575,185
1977	4,843	5,164	1,287	5,723	95,021	5.10	5.43	6.02	5,689,903
1978	5,405	5,759	1,395	6,356	105,739	5.11	5.45	6.01	5,859,807
1979	5,684	6,084	1,432	6,702	109,004	5.21	5.58	6.15	5,891,571
1980	5,042	5,379	1,262	5,971	108,491	4.65	4.96	5.50	5,790,653
1981	4,928	5,230	1,133	5,806	108,702	4.53	4.81	5.34	5,716,278
1982	4,396	4,646	944	5,229	111,423	3.95	4.17	4.69	5,590,415
1983	4,615	4,877	982	5,491	116,132	3.97	4.20	4.73	5,508,392
1984	4,831	5,124	1,074	5,640	121,796	3.97	4.21	4.63	5,401,075
1985	4,841	5,153	977	5,734	123,504	3.92	4.17	4.64	5,996,337
1986	4,785	5,097	926	5,579	126,675	3.78	4.02	4.40	5,720,880
1987	4,813	5,108	852	5,598	133,517	3.60	3.83	4.19	5,718,266
1988	4,885	5,241	911	5,679	137,985	3.54	3.80	4.12	6,136,884
1989	4,674	4,984	858	5,490	142,749	3.27	3.49	3.85	6,226,482
1990	4,518	4,776	705	5,272	146,242	3.09	3.27	3.60	6,195,876
1991	4,097	4,347	661	4,821	149,543	2.74	2.91	3.22	6,172,146
1992	3,825	4,035	585	4,462	153,384	2.49	2.63	2.91	6,045,205
1993	4,101	4,328	605	4,856	159,888	2.56	2.71	3.04	6,088,155
1994	4,373	4,644	670	5,144	170,216	2.57	2.73	3.02	6,587,885
1995	4,194	4,472	648	4,918	178,156	2.35	2.51	2.76	6,719,421
1996	4,413	4,755	621	5,142	182,971	2.41	2.60	2.81	7,012,615
1997	4,614	4,917	723	5,398	191,477	2.41	2.57	2.82	7,083,326
1998	4,579	4,955	742	5,395	196,380	2.33	2.52	2.75	7,732,270
1999	4,560	4,920	759	5,380	202,688	2.25	2.43	2.65	7,791,426
2000	4,573	4,995	754	5,282	205,520	2.23	2.43	2.57	8,022,649
2001	4,451	4,823	708	5,111	208,928	2.13	2.31	2.45	7,857,675
2002	4,224	4,587	689	4,939	214,603	1.97	2.14	2.30	7,927,280
2003	4,335	4,721	726	5,036	217,876	1.99	2.17	2.31	7,756,888
2004	4,478	4,902	766	5,235	220,811	2.03	2.22	2.37	8,171,364
2005	4,551	4,951	804	5,240	222,523	2.05	2.22	2.35	8,481,999
2006	4,350	4,766	805	5,027	222,513	1.95	2.14	2.26	8,819,007
2007	4,204	4,633	805	4,822	304,178	1.38	1.52	1.59	10,752,019
2008	3,754	4,089	682	4,245	310,680	1.21	1.32	1.37	10,873,275
2009	2,983	3,211	499	3,380	288,306	1.03	1.11	1.17	10,973,214
2010	3,271	3,494	530	3,686	286,527	1.14	1.22	1.29	10,770,054
2011	3,365	3,633	640	3,781	267,594	1.26	1.36	1.41	10,270,693
2012	3,486	3,825	697	3,944	269,207	1.29	1.42	1.47	10,659,380
2013	3,554	3,921	695	3,981	275,017	1.29	1.43	1.45	10,597,356
2014	3,429	3,749	656	3,908	279,132	1.23	1.34	1.40	10,905,956
2015	3,622	4,074	665	4,094	279,844	1.29	1.46	1.46	11,203,184
2016	3,864	4,213	722	4,317	287,895	1.34	1.46	1.50	11,498,561

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. 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, 1975-2016

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).

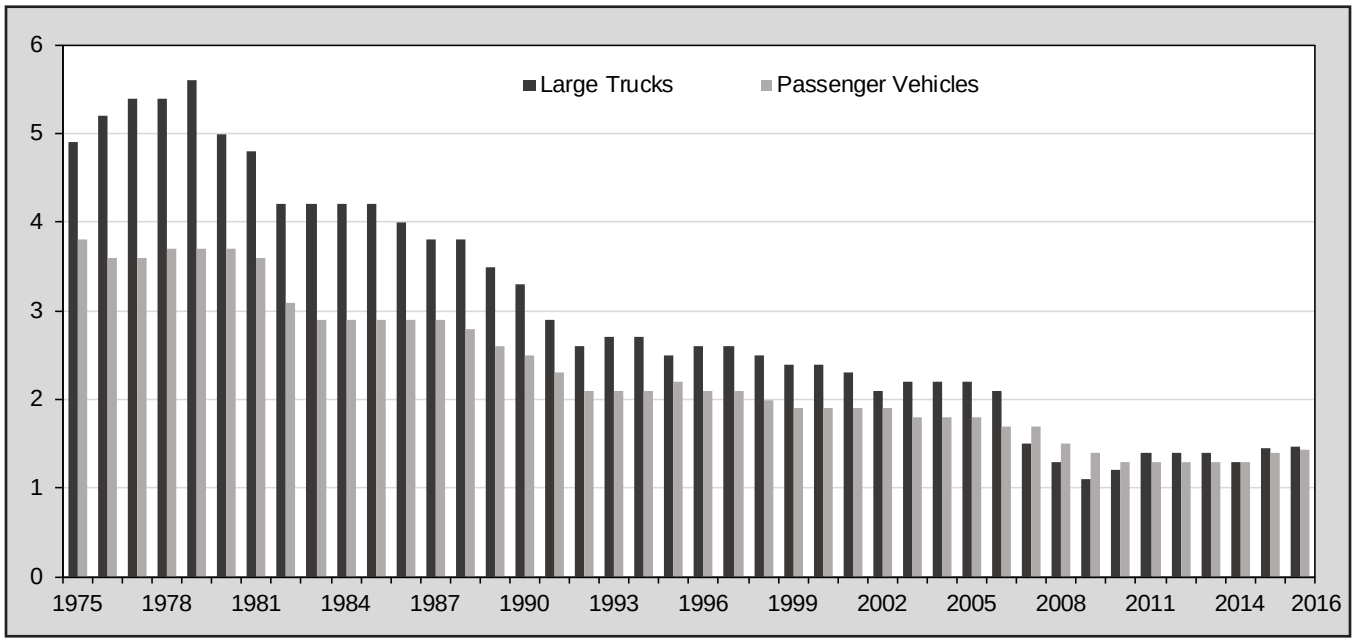
Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2016

Year	Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Passenger Vehicle Occupant Fatalities	Total Fatalities in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
						Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Fatalities in Passenger Vehicle Crashes	
1975	35,057	46,533	30,785	40,187	1,234,650	2.84	3.77	3.25	115,364,709
1976	35,242	46,506	31,604	40,724	1,304,049	2.70	3.57	3.12	119,806,386
1977	37,197	49,438	32,758	42,599	1,359,834	2.74	3.64	3.13	123,400,366
1978	39,226	52,442	34,898	44,870	1,425,922	2.75	3.68	3.15	129,141,048
1979	39,637	52,543	34,986	45,207	1,405,545	2.82	3.74	3.22	132,476,608
1980	39,623	51,739	34,935	45,139	1,402,531	2.83	3.69	3.22	134,831,752
1981	38,544	51,195	33,726	43,586	1,429,675	2.70	3.58	3.05	137,239,007
1982	34,619	45,651	29,689	39,262	1,467,854	2.36	3.11	2.67	139,244,282
1983	33,481	44,416	29,181	37,866	1,522,697	2.20	2.92	2.49	142,153,582
1984	34,979	46,621	30,116	39,382	1,585,049	2.21	2.94	2.48	147,435,149
1985	34,567	46,741	29,901	38,976	1,637,759	2.11	2.85	2.38	154,013,265
1986	36,612	49,522	32,261	41,373	1,694,082	2.16	2.92	2.44	157,031,560
1987	37,342	51,094	33,190	42,119	1,772,852	2.11	2.88	2.38	161,543,801
1988	38,252	52,263	34,114	43,069	1,872,478	2.04	2.79	2.30	166,118,639
1989	37,102	51,110	33,614	41,782	1,937,696	1.91	2.64	2.16	169,892,626
1990	36,281	49,705	32,693	40,879	1,982,837	1.83	2.51	2.06	173,193,097
1991	33,701	46,123	30,776	38,134	2,007,579	1.68	2.30	1.90	175,389,400
1992	32,109	44,465	29,485	36,323	2,078,432	1.54	2.14	1.75	174,182,793
1993	32,969	45,565	30,077	37,222	2,120,459	1.55	2.15	1.76	177,629,233
1994	33,390	46,626	30,901	37,742	2,170,723	1.54	2.15	1.74	181,482,575
1995	34,555	48,527	31,991	39,014	2,228,323	1.55	2.18	1.75	185,762,753
1996	34,792	48,973	32,438	39,265	2,286,394	1.52	2.14	1.72	190,051,664
1997	34,595	48,687	32,448	39,187	2,353,295	1.47	2.07	1.67	191,960,390
1998	34,274	48,403	31,899	38,539	2,417,852	1.42	2.00	1.59	195,749,209
1999	34,163	47,896	32,127	38,571	2,470,122	1.38	1.94	1.56	200,012,521
2000	34,379	48,300	32,225	38,695	2,523,346	1.36	1.91	1.53	212,706,399
2001	34,496	48,417	32,043	38,725	2,569,980	1.34	1.88	1.51	221,821,103
2002	35,123	49,042	32,843	39,514	2,624,508	1.34	1.87	1.51	220,931,982
2003	34,879	48,861	32,271	39,148	2,655,987	1.31	1.84	1.47	222,856,560
2004	34,530	48,168	31,866	38,759	2,727,054	1.27	1.77	1.42	228,275,978
2005	34,837	48,133	31,549	38,933	2,749,472	1.27	1.75	1.42	231,904,922
2006	34,204	46,671	30,686	38,140	2,773,025	1.23	1.68	1.38	234,524,720
2007	32,787	44,666	29,072	36,460	2,691,034	1.22	1.66	1.35	235,678,150
2008	29,568	39,653	25,462	32,638	2,630,213	1.12	1.51	1.24	236,448,155
2009	27,019	36,371	23,447	29,940	2,633,248	1.03	1.38	1.14	234,467,679
2010	26,349	35,295	22,273	28,957	2,648,456	0.99	1.33	1.09	230,444,440
2011	25,697	34,314	21,316	28,165	2,650,458	0.97	1.29	1.06	233,841,422
2012	26,731	35,619	21,779	29,361	2,664,060	1.00	1.34	1.10	233,760,558
2013	26,024	34,886	21,224	28,579	2,677,730	0.97	1.30	1.07	236,010,230
2014	26,054	35,055	21,050	28,615	2,710,556	0.96	1.29	1.06	240,155,237
2015	28,301	38,679	22,639	31,129	2,779,693	1.02	1.39	1.12	242,917,192
2016	29,813	40,908	23,714	32,702	2,849,718	1.05	1.44	1.15	247,644,981

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

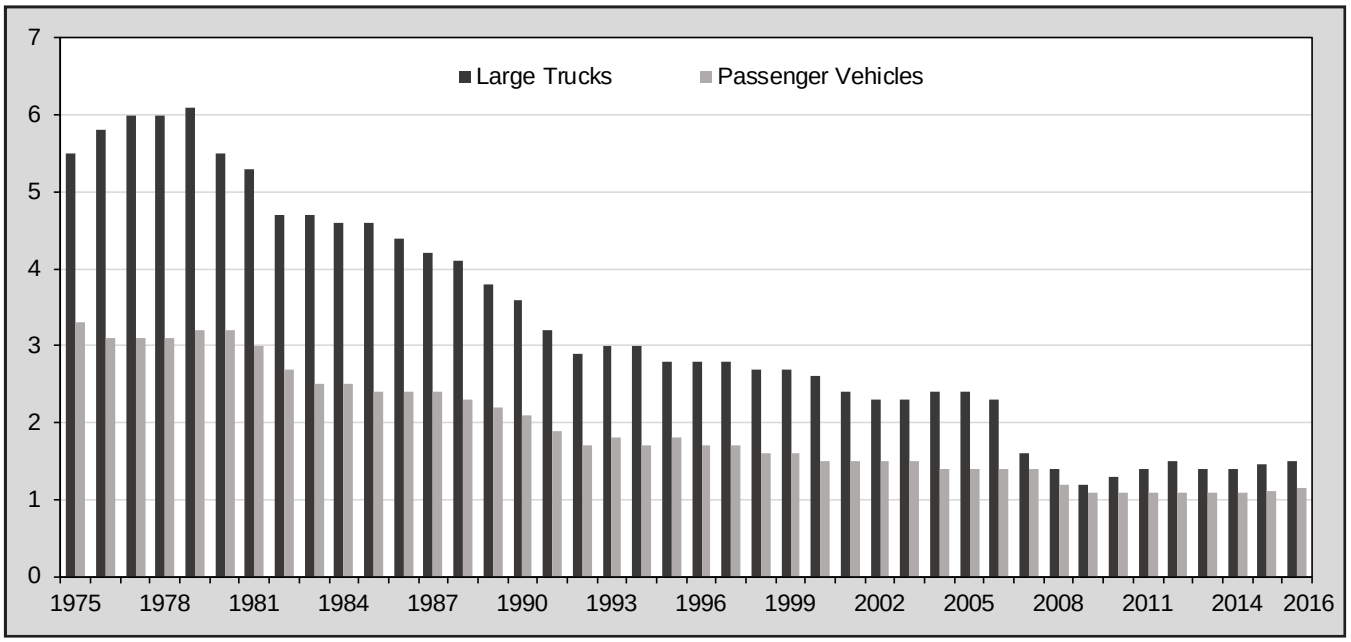
Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2016



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

Sources: VMT: FHWA, *Highway Statistics 2016*. 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, 1975-2016



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

Sources: VMT: FHWA, *Highway Statistics 2016*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 6. All Motor Vehicle Fatal Crash Statistics, 1975-2016

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	31,006	45,960	28,003	33,782	2,969,433	1.04	1.55	1.14	253,639,386
2013	30,203	45,102	27,176	32,894	2,988,280	1.01	1.51	1.10	255,876,822
2014	30,056	44,950	26,901	32,744	3,025,656	0.99	1.49	1.08	260,350,938
2015	32,539	49,477	28,926	35,485	3,095,373	1.05	1.60	1.15	263,610,219
2016	34,439	52,231	30,382	37,461	3,174,408	1.08	1.65	1.18	268,799,083

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1996-2016

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	
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	279,844	29.5	31.2	41.5	11,203,184
2016*	104,000	110,000	145,000	287,895	36.2	38.1	50.3	11,498,561

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1996-2016

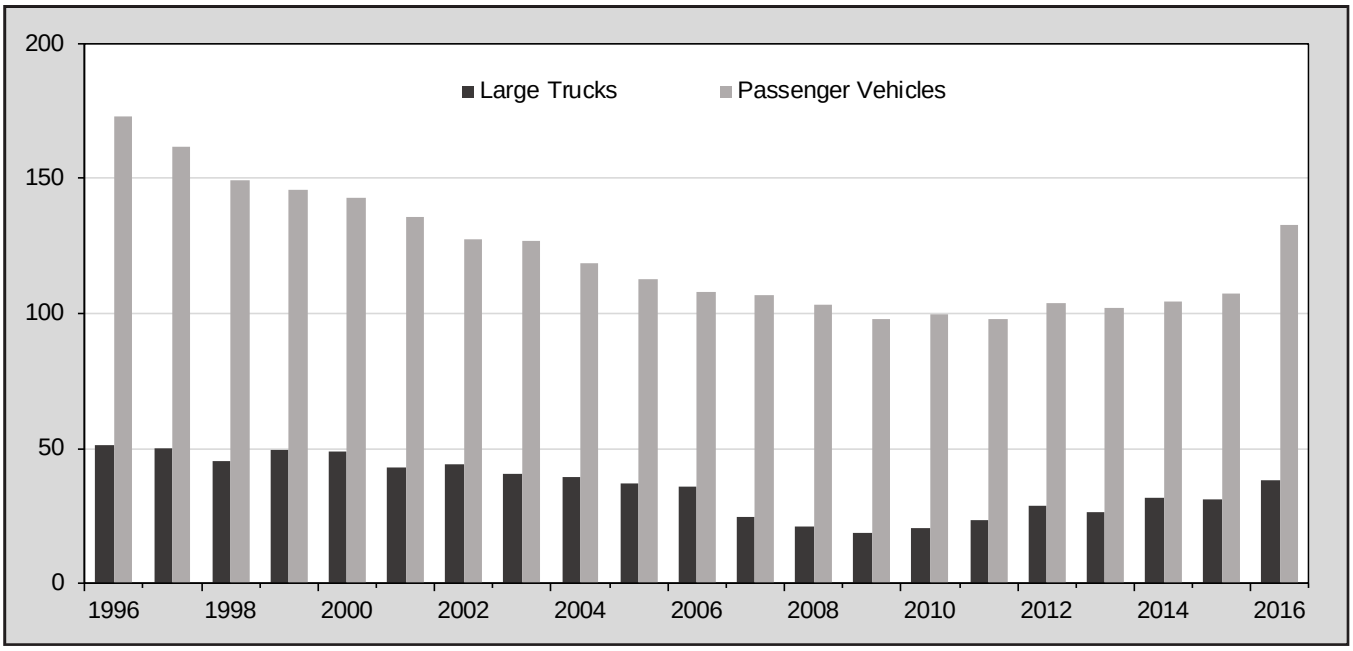
Year	Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles			Passenger Vehicles Registered
					Injury Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Injury Crashes	Persons Injured in Passenger Vehicle Crashes	
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	240,155,237
2015	1,652,000	2,983,000	2,371,000	2,779,693	59.4	107.3	85.3	242,917,192
2016*	2,107,000	3,776,000	3,061,000	2,849,718	73.9	132.5	107.4	247,644,981

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

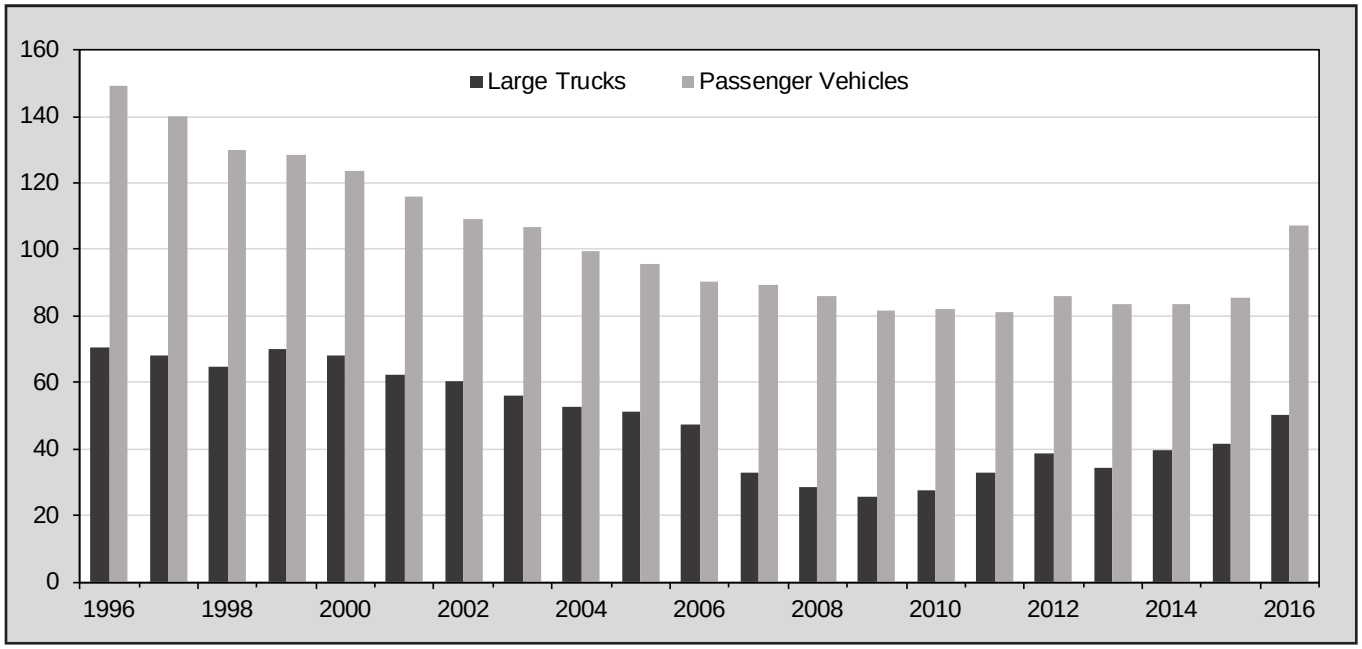
Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1996-2016



Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2016*. Injury Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1996-2016



Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1996-2016

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	
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	2,763,000	2,362,000	2,969,433	55.0	99.8	79.5	253,639,386
2013	1,591,000	2,927,000	2,313,000	2,988,280	53.2	98.0	77.4	255,876,822
2014	1,648,000	3,025,000	2,338,000	3,025,656	54.5	100.0	77.3	260,350,938
2015	1,715,000	3,187,000	2,443,000	3,095,373	55.4	103.0	78.9	263,610,219
2016*	2,177,000	4,022,000	3,144,000	3,174,408	68.6	126.7	99.0	268,799,083

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1996-2016

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	
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	279,844	117.2	122.0	11,203,184
2016*	367,000	388,000	287,895	127.6	134.7	11,498,561

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1996-2016

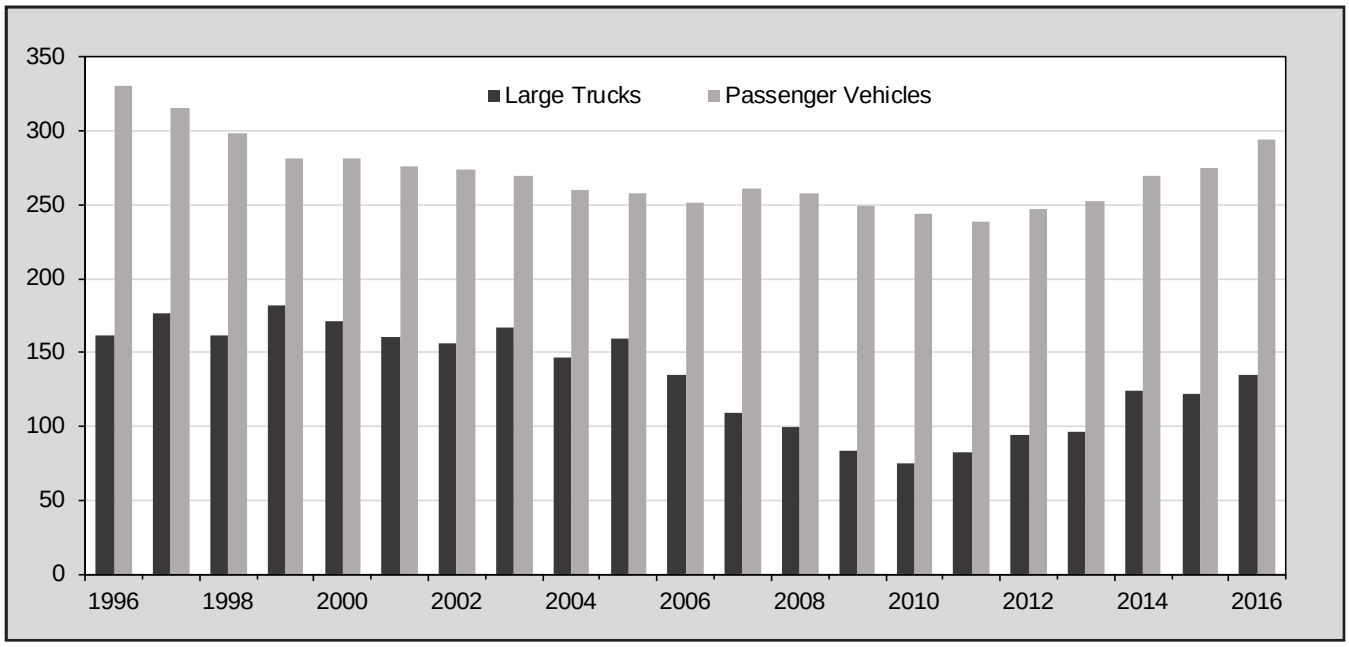
Year	PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles		Passenger Vehicles Registered
				PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	
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	240,155,237
2015	4,451,000	7,635,000	2,779,693	160.1	274.7	242,917,192
2016*	4,931,000	8,392,000	2,849,718	173.0	294.5	247,644,981

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1996-2016



Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1996-2016

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	
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	3,095,373	146.9	261.2	263,610,219
2016*	5,065,000	8,908,000	3,174,408	159.6	280.6	268,799,083

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2016

Year	Passenger Vehicle		Large Truck		Motorcycle	Bus	Other/ Unknown	Total
	Passenger Car	Light Truck	Single-Vehicle Crashes	Multiple-Vehicle Crashes				
1975	2,353	522	643	318	156	8	67	**4,067**
1976	2,505	619	774	358	164	8	88	**4,516**
1977	2,903	756	884	403	180	8	73	**5,207**
1978	3,207	842	929	466	237	15	53	**5,749**
1979	3,320	976	967	465	248	10	61	**6,047**
1980	2,880	849	861	401	300	9	46	**5,346**
1981	2,927	889	785	348	259	11	40	**5,259**
1982	2,703	819	639	305	216	8	44	**4,734**
1983	2,859	805	676	306	204	26	47	**4,923**
1984	2,907	832	755	319	230	20	47	**5,110**
1985	3,020	881	634	343	243	25	58	**5,204**
1986	2,958	863	603	323	216	7	44	**5,014**
1987	2,961	957	571	281	223	15	38	**5,046**
1988	3,054	960	585	326	175	3	58	**5,161**
1989	2,913	1,024	550	308	133	28	44	**5,000**
1990	2,876	987	485	220	158	13	37	**4,776**
1991	2,535	986	448	213	133	9	42	**4,366**
1992	2,419	916	396	189	92	2	31	**4,045**
1993	2,615	1,077	389	216	116	5	42	**4,460**
1994	2,639	1,197	451	219	133	6	38	**4,683**
1995	2,546	1,153	425	223	108	9	30	**4,494**
1996	2,683	1,270	412	209	92	6	36	**4,708**
1997	2,674	1,426	499	224	85	10	28	**4,946**
1998	2,556	1,510	486	256	102	7	40	**4,957**
1999	2,524	1,493	480	279	118	12	33	**4,939**
2000	2,475	1,487	484	270	111	8	33	**4,868**
2001	2,269	1,539	474	234	113	13	28	**4,670**
2002	2,206	1,505	449	240	133	12	30	**4,575**
2003	2,206	1,515	457	269	151	11	36	**4,645**
2004	2,240	1,577	469	297	174	14	37	**4,808**
2005	2,070	1,646	478	326	201	13	41	**4,775**
2006	2,036	1,536	500	305	193	3	29	**4,602**
2007	1,858	1,484	502	303	231	7	28	**4,413**
2008	1,559	1,318	430	252	247	4	23	**3,833**
2009	1,260	1,094	333	166	176	2	28	**3,059**
2010	1,390	1,213	339	191	162	4	28	**3,327**
2011	1,380	1,082	408	232	221	11	19	**3,353**
2012	1,423	1,153	423	274	251	10	20	**3,554**
2013	1,446	1,163	431	264	208	16	12	**3,540**
2014	1,443	1,162	405	251	221	15	18	**3,515**
2015	1,495	1,264	395	270	226	18	12	**3,680**
2016	1,525	1,288	460	262	273	5	36	**3,849**

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convert bles, 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, 1975-2016

Year	Nonmotorists				Vehicle Occupants	Total
	Pedestrian	Pedalcyclist	Other/Unknown	Total		
1975	333	66	17	**416**	4,067	**4,483**
1976	400	79	13	**492**	4,516	**5,008**
1977	424	69	23	**516**	5,207	**5,723**
1978	516	64	27	**607**	5,749	**6,356**
1979	524	90	41	**655**	6,047	**6,702**
1980	523	73	29	**625**	5,346	**5,971**
1981	462	64	21	**547**	5,259	**5,806**
1982	418	61	16	**495**	4,734	**5,229**
1983	463	83	22	**568**	4,923	**5,491**
1984	425	80	25	**530**	5,110	**5,640**
1985	447	64	19	**530**	5,204	**5,734**
1986	452	78	35	**565**	5,014	**5,579**
1987	427	90	35	**552**	5,046	**5,598**
1988	430	59	29	**518**	5,161	**5,679**
1989	399	71	20	**490**	5,000	**5,490**
1990	414	58	24	**496**	4,776	**5,272**
1991	363	75	17	**455**	4,366	**4,821**
1992	341	60	16	**417**	4,045	**4,462**
1993	303	57	36	**396**	4,460	**4,856**
1994	351	86	24	**461**	4,683	**5,144**
1995	329	74	21	**424**	4,494	**4,918**
1996	331	59	44	**434**	4,708	**5,142**
1997	352	75	25	**452**	4,946	**5,398**
1998	353	58	27	**438**	4,957	**5,395**
1999	344	66	31	**441**	4,939	**5,380**
2000	328	63	23	**414**	4,868	**5,282**
2001	352	69	20	**441**	4,670	**5,111**
2002	278	67	19	**364**	4,575	**4,939**
2003	320	52	19	**391**	4,645	**5,036**
2004	333	77	17	**427**	4,808	**5,235**
2005	346	87	32	**465**	4,775	**5,240**
2006	318	78	29	**425**	4,602	**5,027**
2007	313	70	26	**409**	4,413	**4,822**
2008	317	70	25	**412**	3,833	**4,245**
2009	259	56	6	**321**	3,059	**3,380**
2010	280	58	21	**359**	3,327	**3,686**
2011	335	60	33	**428**	3,353	**3,781**
2012	305	62	23	**390**	3,554	**3,944**
2013	339	79	23	**441**	3,540	**3,981**
2014	308	61	24	**393**	3,515	**3,908**
2015	337	55	22	**414**	3,680	**4,094**
2016	364	87	17	**468**	3,849	**4,317**

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, 1996-2016

	Large Truck			Passenger Car		
Year	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
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	4,019	2.3%	1.4%	19,688	24.8%	20.9%
2016	4,152	3.0%	2.0%	20,730	24.2%	20.5%
	Light Truck			Motorcycle		
Year	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
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	34.9%	27.5%
2014	17,040	25.3%	21.6%	4,703	36.6%	29.1%
2015	18,763	24.1%	20.6%	5,126	34.0%	26.3%
2016	19,951	23.3%	19.7%	5,414	32.3%	25.0%

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 convert bles, 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, 1975-2016

Year	Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Combination Truck Occupant Fatalities	Total Fatalities in Combination Truck Crashes	Million Vehicle Miles Traveled by Combination Trucks	Rates per 100 Million Vehicle Miles Traveled by Combination Trucks			Combination Trucks Registered
						Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Fatalities in Combination Truck Crashes	
1975	2,825	3,006	696	3,452	46,724	6.05	6.43	7.39	1,130,747
1976	3,260	3,439	838	3,948	49,680	6.56	6.92	7.95	1,224,917
1977	3,613	3,830	932	4,305	55,682	6.49	6.88	7.73	1,239,613
1978	4,066	4,305	1,001	4,825	62,992	6.45	6.83	7.66	1,341,707
1979	4,307	4,574	1,041	5,148	66,992	6.43	6.83	7.68	1,386,374
1980	3,731	3,957	904	4,473	68,678	5.43	5.76	6.51	1,416,869
1981	3,863	4,070	850	4,594	69,134	5.59	5.89	6.65	1,261,202
1982	3,519	3,708	744	4,226	70,765	4.97	5.24	5.97	1,265,321
1983	3,645	3,839	756	4,365	73,586	4.95	5.22	5.93	1,304,041
1984	3,907	4,122	872	4,605	77,377	5.05	5.33	5.95	1,340,144
1985	3,892	4,124	772	4,655	78,063	4.99	5.28	5.96	1,403,266
1986	3,825	4,060	718	4,493	81,038	4.72	5.01	5.54	1,407,783
1987	3,746	3,971	675	4,403	85,495	4.38	4.64	5.15	1,529,824
1988	3,939	4,212	731	4,609	88,551	4.45	4.76	5.20	1,667,327
1989	3,680	3,909	671	4,372	91,879	4.01	4.25	4.76	1,707,182
1990	3,583	3,780	520	4,217	94,341	3.80	4.01	4.47	1,708,895
1991	3,071	3,266	493	3,635	96,645	3.18	3.38	3.76	1,691,331
1992	2,881	3,033	429	3,376	99,510	2.90	3.05	3.39	1,675,363
1993	3,092	3,261	446	3,699	103,116	3.00	3.16	3.59	1,680,305
1994	3,248	3,432	477	3,860	108,932	2.98	3.15	3.54	1,681,500
1995	3,129	3,319	472	3,723	115,451	2.71	2.87	3.22	1,695,751
1996	3,325	3,570	448	3,921	118,899	2.80	3.00	3.30	1,746,586
1997	3,491	3,711	512	4,122	124,584	2.80	2.98	3.31	1,789,968
1998	3,465	3,747	531	4,143	128,359	2.70	2.92	3.23	1,997,345
1999	3,442	3,713	574	4,121	132,384	2.60	2.80	3.11	2,028,562
2000	3,466	3,771	541	4,052	135,020	2.57	2.79	3.00	2,096,619
2001	3,298	3,553	503	3,838	136,534	2.42	2.60	2.81	2,154,174
2002	3,207	3,487	508	3,830	138,737	2.31	2.51	2.76	2,276,661
2003	3,239	3,523	524	3,799	140,128	2.31	2.51	2.71	1,908,365
2004	3,332	3,642	536	3,949	142,370	2.34	2.56	2.77	2,010,335
2005	3,387	3,664	561	3,932	144,028	2.35	2.54	2.73	2,086,759
2006	3,206	3,508	566	3,776	142,169	2.26	2.47	2.66	2,169,670
2007	3,125	3,439	551	3,633	184,199	1.70	1.87	1.97	2,635,347
2008	2,768	3,004	467	3,158	183,826	1.51	1.63	1.72	2,585,229
2009	2,166	2,328	332	2,458	168,100	1.29	1.38	1.46	2,617,118
2010	2,422	2,584	375	2,772	175,789	1.38	1.47	1.58	2,552,865
2011	2,388	2,565	432	2,730	163,791	1.46	1.57	1.67	2,451,638
2012	2,490	2,743	468	2,843	163,602	1.52	1.68	1.74	2,469,094
2013	2,561	2,813	450	2,896	168,436	1.52	1.67	1.72	2,471,349
2014	2,477	2,720	450	2,842	169,830	1.46	1.60	1.67	2,577,197
2015	2,676	3,033	445	3,067	170,246	1.57	1.78	1.80	2,746,882
2016	2,766	3,005	498	3,121	174,557	1.58	1.72	1.79	2,752,043

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

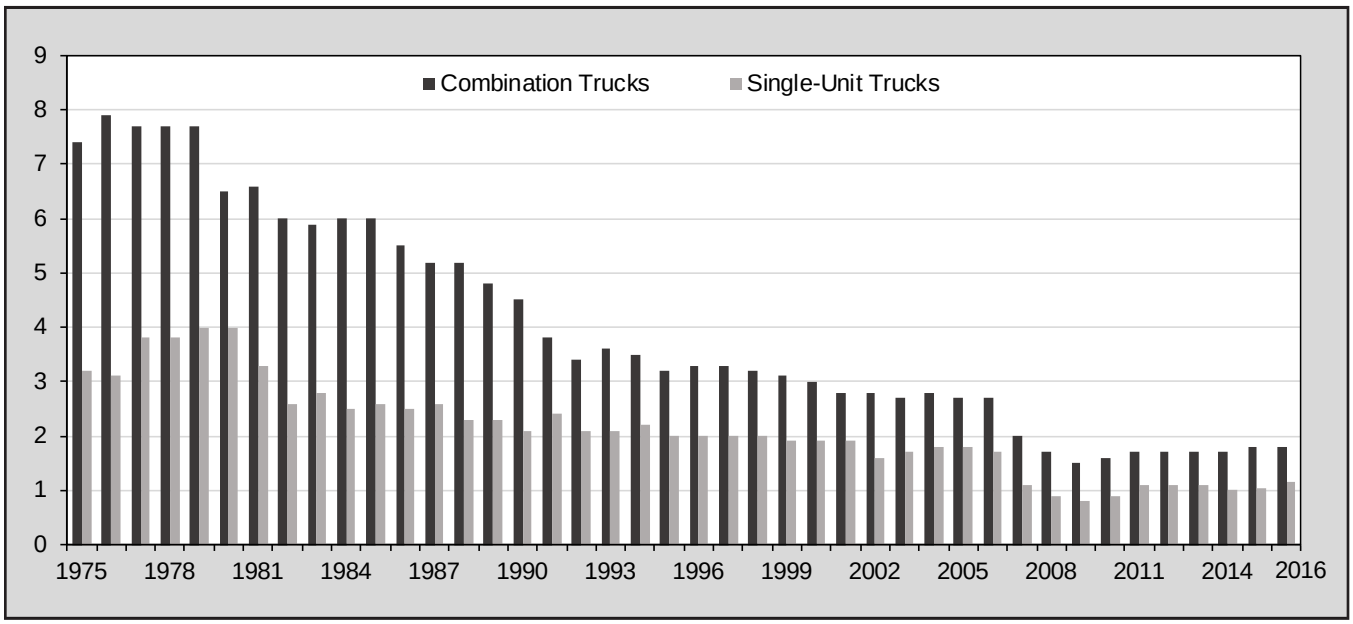
Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2016

Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Single-Unit Truck Occupant Fatalities	Total Fatalities in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
						Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Fatalities in Single-Unit Truck Crashes	
1975	948	971	265	1,094	34,606	2.74	2.81	3.16	4,231,622
1976	978	996	294	1,125	36,390	2.69	2.74	3.09	4,350,268
1977	1,306	1,334	355	1,502	39,339	3.32	3.39	3.82	4,450,290
1978	1,419	1,454	394	1,630	42,747	3.32	3.40	3.81	4,518,100
1979	1,472	1,510	391	1,670	42,012	3.50	3.59	3.98	4,505,197
1980	1,388	1,422	358	1,590	39,813	3.49	3.57	3.99	4,373,784
1981	1,130	1,160	283	1,298	39,568	2.86	2.93	3.28	4,455,076
1982	922	938	200	1,056	40,658	2.27	2.31	2.60	4,325,094
1983	1,019	1,038	226	1,182	42,546	2.40	2.44	2.78	4,204,351
1984	986	1,002	202	1,114	44,419	2.22	2.26	2.51	4,060,931
1985	1,016	1,029	205	1,163	45,441	2.24	2.26	2.56	4,593,071
1986	1,018	1,037	208	1,158	45,637	2.23	2.27	2.54	4,313,097
1987	1,118	1,137	177	1,259	48,022	2.33	2.37	2.62	4,188,442
1988	1,014	1,029	180	1,143	49,434	2.05	2.08	2.31	4,469,557
1989	1,056	1,075	187	1,192	50,870	2.08	2.11	2.34	4,519,300
1990	979	996	185	1,106	51,901	1.89	1.92	2.13	4,486,981
1991	1,072	1,081	168	1,251	52,898	2.03	2.04	2.36	4,480,815
1992	987	1,002	156	1,137	53,874	1.83	1.86	2.11	4,369,842
1993	1,054	1,067	159	1,214	56,772	1.86	1.88	2.14	4,407,850
1994	1,188	1,212	193	1,354	61,284	1.94	1.98	2.21	4,906,385
1995	1,133	1,153	176	1,275	62,705	1.81	1.84	2.03	5,023,669
1996	1,160	1,185	173	1,313	64,072	1.81	1.85	2.05	5,266,029
1997	1,194	1,206	211	1,369	66,893	1.78	1.80	2.05	5,293,358
1998	1,185	1,208	211	1,331	68,021	1.74	1.78	1.96	5,734,925
1999	1,193	1,207	185	1,352	70,304	1.70	1.72	1.92	5,762,864
2000	1,199	1,224	213	1,350	70,500	1.70	1.74	1.91	5,926,030
2001	1,247	1,270	205	1,382	72,394	1.72	1.75	1.91	5,703,501
2002	1,089	1,100	181	1,210	75,866	1.44	1.45	1.59	5,650,619
2003	1,174	1,198	202	1,330	77,748	1.51	1.54	1.71	5,848,523
2004	1,228	1,258	230	1,390	78,441	1.57	1.60	1.77	6,161,028
2005	1,257	1,288	243	1,414	78,496	1.60	1.64	1.80	6,395,240
2006	1,224	1,259	239	1,344	80,344	1.52	1.57	1.67	6,649,337
2007	1,168	1,194	254	1,308	119,979	0.97	1.00	1.09	8,116,672
2008	1,070	1,085	215	1,191	126,855	0.84	0.86	0.94	8,288,046
2009	868	883	167	985	120,207	0.72	0.73	0.82	8,356,097
2010	894	910	155	975	110,738	0.81	0.82	0.88	8,217,189
2011	1,054	1,068	208	1,140	103,803	1.02	1.03	1.10	7,819,055
2012	1,061	1,082	229	1,187	105,605	1.00	1.02	1.12	8,190,286
2013	1,071	1,108	245	1,181	106,582	1.00	1.04	1.11	8,126,007
2014	1,005	1,029	206	1,135	109,301	0.92	0.94	1.04	8,328,759
2015	1,026	1,041	220	1,127	109,597	0.94	0.95	1.03	8,456,302
2016	1,179	1,208	224	1,294	113,338	1.04	1.07	1.14	8,746,518

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. 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, 1975-2016



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

Sources: VMT: FHWA, *Highway Statistics 2016*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 18. Combination Truck Injury Crash Statistics, 1996-2016

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	
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	170,246	24.6	25.6	34.2	2,746,882
2016*	55,000	59,000	76,000	174,557	31.7	33.7	43.7	2,752,043

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1996-2016

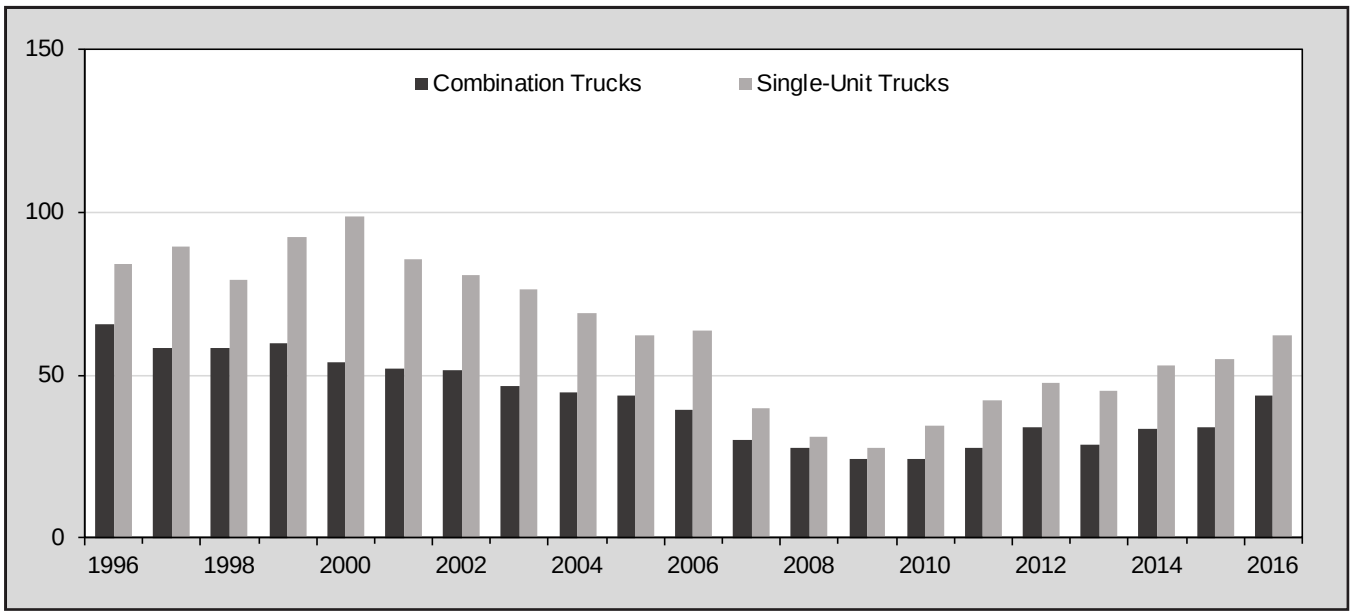
Year	Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
					Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	
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	109,597	38.5	40.0	55.0	8,456,302
2016*	50,000	51,000	70,000	113,338	44.2	44.8	62.1	8,746,518

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1996-2016



Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A combination truck is defined as a truck tractor pulling any number of trailers (including none) or a straight truck pulling at least one trailer. A single-unit truck is defined as a medium or heavy truck in which the engine, cab, drive train, and cargo area are all on one chassis. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicles miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 CRSS estimates with older GES estimates should be performed with caution. The rates depicted in this figure are based on unrounded GES and CRSS data.

Sources: VMT: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1996-2016

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	
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	170,246	95.6	98.8	2,746,882
2016*	199,000	209,000	174,557	113.8	119.5	2,752,043

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1996-2016

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	
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	109,597	156.0	158.2	8,456,302
2016*	175,000	179,000	113,338	154.7	158.1	8,746,518

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2016

Year	Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses			Buses Registered
						Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Fatalities in Bus Crashes	
1975	323	327	53	348	6,055	5.33	5.40	5.75	462,156
1976	318	319	73	390	6,258	5.08	5.10	6.23	478,339
1977	321	321	42	354	5,823	5.51	5.51	6.08	490,761
1978	370	372	41	412	5,885	6.29	6.32	7.00	505,354
1979	344	347	39	376	5,947	5.78	5.83	6.32	526,765
1980	329	330	46	390	6,059	5.43	5.45	6.44	528,789
1981	340	342	56	393	6,241	5.45	5.48	6.30	543,984
1982	288	289	35	323	5,823	4.95	4.96	5.55	559,200
1983	305	307	53	366	5,199	5.87	5.90	7.04	582,884
1984	319	320	46	374	4,640	6.88	6.90	8.06	583,671
1985	337	337	57	398	4,478	7.53	7.53	8.89	593,485
1986	284	286	39	337	4,717	6.02	6.06	7.14	593,853
1987	353	353	51	409	5,330	6.62	6.62	7.67	602,055
1988	284	287	54	341	5,475	5.19	5.24	6.23	615,669
1989	309	311	50	366	5,670	5.45	5.49	6.46	625,040
1990	286	289	32	340	5,726	4.99	5.05	5.94	626,987
1991	271	274	31	304	5,750	4.71	4.77	5.29	631,279
1992	283	285	28	316	5,778	4.90	4.93	5.47	644,732
1993	262	263	18	286	6,125	4.28	4.29	4.67	654,432
1994	256	258	18	286	6,409	3.99	4.03	4.46	670,423
1995	271	271	33	311	6,420	4.22	4.22	4.84	685,503
1996	324	326	21	367	6,563	4.94	4.97	5.59	694,781
1997	295	297	18	339	6,842	4.31	4.34	4.95	697,548
1998	288	289	38	329	7,007	4.11	4.12	4.70	715,540
1999	313	319	59	373	7,662	4.09	4.16	4.87	728,777
2000	323	325	22	357	7,590	4.26	4.28	4.70	746,125
2001	289	292	34	331	7,070	4.09	4.13	4.84	749,548
2002	274	274	45	331	6,845	4.00	4.00	4.84	760,717
2003	288	291	41	337	6,782	4.25	4.29	4.97	776,550
2004	276	279	42	315	6,801	4.06	4.10	4.63	795,274
2005	278	280	58	340	6,980	3.98	4.01	4.87	807,053
2006	303	305	27	337	6,783	4.47	4.50	4.97	821,959
2007	280	281	36	325	14,516	1.93	1.94	2.24	834,436
2008	251	251	67	311	14,823	1.69	1.69	2.10	843,308
2009	221	221	26	254	14,387	1.54	1.54	1.77	841,993
2010	247	251	44	278	13,770	1.79	1.82	2.02	846,051
2011	243	245	55	284	13,807	1.76	1.77	2.06	666,064
2012	252	253	39	282	14,781	1.70	1.71	1.91	764,509
2013	282	282	54	320	15,167	1.86	1.86	2.11	864,549
2014	235	236	44	283	15,999	1.47	1.48	1.77	872,027
2015	259	263	49	297	16,230	1.60	1.62	1.83	888,907
2016	225	227	40	264	16,350	1.38	1.39	1.61	976,161

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1996-2016

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	
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	16,230	89.2	91.0	146.8	888,907
2016*	15,000	16,000	35,000	16,350	92.7	96.1	216.4	976,161

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1996-2016

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	
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	16,230	326.5	327.8	888,907
2016*	54,000	55,000	16,350	331.7	337.5	976,161

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2016*. PDO Crashes and Vehicles Involved: NHTSA, GES (1996-2015) and CRSS (2016).

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2016

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	**323**
1976	122	30	130	—	13	23	**318**
1977	126	33	123	—	14	25	**321**
1978	143	52	143	—	14	18	**370**
1979	150	37	120	—	21	16	**344**
1980	117	38	149	—	14	11	**329**
1981	109	48	150	—	20	13	**340**
1982	104	37	106	—	31	10	**288**
1983	99	41	105	—	38	22	**305**
1984	118	48	103	—	33	17	**319**
1985	126	29	116	—	33	33	**337**
1986	101	33	99	—	29	22	**284**
1987	132	29	115	—	46	31	**353**
1988	103	31	102	—	30	18	**284**
1989	108	32	119	—	25	25	**309**
1990	111	26	114	—	19	17	**286**
1991	106	39	86	—	25	16	**271**
1992	98	35	113	—	20	17	**283**
1993	112	28	82	—	20	20	**262**
1994	106	22	105	—	12	12	**256**
1995	109	23	101	—	23	15	**271**
1996	124	35	113	—	32	20	**324**
1997	116	36	109	—	15	19	**295**
1998	111	38	115	—	16	8	**288**
1999	137	35	106	—	19	17	**313**
2000	119	40	127	—	20	17	**323**
2001	117	38	103	—	16	15	**289**
2002	95	35	100	—	26	18	**274**
2003	111	26	104	—	29	18	**288**
2004	109	35	85	—	25	22	**276**
2005	110	37	83	—	34	14	**278**
2006	117	32	105	—	22	27	**303**
2007	109	35	113	—	15	8	**280**
2008	116	20	92	—	12	11	**251**
2009	89	38	77	—	9	8	**221**
2010	113	35	84	—	11	4	**247**
2011	97	40	68	25	10	3	**243**
2012	101	34	78	30	7	2	**252**
2013	114	44	82	28	10	4	**282**
2014	90	32	79	9	21	4	**235**
2015	99	34	92	14	18	5	**259**
2016	86	16	93	6	18	6	**225**

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

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

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

Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2016

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	130	29	131	—	18	19	**327**
1976	123	30	130	—	13	23	**319**
1977	126	33	123	—	14	25	**321**
1978	143	54	143	—	14	18	**372**
1979	150	37	123	—	21	16	**347**
1980	117	38	150	—	14	11	**330**
1981	110	48	150	—	20	14	**342**
1982	104	37	106	—	31	11	**289**
1983	99	41	105	—	40	22	**307**
1984	119	48	103	—	33	17	**320**
1985	126	29	116	—	33	33	**337**
1986	101	33	99	—	29	24	**286**
1987	132	29	115	—	46	31	**353**
1988	105	31	103	—	30	18	**287**
1989	109	32	120	—	25	25	**311**
1990	112	27	114	—	19	17	**289**
1991	106	39	86	—	26	17	**274**
1992	98	36	113	—	21	17	**285**
1993	112	28	82	—	21	20	**263**
1994	106	23	105	—	12	12	**258**
1995	109	23	101	—	23	15	**271**
1996	124	35	115	—	32	20	**326**
1997	117	37	109	—	15	19	**297**
1998	112	38	115	—	16	8	**289**
1999	139	38	106	—	19	17	**319**
2000	120	40	128	—	20	17	**325**
2001	119	38	104	—	16	15	**292**
2002	95	35	100	—	26	18	**274**
2003	113	26	104	—	30	18	**291**
2004	111	35	85	—	26	22	**279**
2005	111	38	83	—	34	14	**280**
2006	118	33	105	—	22	27	**305**
2007	109	35	113	—	16	8	**281**
2008	116	20	92	—	12	11	**251**
2009	89	38	77	—	9	8	**221**
2010	116	36	84	—	11	4	**251**
2011	98	41	68	25	10	3	**245**
2012	102	34	78	30	7	2	**253**
2013	114	44	82	28	10	4	**282**
2014	91	32	79	9	21	4	**236**
2015	99	34	93	14	18	5	**263**
2016	87	16	94	6	18	6	**227**

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

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

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

Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2016

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	**348**
1976	147	35	133	—	49	26	**390**
1977	143	42	126	—	16	27	**354**
1978	163	62	153	—	14	20	**412**
1979	160	46	130	—	21	19	**376**
1980	136	66	156	—	17	15	**390**
1981	120	65	165	—	26	17	**393**
1982	106	45	122	—	39	11	**323**
1983	126	49	110	—	56	25	**366**
1984	144	55	110	—	46	19	**374**
1985	153	40	129	—	42	34	**398**
1986	110	37	103	—	57	30	**337**
1987	149	54	120	—	51	35	**409**
1988	140	37	112	—	34	18	**341**
1989	143	43	122	—	28	30	**366**
1990	128	39	125	—	25	24	**340**
1991	120	46	91	—	31	18	**304**
1992	105	45	121	—	22	23	**316**
1993	119	35	87	—	22	23	**286**
1994	116	25	116	—	14	15	**286**
1995	123	30	111	—	30	17	**311**
1996	144	43	123	—	34	23	**367**
1997	131	46	123	—	17	22	**339**
1998	118	50	127	—	25	9	**329**
1999	153	66	110	—	21	25	**373**
2000	133	48	134	—	20	22	**357**
2001	130	46	117	—	22	16	**331**
2002	110	54	112	—	33	22	**331**
2003	120	36	116	—	40	25	**337**
2004	116	57	86	—	32	24	**315**
2005	120	70	92	—	41	17	**340**
2006	138	39	106	—	23	31	**337**
2007	130	51	117	—	18	9	**325**
2008	129	52	102	—	14	14	**311**
2009	100	46	81	—	16	11	**254**
2010	119	52	86	—	17	4	**278**
2011	108	63	69	31	10	3	**284**
2012	114	45	79	35	7	2	**282**
2013	123	61	86	33	13	4	**320**
2014	109	48	83	12	27	4	**283**
2015	108	42	106	14	20	10	**297**
2016	97	24	97	7	33	6	**264**

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

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

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

Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2016

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus[a]	Other Bus Type	Bus Type Unknown	Total
1975	16	5	21	—	2	6	**50**
1976	21	3	8	—	39	2	**73**
1977	14	5	14	—	5	4	**42**
1978	19	6	8	—	5	3	**41**
1979	17	6	8	—	4	4	**39**
1980	14	23	7	—	2	1	**47**
1981	12	6	23	—	11	4	**56**
1982	9	5	11	—	10	0	**35**
1983	17	9	4	—	21	2	**53**
1984	20	9	9	—	7	1	**46**
1985	24	15	4	—	12	2	**57**
1986	2	4	4	—	24	5	**39**
1987	14	19	3	—	11	4	**51**
1988	38	8	2	—	4	2	**54**
1989	33	3	1	—	8	5	**50**
1990	13	2	3	—	3	11	**32**
1991	10	6	3	—	9	3	**31**
1992	7	8	3	—	3	7	**28**
1993	6	1	5	—	4	2	**18**
1994	2	7	6	—	1	2	**18**
1995	12	6	1	—	9	5	**33**
1996	10	3	5	—	3	0	**21**
1997	8	5	3	—	1	1	**18**
1998	6	13	2	—	15	2	**38**
1999	8	32	6	—	4	9	**59**
2000	16	3	1	—	1	1	**22**
2001	16	3	4	—	7	4	**34**
2002	2	20	6	—	9	8	**45**
2003	7	3	12	—	10	9	**41**
2004	7	23	2	—	10	0	**42**
2005	8	33	3	—	8	6	**58**
2006	6	8	1	—	8	4	**27**
2007	3	19	5	—	9	0	**36**
2008	14	38	6	—	5	4	**67**
2009	3	9	0	—	11	3	**26**
2010	15	15	3	—	11	0	**44**
2011	9	32	4	6	4	0	**55**
2012	13	15	1	8	2	0	**39**
2013	10	24	2	11	6	1	**54**
2014	11	19	2	1	9	2	**44**
2015	10	12	14	4	3	6	**49**
2016	9	6	8	3	14	0	**40**

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

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

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

Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2006-2016

State	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Alabama	137	134	131	80	114	100	107	109	84	101	136
Alaska	4	4	5	3	7	0	4	4	5	1	4
Arizona	136	98	98	66	65	68	85	63	67	91	83
Arkansas	91	114	76	79	83	88	91	83	78	70	68
California	394	366	318	275	236	282	261	259	301	305	322
Colorado	67	82	68	40	49	51	58	56	63	64	86
Connecticut	29	28	24	13	23	14	16	20	21	37	30
Delaware	17	6	7	11	9	10	9	10	12	12	9
District of Columbia	2	2	1	1	3	2	1	3	5	2	0
Florida	350	301	264	181	181	213	213	197	190	225	293
Georgia	232	229	180	153	153	174	153	163	155	182	179
Hawaii	12	3	6	5	4	3	6	7	4	5	6
Idaho	29	27	30	20	15	21	13	34	23	26	34
Illinois	191	159	154	146	88	122	122	142	111	103	146
Indiana	140	147	137	96	115	136	112	117	128	118	107
Iowa	75	71	73	65	88	60	60	61	48	61	69
Kansas	69	77	63	59	86	65	64	68	46	65	74
Kentucky	105	104	113	112	100	88	82	78	68	81	100
Louisiana	104	121	111	83	107	80	108	84	80	79	89
Maine	21	21	23	22	14	17	11	18	10	11	20
Maryland	61	69	52	50	44	39	66	58	49	58	63
Massachusetts	34	28	23	20	19	35	18	31	27	28	25
Michigan	116	124	88	67	85	61	73	88	98	75	107
Minnesota	62	86	70	59	90	52	60	75	66	64	61
Mississippi	90	75	70	61	55	73	51	63	81	72	78
Missouri	155	136	124	86	84	101	92	85	100	105	114
Montana	34	31	25	24	14	31	11	20	12	20	23
Nebraska	34	43	43	43	55	31	44	29	52	40	55
Nevada	51	29	22	19	15	35	19	18	17	27	28
New Hampshire	7	12	13	8	6	8	6	13	12	6	5
New Jersey	74	64	47	69	52	53	60	60	74	50	56
New Mexico	80	57	45	36	46	48	42	54	72	46	38
New York	174	155	119	107	120	114	100	118	98	126	104
North Carolina	152	168	162	128	117	117	127	139	121	129	152
North Dakota	19	12	20	31	18	40	48	63	49	47	13
Ohio	158	134	143	114	132	117	152	131	130	167	123
Oklahoma	140	112	115	94	91	112	124	112	134	106	126
Oregon	62	53	37	30	46	50	28	33	32	53	53
Pennsylvania	193	194	192	134	164	160	166	155	162	161	165
Rhode Island	8	7	2	5	2	1	4	5	2	1	2
South Carolina	95	91	85	82	65	89	84	64	63	114	104
South Dakota	19	14	14	16	25	12	20	18	21	13	5
Tennessee	148	149	95	92	92	108	112	127	110	116	120
Texas	500	502	453	318	400	432	573	535	553	567	556
Utah	39	39	29	21	35	22	18	20	18	39	20
Vermont	11	5	7	6	10	6	5	8	11	8	7
Virginia	107	108	81	77	77	76	84	89	90	71	91
Washington	65	79	55	31	30	33	45	40	36	40	51
West Virginia	48	48	47	34	50	34	45	46	30	22	27
Wisconsin	76	85	63	55	56	71	65	83	55	56	69
Wyoming	42	24	30	11	27	26	26	25	34	28	21
Total	**5,027**	**4,822**	**4,245**	**3,380**	**3,686**	**3,781**	**3,944**	**3,981**	**3,908**	**4,094**	**4,317**

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, 2006-2016

State	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Alabama	118	120	114	73	102	88	100	101	74	94	119
Alaska	4	4	5	3	5	0	4	3	5	1	4
Arizona	112	88	83	58	52	57	66	56	59	79	69
Arkansas	84	97	69	70	74	82	82	74	68	58	60
California	358	326	283	240	219	249	233	240	266	280	293
Colorado	60	67	53	35	42	42	47	50	57	56	82
Connecticut	26	22	23	13	23	13	16	20	17	32	29
Delaware	17	6	7	7	9	9	8	10	11	12	9
District of Columbia	2	2	1	1	3	2	1	3	4	2	0
Florida	309	259	237	170	170	194	182	179	168	197	260
Georgia	208	197	168	129	138	155	139	142	128	161	169
Hawaii	7	3	6	4	4	3	6	7	4	5	5
Idaho	24	24	26	18	15	18	13	31	20	23	32
Illinois	136	137	126	85	100	109	106	123	102	93	135
Indiana	120	125	114	82	101	111	101	99	112	106	100
Iowa	66	62	63	56	79	48	52	57	46	48	56
Kansas	61	69	53	50	68	56	55	63	42	58	62
Kentucky	93	95	93	101	84	82	76	69	63	76	92
Louisiana	90	104	97	68	88	71	90	70	72	67	79
Maine	18	19	20	20	13	16	10	16	10	10	14
Maryland	56	59	48	45	39	37	54	53	47	48	58
Massachusetts	32	27	21	18	19	33	17	30	26	27	24
Michigan	106	109	82	62	80	58	67	74	87	69	94
Minnesota	59	67	62	48	74	49	53	70	60	58	50
Mississippi	74	67	66	53	52	58	39	55	66	64	71
Missouri	120	120	107	79	76	90	84	71	85	96	104
Montana	25	29	24	21	12	23	11	19	7	17	20
Nebraska	27	37	38	40	45	27	34	25	41	35	40
Nevada	37	25	20	18	15	24	19	17	15	25	26
New Hampshire	7	10	12	7	6	8	6	11	12	6	5
New Jersey	67	60	44	60	52	51	55	57	69	48	55
New Mexico	62	53	40	33	41	41	38	47	56	42	31
New York	155	137	109	100	111	107	90	108	91	113	98
North Carolina	136	143	140	112	98	108	117	122	109	114	144
North Dakota	14	12	19	28	14	30	40	54	41	37	12
Ohio	141	116	129	101	114	105	138	120	114	156	112
Oklahoma	117	87	100	71	87	95	108	104	109	97	114
Oregon	47	46	35	27	42	48	27	32	27	47	49
Pennsylvania	169	179	174	120	152	150	149	144	146	139	143
Rhode Island	8	6	2	4	2	1	3	5	2	1	2
South Carolina	80	78	73	76	57	77	79	60	59	95	95
South Dakota	17	14	13	12	19	10	15	17	19	13	5
Tennessee	129	129	83	82	82	97	97	109	93	101	104
Texas	409	430	392	273	349	386	496	456	481	480	484
Utah	32	34	28	21	27	20	16	19	17	33	18
Vermont	10	4	6	6	9	6	5	7	9	5	7
Virginia	96	96	70	68	72	69	75	81	82	69	81
Washington	62	69	52	29	27	28	41	34	33	32	48
West Virginia	43	41	38	29	39	32	44	44	23	22	23
Wisconsin	70	74	59	46	51	68	57	75	50	53	59
Wyoming	30	20	27	11	19	24	25	21	25	22	19
Total	**4,350**	**4,204**	**3,754**	**2,983**	**3,271**	**3,365**	**3,486**	**3,554**	**3,429**	**3,622**	**3,864**

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, 2006-2016

State	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Alabama	126	127	124	81	105	96	111	107	76	103	126
Alaska	4	5	5	3	5	0	4	4	5	1	5
Arizona	129	95	100	67	54	65	73	69	61	88	79
Arkansas	97	110	76	80	79	101	88	86	75	65	64
California	384	394	304	263	240	265	251	265	282	300	322
Colorado	73	77	58	40	46	46	51	51	60	66	88
Connecticut	28	25	28	15	23	14	16	20	19	33	32
Delaware	18	6	7	7	9	10	10	10	11	12	9
District of Columbia	2	2	1	1	3	2	1	3	4	2	0
Florida	336	287	270	179	179	201	193	187	179	215	275
Georgia	227	212	180	135	145	169	149	157	135	178	183
Hawaii	7	3	6	4	4	3	6	7	4	5	5
Idaho	24	26	32	18	15	18	17	31	21	25	35
Illinois	158	148	138	90	113	120	115	136	116	105	149
Indiana	137	143	129	108	111	130	115	116	138	134	112
Iowa	73	70	69	63	90	49	65	59	47	50	59
Kansas	64	74	57	51	71	58	59	66	47	64	64
Kentucky	104	103	98	109	90	88	88	71	67	92	94
Louisiana	97	115	104	74	93	81	102	74	84	75	86
Maine	18	20	21	21	13	17	10	16	10	10	15
Maryland	60	63	49	52	39	38	57	60	49	52	61
Massachusetts	33	27	22	19	19	33	17	30	27	30	25
Michigan	113	115	90	64	83	61	70	88	90	105	104
Minnesota	60	74	62	50	77	53	54	74	63	62	52
Mississippi	81	70	70	54	55	62	44	57	72	71	80
Missouri	130	138	117	83	76	95	89	77	95	107	108
Montana	26	29	28	21	13	24	11	19	7	18	20
Nebraska	28	44	41	42	49	29	42	27	45	37	45
Nevada	43	25	21	19	16	28	21	24	15	26	27
New Hampshire	7	10	12	7	6	8	6	11	12	6	5
New Jersey	75	70	48	65	59	59	62	64	81	57	58
New Mexico	67	60	43	33	43	44	39	55	66	53	38
New York	163	145	113	101	116	112	97	114	104	117	103
North Carolina	148	151	143	116	104	118	132	125	111	119	152
North Dakota	17	13	21	28	17	32	44	64	45	42	14
Ohio	152	124	133	108	123	113	145	151	130	186	124
Oklahoma	134	96	108	78	88	100	124	116	123	109	125
Oregon	50	52	39	29	49	48	28	34	31	51	52
Pennsylvania	183	214	195	131	159	163	175	170	164	168	169
Rhode Island	9	6	2	4	2	1	3	5	2	2	2
South Carolina	90	81	81	78	61	79	81	66	61	102	100
South Dakota	17	14	13	12	19	10	16	18	19	13	6
Tennessee	144	147	92	86	89	101	108	121	107	113	114
Texas	450	465	432	299	376	414	548	492	532	537	539
Utah	32	36	32	25	28	24	17	21	20	38	22
Vermont	10	4	6	6	11	6	6	7	9	5	7
Virginia	105	103	74	75	87	74	88	100	90	76	90
Washington	68	71	54	30	27	35	43	38	35	32	51
West Virginia	45	45	46	29	40	32	47	48	25	22	30
Wisconsin	72	78	67	46	53	77	60	85	52	57	61
Wyoming	48	21	28	12	22	27	27	25	26	38	27
Total	**4,766**	**4,633**	**4,089**	**3,211**	**3,494**	**3,633**	**3,825**	**3,921**	**3,749**	**4,074**	**4,213**

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, 2006-2016

State	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Alabama	17	17	18	15	9	11	13	24	15	19	30
Alaska	1	2	1	1	0	0	1	0	1	0	2
Arizona	22	22	15	18	6	14	19	15	16	17	17
Arkansas	20	24	13	15	16	18	20	20	11	15	13
California	72	73	56	48	60	63	57	70	64	59	76
Colorado	13	18	14	10	6	12	8	17	12	11	22
Connecticut	3	5	7	2	8	2	5	4	5	13	7
Delaware	2	0	0	3	1	1	3	3	2	4	2
District of Columbia	1	2	1	1	3	1	1	1	1	2	0
Florida	54	49	43	34	35	54	38	39	34	39	49
Georgia	34	33	34	33	19	29	25	32	31	27	37
Hawaii	1	0	3	1	0	1	2	6	4	1	1
Idaho	1	6	7	4	5	3	1	7	6	4	3
Illinois	23	23	21	9	18	26	17	20	20	16	28
Indiana	20	19	15	12	9	20	15	17	20	16	17
Iowa	8	11	12	8	12	12	7	11	9	7	9
Kansas	13	4	7	5	9	9	19	12	4	9	14
Kentucky	25	18	20	16	10	19	16	12	11	7	20
Louisiana	12	21	24	8	16	11	21	12	13	3	14
Maine	6	4	7	0	4	3	2	3	1	1	0
Maryland	8	13	7	9	6	9	8	8	8	12	16
Massachusetts	7	10	9	6	5	6	7	11	10	10	9
Michigan	19	8	10	13	16	7	8	8	12	12	16
Minnesota	11	4	13	10	11	10	10	8	8	6	9
Mississippi	17	13	13	10	5	9	5	16	14	14	12
Missouri	25	26	13	12	15	25	22	20	18	22	26
Montana	7	13	7	8	1	2	4	4	1	1	4
Nebraska	3	2	3	2	10	2	3	7	5	6	5
Nevada	5	6	3	7	3	9	4	4	1	4	10
New Hampshire	0	0	0	1	0	2	0	3	5	2	1
New Jersey	11	15	9	14	12	13	18	11	13	21	13
New Mexico	11	18	15	10	8	12	16	14	19	12	3
New York	53	47	40	31	35	40	27	40	29	36	41
North Carolina	18	30	33	18	23	20	29	28	27	17	27
North Dakota	2	2	4	5	3	4	7	12	5	9	8
Ohio	27	14	23	10	14	18	15	18	15	22	15
Oklahoma	24	18	17	18	21	23	27	23	26	19	25
Oregon	12	8	8	8	14	18	6	9	8	11	7
Pennsylvania	42	33	29	22	38	26	16	28	27	34	30
Rhode Island	3	2	0	1	0	0	0	2	1	0	2
South Carolina	12	15	20	15	9	26	15	10	11	16	22
South Dakota	5	4	1	3	6	2	0	1	4	2	1
Tennessee	23	31	13	21	18	19	18	17	14	17	16
Texas	79	78	77	53	52	75	120	97	101	84	89
Utah	8	10	5	7	3	7	2	7	4	10	1
Vermont	2	1	0	2	1	2	1	1	1	2	1
Virginia	21	15	17	13	20	16	23	17	23	24	28
Washington	12	21	15	9	6	6	9	7	8	8	16
West Virginia	9	6	7	8	6	4	7	13	5	4	6
Wisconsin	4	9	7	2	10	6	9	11	8	7	12
Wyoming	8	7	9	5	3	5	7	3	4	5	8
Total	**836**	**830**	**745**	**596**	**620**	**732**	**733**	**783**	**715**	**719**	**840**

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, 2006-2016

State	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Alabama	101	103	96	58	93	77	87	77	59	75	89
Alaska	3	2	4	2	5	0	3	3	4	1	2
Arizona	90	66	68	40	46	43	47	41	43	62	52
Arkansas	64	73	56	55	58	64	62	54	57	43	47
California	286	253	227	192	159	186	176	170	202	221	217
Colorado	47	49	39	25	36	30	39	33	45	45	60
Connecticut	23	17	16	11	15	11	11	16	12	19	22
Delaware	15	6	7	4	8	8	5	7	9	8	7
District of Columbia	1	0	0	0	0	1	0	2	3	0	0
Florida	255	210	194	136	135	140	144	140	134	158	211
Georgia	174	164	134	96	119	126	114	110	97	134	132
Hawaii	6	3	3	3	4	2	4	1	0	4	4
Idaho	23	18	19	14	10	15	12	24	14	19	29
Illinois	113	114	105	76	82	83	89	103	82	77	107
Indiana	100	106	99	70	92	91	86	82	92	90	83
Iowa	58	51	51	48	67	36	45	46	37	41	47
Kansas	48	65	46	45	59	47	36	51	38	49	48
Kentucky	68	77	73	85	74	63	60	57	52	69	72
Louisiana	78	83	73	60	72	60	69	58	59	64	65
Maine	12	15	13	20	9	13	8	13	9	9	14
Maryland	48	46	41	36	33	28	46	45	39	36	42
Massachusetts	25	17	12	12	14	27	10	19	16	17	15
Michigan	87	101	72	49	64	51	59	66	75	57	78
Minnesota	48	63	49	38	63	39	43	62	52	52	41
Mississippi	57	54	53	43	47	49	34	39	52	50	59
Missouri	95	94	94	67	61	65	62	51	67	74	78
Montana	18	16	17	13	11	21	7	15	6	16	16
Nebraska	24	35	35	38	35	25	31	18	36	29	35
Nevada	32	19	17	11	12	15	15	13	14	21	16
New Hampshire	7	10	12	6	6	6	6	8	7	4	4
New Jersey	56	45	35	46	40	38	37	46	56	27	42
New Mexico	51	35	25	23	33	29	22	33	37	30	28
New York	102	90	69	69	76	67	63	68	62	77	57
North Carolina	118	113	107	94	75	88	88	94	82	97	117
North Dakota	12	10	15	23	11	26	33	42	36	28	4
Ohio	114	102	106	91	100	87	123	102	99	134	97
Oklahoma	93	69	83	53	66	72	81	81	83	78	89
Oregon	35	38	27	19	28	30	21	23	19	36	42
Pennsylvania	127	146	145	98	114	124	133	116	119	105	113
Rhode Island	5	4	2	3	2	1	3	3	1	1	0
South Carolina	68	63	53	61	48	51	64	50	48	79	73
South Dakota	12	10	12	9	13	8	15	16	15	11	4
Tennessee	106	98	70	61	64	78	79	92	79	84	88
Texas	330	352	315	220	297	311	376	359	380	396	395
Utah	24	24	23	14	24	13	14	12	13	23	17
Vermont	8	3	6	4	8	4	4	6	8	3	6
Virginia	75	81	53	55	52	53	52	64	59	45	53
Washington	50	48	37	20	21	22	32	27	25	24	32
West Virginia	34	35	31	21	33	28	37	31	18	18	17
Wisconsin	66	65	52	44	41	62	48	64	42	46	47
Wyoming	22	13	18	6	16	19	18	18	21	17	11
Total	**3,514**	**3,374**	**3,009**	**2,387**	**2,651**	**2,633**	**2,753**	**2,771**	**2,714**	**2,903**	**3,024**

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 475,000 police-reported crashes involving large trucks in 2016, there were 3,864 (0.8 percent) fatal crashes and 104,000 (22 percent) injury crashes.
- Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 22 percent of all fatal crashes, 14 percent of all injury crashes, and 24 percent of all property damage only crashes involving large trucks in 2016. The majority (62 percent) of fatal large truck crashes involved two vehicles.
- Fatal crashes involving large trucks tend to occur in rural areas and on Interstate highways. Approximately 61 percent of all fatal crashes involving large trucks occurred in rural areas, 27 percent occurred on Interstate highways, and 15 percent fell into both categories by occurring on rural Interstate highways.
- Thirty-seven percent of all fatal crashes, 23 percent of all injury crashes, and 20 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- The vast majority of fatal crashes (84 percent) and nonfatal crashes (88 percent) involving large trucks occurred on weekdays (Monday through Friday).
- Collision with a vehicle in transport was the first harmful event (the first event during a crash that resulted in injury or property damage) in 73 percent of fatal crashes involving large trucks, 83 percent of injury crashes involving large trucks, and 75 percent of property damage only crashes involving large trucks.
- Overturn (rollover) was the first harmful event in 5 percent of all fatal crashes involving large trucks and 2 percent of all nonfatal crashes involving large trucks.
- In 2016, 27 percent of work zone fatal crashes and 8 percent of work zone injury crashes involved at least one large truck.
- There were 12.0 fatal large truck crashes per million people in the United States in 2016, a 13-percent increase from 10.6 in 2010.
- In 2016, on average, there were 1.12 fatalities in fatal crashes involving large trucks. In 91 percent of those crashes, there was only one fatality. The majority, 83 percent, of fatalities were not occupants of the large truck.

Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2014-2016

First Harmful Event	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,497	72.8%	2,679	74.0%	2,803	72.5%
Collision with Fixed Object	334	9.7%	356	9.8%	355	9.2%
Collision with Pedestrian	259	7.6%	274	7.6%	307	7.9%
Overturn (Rollover)	157	4.6%	159	4.4%	197	5.1%
Collision with Pedalcycle or Other Personal Conveyance	71	2.1%	64	1.8%	94	2.4%
Collision with Parked Motor Vehicle	41	1.2%	38	1.0%	42	1.1%
Collision with Train	19	0.6%	4	0.1%	14	0.4%
Collision with Other Object	7	0.2%	10	0.3%	9	0.2%
Collision with Animal	7	0.2%	7	0.2%	7	0.2%
Explosion/Fire	0	0.0%	1	*	1	*
Jackknife	8	0.2%	8	0.2%	8	0.2%
Pavement Surface Irregularity	0	0.0%	1	*	0	0.0%
Cargo Equipment Loss or Shift	11	0.3%	2	0.1%	6	0.2%
Other	18	0.5%	19	0.5%	21	0.5%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 2. Crashes Involving Large Trucks by First Harmful Event, Number of Vehicles Involved, and Crash Severity, 2016

First Harmful Event	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Collision with Vehicle in Transport	0	0.0%	2,803	92.7%	**2,803**	**72.5%**
Collision with Fixed Object	261	31.1%	94	3.1%	**355**	**9.2%**
Collision with Pedestrian	267	31.8%	40	1.3%	**307**	**7.9%**
Overturn (Rollover)	142	16.9%	55	1.8%	**197**	**5.1%**
Collision with Pedalcycle or Other Personal Conveyance	92	11.0%	2	0.1%	**94**	**2.4%**
Collision with Parked Motor Vehicle	37	4.4%	5	0.2%	**42**	**1.1%**
Collision with Train	13	1.5%	1	*	**14**	**0.4%**
Collision with Other Object	3	0.4%	6	0.2%	**9**	**0.2%**
Collision with Animal	4	0.5%	3	0.1%	**7**	**0.2%**
Explosion/Fire	0	0.0%	1	*	**1**	*****
Jackknife	2	0.2%	6	0.2%	**8**	**0.2%**
Pavement Surface Irregularity	0	0.0%	0	0.0%	**0**	**0.0%**
Cargo Equipment Loss or Shift	5	0.6%	1	*	**6**	**0.2%**
Other	14	1.7%	7	0.2%	**21**	**0.5%**
Total Fatal Crashes	**840**	**100.0%**	**3,024**	**100.0%**	**3,864**	**100.0%**
Injury Crashes						
Collision with Vehicle in Transport	*	*	86,000	96.1%	**86,000**	**82.5%**
Collision with Fixed Object	6,000	42.0%	3,000	3.1%	**9,000**	**8.6%**
Collision with Pedestrian	1,000	6.8%	*	*	**1,000**	**1.0%**
Overturn (Rollover)	5,000	31.7%	*	0.2%	**5,000**	**4.7%**
Collision with Pedalcycle or Other Personal Conveyance	1,000	6.4%	*	*	**1,000**	**0.9%**
Collision with Parked Motor Vehicle	1,000	8.9%	*	0.4%	**2,000**	**1.6%**
Collision with Train	*	*	*	*	*****	*****
Collision with Other Object	*	*	*	*	*****	*****
Collision with Animal	*	2.0%	*	*	*****	**0.3%**
Explosion/Fire	*	*	*	*	*****	*****
Jackknife	*	1.1%	*	*	*****	**0.2%**
Pavement Surface Irregularity	*	*	*	*	*****	*****
Cargo Equipment Loss or Shift	*	1.0%	*	*	*****	**0.1%**
Other	*	0.2%	*	0.2%	*****	**0.2%**
Total Injury Crashes	**15,000**	**100.0%**	**89,000**	**100.0%**	**104,000**	**100.0%**
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	275,000	98.3%	**275,000**	**74.7%**
Collision with Fixed Object	43,000	48.4%	2,000	0.8%	**45,000**	**12.2%**
Collision with Pedestrian	*	*	*	*	*****	*****
Overturn (Rollover)	5,000	6.2%	*	0.1%	**6,000**	**1.5%**
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*****	*****
Collision with Parked Motor Vehicle	23,000	25.8%	*	0.1%	**23,000**	**6.2%**
Collision with Train	*	*	*	*	*****	*****
Collision with Other Object	5,000	5.9%	1,000	0.4%	**6,000**	**1.7%**
Collision with Animal	9,000	10.4%	*	0.1%	**9,000**	**2.5%**
Explosion/Fire	1,000	1.1%	*	0.1%	**1,000**	**0.3%**
Jackknife	1,000	1.1%	*	*	**1,000**	**0.3%**
Pavement Surface Irregularity	*	0.3%	*	*	*****	**0.1%**
Cargo Equipment Loss or Shift	*	0.5%	*	0.1%	**1,000**	**0.2%**
Other	*	0.3%	*	0.2%	**1,000**	**0.2%**
Total Property Damage Only Crashes	**88,000**	**100.0%**	**279,000**	**100.0%**	**367,000**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 3. Fatal Crashes Involving Large Trucks by Speed Limit, 2014-2016

Speed Limit	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	78	2.3%	66	1.8%	108	2.8%
30 - 35 mph	239	7.0%	242	6.7%	272	7.0%
40 - 45 mph	451	13.2%	458	12.6%	498	12.9%
50 - 55 mph	1,176	34.3%	1,251	34.5%	1,337	34.6%
60 - 65 mph	752	21.9%	763	21.1%	782	20.2%
70 - 75 mph	621	18.1%	695	19.2%	721	18.7%
80 - 85 mph	9	0.3%	17	0.5%	36	0.9%
No Statutory Limit	14	0.4%	29	0.8%	33	0.9%
Unknown	89	2.6%	101	2.8%	77	2.0%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**
Average Speed Limit	55.8 mph		56.1 mph		55.6 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, 2016

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	64	7.6%	44	1.5%	**108**	**2.8%**
30 - 35 mph	97	11.5%	175	5.8%	**272**	**7.0%**
40 - 45 mph	95	11.3%	403	13.3%	**498**	**12.9%**
50 - 55 mph	237	28.2%	1,100	36.4%	**1,337**	**34.6%**
60 - 65 mph	151	18.0%	631	20.9%	**782**	**20.2%**
70 - 75 mph	165	19.6%	556	18.4%	**721**	**18.7%**
80 - 85 mph	5	0.6%	31	1.0%	**36**	**0.9%**
No Statutory Limit	2	0.2%	31	1.0%	**33**	**0.9%**
Unknown	24	2.9%	53	1.8%	**77**	**2.0%**
Total	**840**	**100.0%**	**3,024**	**100.0%**	**3,864**	**100.0%**
Average Speed Limit	53.4 mph		56.2 mph		**55.6 mph**	

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

Crashes Table 5. Fatal Crashes Involving Large Trucks by Land Use and Functional System, 2014-2016

Functional System / Land Use*	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	433	12.6%	488	13.5%	575	14.9%
Freeway/Expressway	—	—	126	3.5%	113	2.9%
Other Principal Arterial	721	21.0%	736	20.3%	806	20.9%
Minor Arterial	434	12.7%	449	12.4%	418	10.8%
Major Collector	323	9.4%	308	8.5%	304	7.9%
Minor Collector	43	1.3%	33	0.9%	46	1.2%
Local Roads	121	3.5%	75	2.1%	85	2.2%
Unknown	5	0.1%	0	0.0%	2	0.1%
Total Rural Crashes	***2,080***	***60.7%***	***2,215***	***61.2%***	***2,349***	***60.8%***
Urban Crashes						
Interstate	459	13.4%	454	12.5%	477	12.3%
Freeway/Expressway	109	3.2%	108	3.0%	112	2.9%
Other Principal Arterial	393	11.5%	437	12.1%	476	12.3%
Minor Arterial	184	5.4%	207	5.7%	215	5.6%
Collector	60	1.7%	—	—	—	—
Major Collector	—	—	57	1.6%	87	2.3%
Minor Collector	—	—	12	0.3%	15	0.4%
Local Roads	138	4.0%	87	2.4%	73	1.9%
Unknown	4	0.1%	4	0.1%	1	0.0%
Total Urban Crashes	***1,347***	***39.3%***	***1,366***	***37.7%***	***1,456***	***37.7%***
Unknown Whether Rural or Urban	2	0.1%	41	1.1%	58	1.5%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,863**	**100.0%**

— Not an option for this particular year.

*Land Use and Functional System variables replaced the Roadway Functional System variable 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, 2016

Land Use / Functional System	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	158	18.8%	417	13.8%	**575**	**14.9%**
Freeway/Expressway	23	2.7%	90	3.0%	**113**	**2.9%**
Other Principal Arterial	103	12.3%	703	23.3%	**806**	**20.9%**
Minor Arterial	64	7.6%	354	11.7%	**418**	**10.8%**
Major Collector	62	7.4%	242	8.0%	**304**	**7.9%**
Minor Collector	11	1.3%	35	1.2%	**46**	**1.2%**
Local Roads	36	4.3%	49	1.6%	**85**	**2.2%**
Unknown	1	0.1%	1	*	**2**	**0.1%**
Total Rural Crashes	***458***	***54.5%***	***1,891***	***62.6%***	***2,349***	***60.8%***
Urban Crashes						
Interstate	120	14.3%	357	11.8%	**477**	**12.3%**
Freeway/Expressway	24	2.9%	88	2.9%	**112**	**2.9%**
Other Principal Arterial	107	12.7%	369	12.2%	**476**	**12.3%**
Minor Arterial	55	6.5%	160	5.3%	**215**	**5.6%**
Major Collector	17	2.0%	70	2.3%	**87**	**2.3%**
Minor Collector	4	0.5%	11	0.4%	**15**	**0.4%**
Local Roads	32	3.8%	41	1.4%	**73**	**1.9%**
Unknown	1	0.1%	0	0.0%	**1**	*****
Total Urban Crashes	***360***	***42.9%***	***1,096***	***36.3%***	***1,456***	***37.7%***
Unknown Whether Rural or Urban	22	2.6%	36	1.2%	**58**	**1.5%**
Total	**3,554**	**100.0%**	**3,622**	**100.0%**	**3,863**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 7. Fatal Crashes Involving Large Trucks by Time of Day, 2014-2016

	2014		2015		2016	
Time of Day	Number	Percent	Number	Percent	Number	Percent
12am - 3am	244	7.1%	284	7.8%	342	8.9%
3am - 6am	370	10.8%	351	9.7%	434	11.2%
6am - 9am	526	15.3%	584	16.1%	585	15.1%
9am - 12pm	543	15.8%	574	15.8%	643	16.6%
12pm - 3pm	565	16.5%	646	17.8%	654	16.9%
3pm - 6pm	539	15.7%	554	15.3%	564	14.6%
6pm - 9pm	349	10.2%	327	9.0%	349	9.0%
9pm - 12am	287	8.4%	296	8.2%	286	7.4%
Unknown	6	0.2%	6	0.2%	7	0.2%
Daytime (6am - 6pm)	*2,173*	*63.4%*	*2,358*	*65.1%*	*2,446*	*63.3%*
Nighttime (6pm - 6am)	*1,256*	*36.6%*	*1,264*	*34.9%*	*1,418*	*36.7%*
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

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

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

Crashes Table 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2016

	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
Time of Day	Number	Percent	Number	Percent	Number	Percent
12am - 3am	342	8.9%	4,000	3.8%	10,000	2.7%
3am - 6am	434	11.2%	7,000	6.3%	14,000	3.7%
6am - 9am	585	15.1%	15,000	14.4%	60,000	16.4%
9am - 12pm	643	16.6%	21,000	20.3%	79,000	21.5%
12pm - 3pm	654	16.9%	26,000	25.1%	79,000	21.6%
3pm - 6pm	564	14.6%	18,000	17.7%	76,000	20.7%
6pm - 9pm	349	9.0%	8,000	7.4%	35,000	9.6%
9pm - 12am	286	7.4%	5,000	4.9%	14,000	3.7%
Unknown	7	0.2%	*	*	*	*
Daytime (6am - 6pm)	*2,446*	*63.3%*	81,000	77.5%	295,000	80.3%
Nighttime (6pm - 6am)	*1,418*	*36.7%*	*23,000*	*22.5%*	*73,000*	*19.7%*
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 9. Fatal Crashes Involving Large Trucks by Day of Week, 2014-2016

	2014		2015		2016	
Day of Week	Number	Percent	Number	Percent	Number	Percent
Sunday	221	6.4%	248	6.8%	247	6.4%
Monday	595	17.4%	565	15.6%	674	17.4%
Tuesday	551	16.1%	609	16.8%	589	15.2%
Wednesday	593	17.3%	608	16.8%	696	18.0%
Thursday	587	17.1%	633	17.5%	643	16.6%
Friday	542	15.8%	602	16.6%	653	16.9%
Saturday	340	9.9%	357	9.9%	362	9.4%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

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

Crashes Table 10. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2016

	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
Day of Week	Number	Percent	Number	Percent	Number	Percent
Sunday	247	6.4%	4,000	3.7%	21,000	5.7%
Monday	674	17.4%	17,000	16.3%	64,000	17.3%
Tuesday	589	15.2%	18,000	17.1%	69,000	18.9%
Wednesday	696	18.0%	19,000	18.1%	62,000	16.9%
Thursday	643	16.6%	19,000	18.7%	63,000	17.1%
Friday	653	16.9%	19,000	17.8%	63,000	17.0%
Saturday	362	9.4%	9,000	8.2%	26,000	7.0%
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

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

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

Crashes Table 11. Fatal Crashes Involving Large Trucks by Trafficway Flow, 2014-2016

Trafficway Flow	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,711	49.9%	1,790	49.4%	1,848	47.8%
Two-Way, Divided, Unprotected Median	718	20.9%	736	20.3%	803	20.8%
Two-Way, Divided, Positive Median Barrier	767	22.4%	798	22.0%	929	24.0%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	124	3.6%	170	4.7%	151	3.9%
Entrance/Exit Ramp	51	1.5%	65	1.8%	52	1.3%
One-Way Trafficway	38	1.1%	29	0.8%	44	1.1%
Non-Trafficway Area	14	0.4%	28	0.8%	31	0.8%
Unknown	6	0.2%	6	0.2%	6	0.2%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

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

Crashes Table 12. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2016

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,848	47.8%	37,000	35.1%	124,000	33.7%
Two-Way, Divided, Unprotected Median	803	20.8%	16,000	15.8%	52,000	14.2%
Two-Way, Divided, Positive Median Barrier	929	24.0%	28,000	27.2%	85,000	23.1%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	151	3.9%	5,000	4.5%	12,000	3.2%
Entrance/Exit Ramp	52	1.3%	2,000	2.3%	10,000	2.7%
One-Way Trafficway	44	1.1%	4,000	3.7%	12,000	3.3%
Non-Trafficway Area	31	0.8%	1,000	1.1%	10,000	2.7%
Unknown	6	0.2%	11,000	10.2%	63,000	17.1%
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.
Sources: Fatal Crashes: National Highway Traffic Safety Administration (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Crashes Table 13. Fatal Crashes Involving Large Trucks by Relation to Junction, 2014-2016

Relation to Junction	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,139	62.4%	2,285	63.1%	2,469	63.9%
Intersection	704	20.5%	713	19.7%	735	19.0%
Intersection Related	189	5.5%	191	5.3%	191	4.9%
Driveway Access	28	0.8%	16	0.4%	22	0.6%
Driveway Access Related	122	3.6%	156	4.3%	155	4.0%
Entrance/Exit Ramp	0	0.0%	7	0.2%	1	*
Entrance/Exit Ramp Related	13	0.4%	13	0.4%	11	0.3%
Railway Grade Crossing	19	0.6%	4	0.1%	17	0.4%
Acceleration/Deceleration Lane	0	0.0%	0	0.0%	0	0.0%
Through Roadway	0	0.0%	0	0.0%	0	0.0%
Crossover Related	17	0.5%	15	0.4%	23	0.6%
Other	1	*	1	*	0	0.0%
Unknown	2	0.1%	1	*	2	0.1%
Total Non-Interchange Area	***3,234***	***94.3%***	***3,402***	***93.9%***	***3,626***	***93.8%***
Interchange Area						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	45	1.3%	43	1.2%	51	1.3%
Intersection Related	14	0.4%	8	0.2%	18	0.5%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	1	*	1	*	1	*
Entrance/Exit Ramp	13	0.4%	27	0.7%	10	0.3%
Entrance/Exit Ramp Related	38	1.1%	28	0.8%	42	1.1%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	4	0.1%	1	*	6	0.2%
Through Roadway	55	1.6%	90	2.5%	79	2.0%
Crossover Related	1	*	0	0.0%	0	0.0%
Other	23	0.7%	21	0.6%	31	0.8%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total Interchange Area	***194***	***5.7%***	***219***	***6.0%***	***238***	***6.2%***
Unknown Relation to Junction	1	*	1	*	0	0.0%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 14. Crashes Involving Large Trucks by Relation to Junction and Crash Severity, 2016

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,469	63.9%	54,000	51.4%	190,000	51.7%
Intersection	735	19.0%	22,000	21.0%	55,000	15.0%
Intersection Related	191	4.9%	17,000	16.5%	77,000	21.1%
Driveway Access	22	0.6%	*	0.2%	3,000	0.8%
Driveway Access Related	155	4.0%	6,000	6.1%	23,000	6.2%
Entrance/Exit Ramp	1	*	1,000	0.7%	3,000	0.8%
Entrance/Exit Ramp Related	11	0.3%	2,000	1.5%	6,000	1.6%
Railway Grade Crossing	17	0.4%	*	*	1,000	0.3%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	23	0.6%	*	*	*	*
Other	0	0.0%	*	*	*	*
Unknown	2	0.1%	*	*	*	*
Total Non-Interchange Area	***3,626***	***93.8%***	***101,000***	***97.3%***	***358,000***	***97.5%***
Interchange Area						
Non-Junction	0	0.0%	*	*	*	*
Intersection	51	1.3%	1,000	0.7%	1,000	0.2%
Intersection Related	18	0.5%	*	0.2%	1,000	0.2%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	1	*	*	*	*	*
Entrance/Exit Ramp	10	0.3%	1,000	0.6%	2,000	0.4%
Entrance/Exit Ramp Related	42	1.1%	1,000	0.5%	4,000	1.2%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	6	0.2%	*	*	*	*
Through Roadway	79	2.0%	1,000	0.6%	1,000	0.3%
Crossover Related	0	0.0%	*	*	*	*
Other	31	0.8%	*	0.1%	*	0.1%
Unknown	0	0.0%	*	*	*	*
Total Interchange Area	***238***	***6.2%***	***3,000***	***2.7%***	***9,000***	***2.5%***
Unknown Relation to Junction	0	0.0%	*	*	*	*
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2014-2016

Relation to Roadway	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	2,908	84.8%	3,082	85.1%	3,252	84.2%
On Shoulder	62	1.8%	61	1.7%	92	2.4%
On Median	109	3.2%	90	2.5%	113	2.9%
On Roadside	310	9.0%	358	9.9%	364	9.4%
Outside Trafficway	24	0.7%	12	0.3%	20	0.5%
Off Roadway, Location Unknown	0	0.0%	0	0.0%	2	0.1%
In Parking Lane	2	0.1%	4	0.1%	0	0.0%
Gore	5	0.1%	8	0.2%	7	0.2%
Separator	9	0.3%	4	0.1%	7	0.2%
Continuous Left-Turn Lane	0	0.0%	3	0.1%	5	0.1%
Unknown	0	0.0%	0	0.0%	2	0.1%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

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

Crashes Table 16. Crashes Involving Large Trucks by Relation to Roadway, Number of Vehicles Involved, and Crash Severity, 2016

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	408	48.6%	2,844	94.0%	**3,252**	**84.2%**
On Shoulder	47	5.6%	45	1.5%	**92**	**2.4%**
On Median	63	7.5%	50	1.7%	**113**	**2.9%**
On Roadside	291	34.6%	73	2.4%	**364**	**9.4%**
Outside Trafficway	16	1.9%	4	0.1%	**20**	**0.5%**
Off Roadway, Location Unknown	2	0.2%	0	0.0%	**2**	**0.1%**
In Parking Lane	0	0.0%	0	0.0%	**0**	**0.0%**
Gore	6	0.7%	1	*	**7**	**0.2%**
Separator	5	0.6%	2	0.1%	**7**	**0.2%**
Continuous Left-Turn Lane	0	0.0%	5	0.2%	**5**	**0.1%**
Unknown	2	0.2%	0	0.0%	**2**	**0.1%**
Total Fatal Crashes	**840**	**100.0%**	**3,024**	**100.0%**	**3,864**	**100.0%**
Injury Crashes						
On Roadway	5,000	35.0%	86,000	96.0%	**91,000**	**87.3%**
On Shoulder	1,000	3.7%	*	0.5%	**1,000**	**0.9%**
On Median	1,000	5.9%	2,000	2.1%	**3,000**	**2.6%**
On Roadside	7,000	44.5%	1,000	1.3%	**8,000**	**7.4%**
Outside Trafficway	*	2.3%	*	*	**	**0.3%**
Off Roadway, Location Unknown	*	3.0%	*	*	**	**0.4%**
In Parking Lane	1,000	5.6%	*	*	**1,000**	**0.8%**
Gore	*	*	*	0.1%	**	**0.1%**
Separator	*	*	*	*	**	**
Continuous Left-Turn Lane	*	*	*	*	**	**
Unknown	*	*	*	*	**	**
Total Injury Crashes	**15,000**	**100.0%**	**89,000**	**100.0%**	**104,000**	**100.0%**
Property Damage Only Crashes						
On Roadway	27,000	30.5%	276,000	98.8%	**303,000**	**82.4%**
On Shoulder	3,000	2.9%	1,000	0.3%	**3,000**	**0.9%**
On Median	3,000	3.8%	1,000	0.4%	**5,000**	**1.2%**
On Roadside	35,000	39.5%	1,000	0.5%	**36,000**	**9.8%**
Outside Trafficway	1,000	1.6%	*	*	**1,000**	**0.4%**
Off Roadway, Location Unknown	1,000	1.4%	*	*	**1,000**	**0.3%**
In Parking Lane	17,000	19.6%	*	0.1%	**17,000**	**4.7%**
Gore	*	0.4%	*	*	**	**0.1%**
Separator	*	*	*	*	**	**
Continuous Left-Turn Lane	*	*	*	*	**	**
Unknown	*	0.4%	*	*	**	**0.1%**
Total Property Damage Only Crashes	**88,000**	**100.0%**	**279,000**	**100.0%**	**367,000**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 17. Fatal Crashes Involving Large Trucks by Intersection Type, 2014-2016

Intersection Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,475	72.2%	2,666	73.6%	2,868	74.2%
Four-Way Intersection	662	19.3%	653	18.0%	700	18.1%
T-Intersection	265	7.7%	264	7.3%	262	6.8%
Y-Intersection	14	0.4%	27	0.7%	26	0.7%
Traffic Circle	1	*	0	0.0%	1	*
Roundabout	0	0.0%	0	0.0%	0	0.0%
Five Point, or More	4	0.1%	9	0.2%	2	0.1%
L-Intersection	1	*	2	0.1%	1	*
Unknown	7	0.2%	1	*	4	0.1%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 18. Crashes Involving Large Trucks by Intersection Type and Crash Severity, 2016

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,868	74.2%	64,000	61.7%	234,000	63.6%
Four-Way Intersection	700	18.1%	23,000	21.7%	65,000	17.7%
T-Intersection	262	6.8%	10,000	9.9%	35,000	9.6%
Y-Intersection	26	0.7%	1,000	0.6%	1,000	0.2%
Traffic Circle	1	*	*	*	1,000	0.2%
Roundabout	0	0.0%	*	*	1,000	0.4%
Five Point, or More	2	0.1%	*	0.3%	*	0.1%
L-Intersection	1	*	*	*	*	0.1%
Unknown	4	0.1%	6,000	5.9%	30,000	8.1%
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 19. Fatal Crashes Involving Large Trucks by Weather Conditions, 2014-2016

Weather Conditions	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,363	68.9%	2,510	69.3%	2,733	70.7%
Cloudy	580	16.9%	631	17.4%	562	14.5%
Rain	257	7.5%	276	7.6%	241	6.2%
Sleet, Hail	21	0.6%	17	0.5%	12	0.3%
Snow	104	3.0%	65	1.8%	58	1.5%
Fog, Smog, Smoke	52	1.5%	83	2.3%	53	1.4%
Severe Crosswinds	12	0.3%	3	0.1%	8	0.2%
Blowing Sand, Soil, Dirt	7	0.2%	8	0.2%	4	0.1%
Blowing Snow	12	0.3%	8	0.2%	2	0.1%
Freezing Rain or Drizzle	3	0.1%	3	0.1%	2	0.1%
Other	11	0.3%	8	0.2%	4	0.1%
Unknown	7	0.2%	10	0.3%	185	4.8%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

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

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

Crashes Table 20. Crashes Involving Large Trucks by Weather Conditions and Crash Severity, 2016

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,733	70.7%	72,000	69.0%	267,000	72.7%
Cloudy	562	14.5%	14,000	13.9%	55,000	15.1%
Rain	241	6.2%	14,000	13.8%	31,000	8.5%
Sleet, Hail	12	0.3%	*	0.2%	2,000	0.5%
Snow	58	1.5%	2,000	1.6%	8,000	2.3%
Fog, Smog, Smoke	53	1.4%	1,000	0.6%	2,000	0.5%
Severe Crosswinds	8	0.2%	*	0.4%	1,000	0.2%
Blowing Sand, Soil, Dirt	4	0.1%	*	0.2%	*	0.1%
Blowing Snow	2	0.1%	*	*	*	*
Freezing Rain or Drizzle	2	0.1%	*	0.1%	*	*
Other	4	0.1%	*	*	1,000	0.1%
Unknown	185	4.8%	*	*	*	*
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 21. Fatal Crashes Involving Large Trucks by Road Surface Conditions, 2014-2016

Road Surface Conditions	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,800	81.7%	2,992	82.6%	3,294	85.2%
Wet	406	11.8%	441	12.2%	398	10.3%
Snow	63	1.8%	56	1.5%	47	1.2%
Ice/Frost	102	3.0%	60	1.7%	49	1.3%
Slush	9	0.3%	14	0.4%	7	0.2%
Water (Standing, Moving)	4	0.1%	4	0.1%	7	0.2%
Mud, Dirt, Gravel	2	0.1%	2	0.1%	8	0.2%
Sand	2	0.1%	0	0.0%	2	0.1%
Non-Trafficway Area	14	0.4%	28	0.8%	31	0.8%
Other	5	0.1%	4	0.1%	1	*
Unknown	22	0.6%	21	0.6%	20	0.5%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 22. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2016

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,294	85.2%	82,000	79.1%	300,000	81.7%
Wet	398	10.3%	16,000	15.1%	41,000	11.1%
Snow	47	1.2%	2,000	1.6%	7,000	1.9%
Ice/Frost	49	1.3%	1,000	1.0%	5,000	1.3%
Slush	7	0.2%	*	0.2%	1,000	0.3%
Water (Standing, Moving)	7	0.2%	1,000	0.7%	*	*
Mud, Dirt, Gravel	8	0.2%	*	*	*	0.1%
Sand	2	0.1%	*	*	*	*
Non-Trafficway Area	31	0.8%	1,000	1.1%	10,000	2.7%
Other	1	*	*	0.2%	1,000	0.2%
Unknown	20	0.5%	1,000	1.1%	3,000	0.7%
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

*Less than 0.05 percent.

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

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

Crashes Table 23. Fatal Crashes Involving Large Trucks by Light Conditions, 2014-2016

Light Conditions	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,061	60.1%	2,222	61.3%	2,365	61.2%
Dark, Not Lighted	847	24.7%	858	23.7%	946	24.5%
Dark But Lighted	347	10.1%	365	10.1%	392	10.1%
Dark, Unknown Lighting	12	0.3%	7	0.2%	14	0.4%
Dawn	99	2.9%	115	3.2%	92	2.4%
Dusk	56	1.6%	52	1.4%	50	1.3%
Unknown	7	0.2%	3	0.1%	5	0.1%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**

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

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

Crashes Table 24. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2016

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,365	61.2%	81,000	77.6%	292,000	79.6%
Dark, Not Lighted	946	24.5%	12,000	11.5%	37,000	10.2%
Dark But Lighted	392	10.1%	8,000	7.5%	27,000	7.5%
Dark, Unknown Lighting	14	0.4%	1,000	0.6%	2,000	0.5%
Dawn	92	2.4%	1,000	1.4%	5,000	1.3%
Dusk	50	1.3%	1,000	1.4%	3,000	0.9%
Unknown	5	0.1%	*	*	*	0.1%
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 25. Fatal Crashes by Work Zone, 2014-2016

Work Zone	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Large Trucks						
No	3,246	94.7%	3,447	95.2%	3,680	95.2%
Yes	183	5.3%	175	4.8%	184	4.8%
Construction Zone	*121*	*3.5%*	*123*	*3.4%*	*128*	*3.3%*
Maintenance Zone	*20*	*0.6%*	*22*	*0.6%*	*12*	*0.3%*
Utility Work Zone	*1*	*	*1*	*	*6*	*0.2%*
Work Zone, Type Unknown	*41*	*1.2%*	*29*	*0.8%*	*38*	*1.0%*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**
All Fatal Crashes						
No	29,449	98.0%	31,886	98.0%	33,757	98.0%
Yes	607	2.0%	653	2.0%	682	2.0%
Construction Zone	*396*	*1.3%*	*451*	*1.4%*	*450*	*1.3%*
Maintenance Zone	*66*	*0.2%*	*65*	*0.2%*	*50*	*0.1%*
Utility Work Zone	*7*	*	*8*	*	*14*	*
Work Zone, Type Unknown	*138*	*0.5%*	*129*	*0.4%*	*168*	*0.5%*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**30,056**	**100.0%**	**32,539**	**100.0%**	**34,439**	**100.0%**
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		30.1%		26.8%		27.0%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		11.4%		11.1%		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, 2016

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	3,680	95.2%	101,000	96.8%	348,000	94.6%
Yes	184	4.8%	3,000	3.2%	20,000	5.4%
Construction Zone	*128*	*3.3%*	2,000	2.0%	12,000	3.3%
Maintenance Zone	*12*	*0.3%*	*	*	*	0.1%
Utility Work Zone	*6*	*0.2%*	*	*	*	*
Work Zone, Type Unknown	*38*	*1.0%*	1,000	1.2%	7,000	2.0%
Unknown	0	0.0%	*	*	*	*
Total	**3,864**	**100.0%**	**104,000**	**100.0%**	**367,000**	**100.0%**
All Crashes						
No	33,757	98.0%	2,136,000	98.1%	4,949,000	97.7%
Yes	682	2.0%	42,000	1.9%	116,000	2.3%
Construction Zone	*450*	*1.3%*	15,000	0.7%	52,000	1.0%
Maintenance Zone	*50*	*0.1%*	2,000	0.1%	4,000	0.1%
Utility Work Zone	*14*	*	1,000	*	2,000	*
Work Zone, Type Unknown	*168*	*0.5%*	23,000	1.1%	58,000	1.1%
Unknown	0	0.0%	*	*	*	*
Total	**34,439**	**100.0%**	**2,177,000**	**100.0%**	**5,065,000**	**100.0%**
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		27.0%		8.0%		17.0%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		11.2%		4.8%		7.3%

*Less than 0.05 percent.

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

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

Crashes Table 27. Fatal Crashes Involving Large Trucks per State Population, 2010 and 2016

State	2010			2016		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2016 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	119	4,863,300	24.47
Alaska	5	710,231	7.04	4	741,894	5.39
Arizona	52	6,392,017	8.14	69	6,931,071	9.96
Arkansas	74	2,915,918	25.38	60	2,988,248	20.08
California	219	37,253,956	5.88	293	39,250,017	7.46
Colorado	42	5,029,196	8.35	82	5,540,545	14.80
Connecticut	23	3,574,097	6.44	29	3,576,452	8.11
Delaware	9	897,934	10.02	9	952,065	9.45
District of Columbia	3	601,723	4.99	0	681,170	0.00
Florida	170	18,801,310	9.04	260	20,612,439	12.61
Georgia	138	9,687,653	14.24	169	10,310,371	16.39
Hawaii	4	1,360,301	2.94	5	1,428,557	3.50
Idaho	15	1,567,582	9.57	32	1,683,140	19.01
Illinois	100	12,830,632	7.79	135	12,801,539	10.55
Indiana	101	6,483,802	15.58	100	6,633,053	15.08
Iowa	79	3,046,355	25.93	56	3,134,693	17.86
Kansas	68	2,853,118	23.83	62	2,907,289	21.33
Kentucky	84	4,339,367	19.36	92	4,436,974	20.73
Louisiana	88	4,533,372	19.41	79	4,681,666	16.87
Maine	13	1,328,361	9.79	14	1,331,479	10.51
Maryland	39	5,773,552	6.75	58	6,016,447	9.64
Massachusetts	19	6,547,629	2.90	24	6,811,779	3.52
Michigan	80	9,883,640	8.09	94	9,928,300	9.47
Minnesota	74	5,303,925	13.95	50	5,519,952	9.06
Mississippi	52	2,967,297	17.52	71	2,988,726	23.76
Missouri	76	5,988,927	12.69	104	6,093,000	17.07
Montana	12	989,415	12.13	20	1,042,520	19.18
Nebraska	45	1,826,341	24.64	40	1,907,116	20.97
Nevada	15	2,700,551	5.55	26	2,940,058	8.84
New Hampshire	6	1,316,470	4.56	5	1,334,795	3.75
New Jersey	52	8,791,894	5.91	55	8,944,469	6.15
New Mexico	41	2,059,179	19.91	31	2,081,015	14.90
New York	111	19,378,102	5.73	98	19,745,289	4.96
North Carolina	98	9,535,483	10.28	144	10,146,788	14.19
North Dakota	14	672,591	20.82	12	757,952	15.83
Ohio	114	11,536,504	9.88	112	11,614,373	9.64
Oklahoma	87	3,751,351	23.19	114	3,923,561	29.06
Oregon	42	3,831,074	10.96	49	4,093,465	11.97
Pennsylvania	152	12,702,379	11.97	143	12,784,227	11.19
Rhode Island	2	1,052,567	1.90	2	1,056,426	1.89
South Carolina	57	4,625,364	12.32	95	4,961,119	19.15
South Dakota	19	814,180	23.34	5	865,454	5.78
Tennessee	82	6,346,105	12.92	104	6,651,194	15.64
Texas	349	25,145,561	13.88	484	27,862,596	17.37
Utah	27	2,763,885	9.77	18	3,051,217	5.90
Vermont	9	625,741	14.38	7	624,594	11.21
Virginia	72	8,001,024	9.00	81	8,411,808	9.63
Washington	27	6,724,540	4.02	48	7,288,000	6.59
West Virginia	39	1,852,994	21.05	23	1,831,102	12.56
Wisconsin	51	5,686,986	8.97	59	5,778,708	10.21
Wyoming	19	563,626	33.71	19	585,501	32.45
Total	**3,271**	**308,745,538**	**10.59**	**3,864**	**323,127,513**	**11.96**

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

Sources: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). State Populations: U.S. Census Bureau, 2010 Census Resident Population Data; 2016 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2016.

Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2014-2016

Number of Vehicles Involved	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	715	20.9%	719	19.9%	840	21.7%
Two vehicles	2,170	63.3%	2,318	64.0%	2,388	61.8%
Three vehicles	381	11.1%	378	10.4%	428	11.1%
Four vehicles	86	2.5%	112	3.1%	101	2.6%
Five vehicles	31	0.9%	42	1.2%	59	1.5%
Six vehicles	23	0.7%	10	0.3%	20	0.5%
Seven vehicles	6	0.2%	18	0.5%	14	0.4%
Eight vehicles	8	0.2%	6	0.2%	5	0.1%
Nine vehicles	3	0.1%	8	0.2%	3	0.1%
Ten or more vehicles	6	0.2%	11	0.3%	6	0.2%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**
Average number of vehicles involved	2.06		2.12		2.07	

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

Crashes Table 29. All Fatal Crashes by Number of Vehicles Involved, 2014-2016

Number of Vehicles Involved	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	17,930	59.7%	18,905	58.1%	20,094	58.3%
Two vehicles	10,182	33.9%	11,434	35.1%	11,933	34.6%
Three vehicles	1,472	4.9%	1,640	5.0%	1,816	5.3%
Four vehicles	307	1.0%	353	1.1%	379	1.1%
Five vehicles	91	0.3%	107	0.3%	133	0.4%
Six vehicles	42	0.1%	47	0.1%	43	0.1%
Seven vehicles	12	*	24	0.1%	23	0.1%
Eight vehicles	8	*	9	*	6	*
Nine vehicles	3	*	9	*	5	*
Ten or more vehicles	9	*	11	*	7	*
Total	**30,056**	**100.0%**	**32,539**	**100.0%**	**34,439**	**100.0%**
Average number of vehicles involved	1.50		1.52		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, 2014-2016

Number of Fatalities	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
One fatality	3,078	89.8%	3,263	90.1%	3,510	90.8%
Two fatalities	268	7.8%	286	7.9%	285	7.4%
Three fatalities	57	1.7%	48	1.3%	48	1.2%
Four fatalities	15	0.4%	13	0.4%	15	0.4%
Five fatalities	8	0.2%	9	0.2%	3	0.1%
Six fatalities	1	*	3	0.1%	3	0.1%
Seven fatalities	1	*	0	0.0%	0	0.0%
Eight or more fatalities	1	*	0	0.0%	0	0.0%
Total	**3,429**	**100.0%**	**3,622**	**100.0%**	**3,864**	**100.0%**
Average number of fatalities	1.14		1.13		1.12	

*Less than 0.05 percent.

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

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

Crashes Table 31. All Fatal Crashes by Number of Fatalities, 2014-2016

Number of Fatalities	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
One fatality	27,907	92.9%	30,171	92.7%	31,984	92.9%
Two fatalities	1,774	5.9%	1,955	6.0%	2,033	5.9%
Three fatalities	262	0.9%	300	0.9%	315	0.9%
Four fatalities	75	0.2%	78	0.2%	80	0.2%
Five fatalities	30	0.1%	24	0.1%	19	0.1%
Six fatalities	6	*	9	*	7	*
Seven fatalities	1	*	0	0.0%	0	0.0%
Eight or more fatalities	1	*	2	*	1	*
Total	**30,056**	**100.0%**	**32,539**	**100.0%**	**34,439**	**100.0%**
Average number of fatalities	1.09		1.09		1.09	

*Less than 0.05 percent.

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

Vehicles

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

- In 2016, 4,213 large trucks were involved in fatal crashes. According to MCMIS, 55,633 large trucks were involved in injury crashes, and 99,911 were involved in towaway crashes.
- Hazardous materials (HM) cargo was present on 4 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 16 percent of the placarded trucks in fatal and nonfatal crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 60 percent of the HM releases from cargo compartments in fatal crashes and 52 percent of the HM releases in nonfatal crashes.
- “Collision with vehicle in transport” was recorded as the most harmful event for 74 percent of the large trucks involved in fatal crashes and for 76 percent of the large trucks involved in nonfatal crashes.
- The critical precrash event for 73 percent of the large trucks in fatal crashes was another vehicle, person, animal, or object in the large truck’s lane or encroaching into it. Twenty-three percent of the large trucks in fatal crashes had critical precrash events of their own movement or loss of control.
- Singles (truck tractors pulling a single semi-trailer) accounted for 62 percent of the large trucks involved in fatal crashes in 2016; doubles (tractors pulling two trailers) made up 3 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for less than 0.1 percent of all large trucks involved in fatal crashes.
- Vehicle-related factors were coded for 5 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. “Other Working Vehicle” and “Tires” were the most common vehicle-related factors for large trucks in fatal crashes, at 2 percent and 1 percent, respectively. “Tires” was the most frequently coded vehicle-related factor for passenger vehicles in fatal crashes, at 1 percent.

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2014-2016

Vehicle Configuration	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	569	15.2%	623	15.3%	713	16.9%
Single-Unit, 3— Axles	437	11.7%	398	9.8%	435	10.3%
Truck/Trailer(s)	189	5.0%	137	3.4%	178	4.2%
Truck Tractor (Bobtail)	73	1.9%	75	1.8%	71	1.7%
Tractor/Semi-trailer	2,344	62.5%	2,665	65.4%	2,617	62.1%
Tractor/Double	93	2.5%	119	2.9%	112	2.7%
Tractor/Triple	4	0.1%	5	0.1%	2	*
Unknown	40	1.1%	52	1.3%	85	2.0%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

*Less than 0.05 percent.

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

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

Vehicles Table 2. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2016

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	713	16.9%	12,391	22.3%	20,557	20.6%
Single-Unit, 3— Axles	435	10.3%	7,337	13.2%	11,193	11.2%
Truck/Trailer(s)	178	4.2%	4,622	8.3%	8,375	8.4%
Truck Tractor (Bobtail)	71	1.7%	2,120	3.8%	3,690	3.7%
Tractor/Semi-trailer	2,617	62.1%	26,558	47.7%	51,246	51.3%
Tractor/Double	112	2.7%	846	1.5%	2,070	2.1%
Tractor/Triple	2	*	38	0.1%	86	0.1%
Light Truck (HM Placard)	—	—	6	*	23	*
Unknown	85	2.0%	1,434	2.6%	2,266	2.3%
Missing	—	—	281	0.5%	405	0.4%
Total	**4,213**	**100.0%**	**55,633**	**100.0%**	**99,911**	**100.0%**

*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, 2014-2016

Cargo Body Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,588	42.4%	1,829	44.9%	1,897	45.0%
Cargo Tank	366	9.8%	372	9.1%	345	8.2%
Flatbed	461	12.3%	418	10.3%	437	10.4%
Dump	325	8.7%	369	9.1%	367	8.7%
Concrete Mixer	35	0.9%	33	0.8%	38	0.9%
Auto Transporter	28	0.7%	31	0.8%	31	0.7%
Garbage/Refuse	107	2.9%	93	2.3%	92	2.2%
Grain, Gravel, etc.	134	3.6%	146	3.6%	149	3.5%
Pole	9	0.2%	11	0.3%	13	0.3%
Log	73	1.9%	95	2.3%	80	1.9%
Intermodal Container Chassis	35	0.9%	40	1.0%	37	0.9%
Vehicle Towing Another Vehicle	5	0.1%	10	0.2%	17	0.4%
No Cargo Body	144	3.8%	135	3.3%	173	4.1%
Other	260	6.9%	279	6.8%	302	7.2%
Unknown	179	4.8%	213	5.2%	235	5.6%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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

Vehicles Table 4. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2016

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,897	45.0%	22,660	40.7%	44,321	44.4%
Cargo Tank	345	8.2%	3,144	5.7%	5,206	5.2%
Flatbed	437	10.4%	6,389	11.5%	11,499	11.5%
Dump	367	8.7%	5,483	9.9%	8,206	8.2%
Concrete Mixer	38	0.9%	622	1.1%	838	0.8%
Auto Transporter	31	0.7%	646	1.2%	1,432	1.4%
Garbage/Refuse	92	2.2%	1,485	2.7%	2,356	2.4%
Grain, Gravel, etc.	149	3.5%	1,354	2.4%	2,129	2.1%
Pole	13	0.3%	199	0.4%	315	0.3%
Log	80	1.9%	800	1.4%	1,039	1.0%
Intermodal Container Chassis	37	0.9%	627	1.1%	1,082	1.1%
Vehicle Towing Another Vehicle	17	0.4%	415	0.7%	668	0.7%
No Cargo Body	173	4.1%	2,071	3.7%	3,830	3.8%
Other	302	7.2%	9,323	16.8%	16,433	16.4%
Unknown	235	5.6%	415	0.7%	557	0.6%
Total	**4,213**	**100.0%**	**55,633**	**100.0%**	**99,911**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the 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, 2014-2016

	2014		2015		2016	
Gross Vehicle Weight Rating	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	548	14.6%	564	13.8%	703	16.7%
≥26,001 lb	3,195	85.2%	3,502	86.0%	3,501	83.1%
Unknown	6	0.2%	8	0.2%	9	0.2%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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

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

Vehicles Table 6. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2016

	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
Gross Vehicle Weight Rating	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	87	0.2%	129	0.1%
10,001 - 26,000 lb	703	16.7%	12,907	23.2%	21,606	21.6%
≥26,001 lb	3,501	83.1%	42,592	76.6%	78,128	78.2%
Unknown	9	0.2%	47	0.1%	48	*
Total	**4,213**	**100.0%**	**55,633**	**100.0%**	**99,911**	**100.0%**

*Less than 0.05 percent.

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the 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, 2014-2016

	2014		2015		2016	
Truck Weight Rating	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	0	0.0%	1	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb	2	0.1%	5	0.1%	4	0.1%
Class 3: 10,001 - 14,000 lb	155	4.1%	144	3.5%	232	5.5%
Class 4: 14,001 - 16,000 lb	70	1.9%	70	1.7%	97	2.3%
Class 5: 16,001 - 19,500 lb	79	2.1%	85	2.1%	99	2.3%
Class 6: 19,501 - 26,000 lb	221	5.9%	221	5.4%	255	6.1%
Class 7: 26,001 - 33,000 lb	235	6.3%	257	6.3%	234	5.6%
Class 8: > 33,000 lb	2,902	77.4%	3,191	78.3%	3,186	75.6%
Unknown	85	2.3%	100	2.5%	106	2.5%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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, 2014-2016

HM Cargo	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Yes	112	3.0%	135	3.3%	151	3.6%
No	3,637	97.0%	3,939	96.7%	4,062	96.4%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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

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

Vehicles Table 9. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2016

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	151	3.6%	1,230	2.2%	2,165	2.2%
No	4,062	96.4%	41,855	75.2%	72,533	72.6%
Unknown	0	0.0%	12,548	22.6%	25,213	25.2%
Total	**4,213**	**100.0%**	**55,633**	**100.0%**	**99,911**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the 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, 2014-2016

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2014								
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%**
Total	**36**	**100.0%**	**67**	**100.0%**	**9**	**100.0%**	**112**	**100.0%**
2015								
Explosives	1	3.0%	1	1.1%	0	0.0%	**2**	**1.5%**
Gases	4	12.1%	17	19.1%	0	0.0%	**21**	**15.6%**
Flammable Liquids	22	66.7%	57	64.0%	7	53.8%	**86**	**63.7%**
Flammable Solids	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Oxidizing Substances	0	0.0%	2	2.2%	0	0.0%	**2**	**1.5%**
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	6.7%	0	0.0%	**8**	**5.9%**
Miscellaneous Dangerous Goods	0	0.0%	2	2.2%	0	0.0%	**2**	**1.5%**
Unknown	4	12.1%	4	4.5%	6	46.2%	**14**	**10.4%**
Total	**33**	**100.0%**	**89**	**100.0%**	**13**	**100.0%**	**135**	**100.0%**
2016								
Explosives	3	4.6%	0	0.0%	0	0.0%	**3**	**2.0%**
Gases	5	7.7%	9	11.8%	0	0.0%	**14**	**9.3%**
Flammable Liquids	39	60.0%	47	61.8%	3	30.0%	**89**	**58.9%**
Flammable Solids	1	1.5%	0	0.0%	0	0.0%	**1**	**0.7%**
Oxidizing Substances	2	3.1%	1	1.3%	1	10.0%	**4**	**2.6%**
Poisonous and Infectious Substances	0	0.0%	2	2.6%	1	10.0%	**3**	**2.0%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	9	13.8%	7	9.2%	0	0.0%	**16**	**10.6%**
Miscellaneous Dangerous Goods	3	4.6%	4	5.3%	0	0.0%	**7**	**4.6%**
Unknown	3	4.6%	6	7.9%	5	50.0%	**14**	**9.3%**
Total	**65**	**100.0%**	**76**	**100.0%**	**10**	**100.0%**	**151**	**100.0%**

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

Vehicles Table 11. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2016

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes								
Explosives	3	4.6%	0	0.0%	0	0.0%	**3**	**2.0%**
Gases	5	7.7%	9	11.8%	0	0.0%	**14**	**9.3%**
Flammable Liquids	39	60.0%	47	61.8%	3	30.0%	**89**	**58.9%**
Flammable Solids	1	1.5%	0	0.0%	0	0.0%	**1**	**0.7%**
Oxidizing Substances	2	3.1%	1	1.3%	1	10.0%	**4**	**2.6%**
Poisonous and Infectious Substances	0	0.0%	2	2.6%	1	10.0%	**3**	**2.0%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	9	13.8%	7	9.2%	0	0.0%	**16**	**10.6%**
Miscellaneous Dangerous Goods	3	4.6%	4	5.3%	0	0.0%	**7**	**4.6%**
Unknown	3	4.6%	6	7.9%	5	50.0%	**14**	**9.3%**
Total Fatal Crashes	**65**	**100.0%**	**76**	**100.0%**	**10**	**100.0%**	**151**	**100.0%**
Nonfatal Crashes (MCMIS Data)								
Explosives	17	3.3%	78	3.2%	18	3.5%	**113**	**3.3%**
Gases	57	11.2%	422	17.5%	86	16.5%	**565**	**16.4%**
Flammable Liquids	266	52.4%	1,182	49.0%	275	52.9%	**1,723**	**50.1%**
Flammable Solids	5	1.0%	24	1.0%	8	1.5%	**37**	**1.1%**
Oxidizing Substances	4	0.8%	24	1.0%	8	1.5%	**36**	**1.0%**
Poisonous and Infectious Substances	4	0.8%	20	0.8%	3	0.6%	**27**	**0.8%**
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
Corrosives	36	7.1%	206	8.5%	52	10.0%	**294**	**8.5%**
Miscellaneous Dangerous Goods	40	7.9%	195	8.1%	27	5.2%	**262**	**7.6%**
Unknown	79	15.6%	262	10.9%	43	8.3%	**384**	**11.2%**
Total Nonfatal Crashes	**508**	**100.0%**	**2,413**	**100.0%**	**520**	**100.0%**	**3,441**	**100.0%**

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration, 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, 2014-2016

Initial Point of Impact	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Front	2,152	57.4%	2,276	55.9%	2,387	56.7%
Rear	677	18.1%	807	19.8%	759	18.0%
Left	375	10.0%	421	10.3%	430	10.2%
Right	238	6.3%	250	6.1%	262	6.2%
Non-Collision	160	4.3%	158	3.9%	195	4.6%
Other	71	1.9%	79	1.9%	86	2.0%
Unknown	76	2.0%	83	2.0%	94	2.2%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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

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

Vehicles Table 13. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2016

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,387	56.7%	54,000	49.4%	156,000	40.3%
Rear	759	18.0%	24,000	21.7%	99,000	25.5%
Left	430	10.2%	14,000	13.1%	51,000	13.2%
Right	262	6.2%	11,000	9.7%	55,000	14.2%
Non-Collision	195	4.6%	5,000	4.8%	9,000	2.3%
Other	86	2.0%	2,000	1.4%	18,000	4.5%
Unknown	94	2.2%	*	*	*	*
Total	**4,213**	**100.0%**	**110,000**	**100.0%**	**388,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2014-2016

Most Harmful Event	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,744	73.2%	3,053	74.9%	3,110	73.8%
Collision with Fixed Object	161	4.3%	160	3.9%	174	4.1%
Collision with Pedestrian	277	7.4%	300	7.4%	324	7.7%
Overturn (Rollover)	258	6.9%	273	6.7%	285	6.8%
Collision with Pedalcycle or Other Personal Conveyance	71	1.9%	64	1.6%	94	2.2%
Collision with Parked Motor Vehicle	25	0.7%	19	0.5%	22	0.5%
Collision with Train	18	0.5%	4	0.1%	14	0.3%
Collision with Other Object	54	1.4%	60	1.5%	60	1.4%
Collision with Animal	0	0.0%	1	*	0	0.0%
Jackknife	1	*	3	0.1%	0	0.0%
Explosion/Fire	110	2.9%	110	2.7%	100	2.4%
Cargo/Equipment Loss or Shift	9	0.2%	6	0.1%	4	0.1%
Other	16	0.4%	21	0.5%	17	0.4%
Unknown	5	0.1%	0	0.0%	9	0.2%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

*Less than 0.05 percent.

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

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

Vehicles Table 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2016

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,110	73.8%	92,000	83.4%	288,000	74.3%
Collision with Fixed Object	174	4.1%	5,000	4.8%	42,000	10.8%
Collision with Pedestrian	324	7.7%	1,000	0.9%	*	*
Overturn (Rollover)	285	6.8%	7,000	6.5%	8,000	2.0%
Collision with Pedalcycle or Other Personal Conveyance	94	2.2%	1,000	0.9%	*	*
Collision with Parked Motor Vehicle	22	0.5%	1,000	1.3%	23,000	6.0%
Collision with Train	14	0.3%	*	*	*	*
Collision with Other Object	60	1.4%	2,000	1.5%	15,000	3.7%
Collision with Animal	0	0.0%	*	0.3%	9,000	2.4%
Jackknife	0	0.0%	*	0.1%	1,000	0.2%
Explosion/Fire	100	2.4%	*	*	1,000	0.3%
Cargo/Equipment Loss or Shift	4	0.1%	*	*	1,000	0.2%
Other	17	0.4%	*	0.3%	*	*
Unknown	9	0.2%	*	*	1,000	0.2%
Total	**4,213**	**100.0%**	**110,000**	**100.0%**	**388,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 16. Large Trucks in Fatal Crashes by Jackknife Occurrence, 2014-2016

Jackknife	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,096	29.2%	1,114	27.3%	1,273	30.2%
No	2,460	65.6%	2,734	67.1%	2,746	65.2%
Yes	193	5.1%	226	5.5%	194	4.6%
First Event	*43*	*1.1%*	*39*	*1.0%*	*33*	*0.8%*
Subsequent Event	*150*	*4.0%*	*187*	*4.6%*	*161*	*3.8%*
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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

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

Vehicles Table 17. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2016

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,273	30.2%	53,000	48.3%	193,000	49.7%
No	2,746	65.2%	55,000	50.0%	192,000	49.5%
Yes	194	4.6%	2,000	1.8%	3,000	0.7%
First Event	*33*	*0.8%*	*1,000*	*0.7%*	*2,000*	*0.5%*
Subsequent Event	*161*	*3.8%*	*1,000*	*1.1%*	*1,000*	*0.3%*
Total	**4,213**	**100.0%**	**110,000**	**100.0%**	**388,000**	**100.0%**

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

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

Vehicles Table 18. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type, 2014-2016

Crash Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	88	4.7%	87	4.3%	90	4.5%
Passenger Vehicle Rear-Ending Large Truck	282	14.9%	336	16.7%	321	15.9%
Large Truck Crossing Center Median (Head-On)	39	2.1%	34	1.7%	44	2.2%
Passenger Vehicle Crossing Center Median (Head-On)	293	15.5%	344	17.1%	337	16.7%
Large Truck Striking Passenger Vehicle (Other)	717	38.0%	725	36.1%	729	36.2%
Passenger Vehicle Striking Large Truck (Other)	344	18.2%	349	17.4%	342	17.0%
Other Collision	126	6.7%	134	6.7%	151	7.5%
Total	**1,889**	**100.0%**	**2,009**	**100.0%**	**2,014**	**100.0%**

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

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, 2016

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	90	4.5%	11,000	16.8%	29,000	12.3%
Passenger Vehicle Rear-Ending Large Truck	321	15.9%	10,000	14.6%	25,000	10.2%
Large Truck Crossing Center Median (Head-On)	44	2.2%	*	*	*	*
Passenger Vehicle Crossing Center Median (Head-On)	337	16.7%	1,000	1.7%	*	0.1%
Large Truck Striking Passenger Vehicle (Other)	729	36.2%	21,000	31.9%	74,000	30.8%
Passenger Vehicle Striking Large Truck (Other)	342	17.0%	15,000	22.1%	67,000	28.0%
Other Collision	151	7.5%	8,000	12.9%	44,000	18.4%
Total	**2,014**	**100.0%**	**66,000**	**100.0%**	**240,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 20. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2016

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	90	63	70.0%	65	72.2%
Passenger Vehicle Rear-Ending Large Truck	321	94	29.3%	282	87.9%
Large Truck Crossing Center Median (Head-On)	44	39	88.6%	23	52.3%
Passenger Vehicle Crossing Center Median (Head-On)	337	60	17.8%	327	97.0%
Large Truck Striking Passenger Vehicle (Other)	729	238	32.6%	644	88.3%
Passenger Vehicle Striking Large Truck (Other)	342	155	45.3%	266	77.8%
Other Collision	151	60	39.7%	123	81.5%
Total	**2,014**	**709**	**35.2%**	**1,730**	**85.9%**

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, 2014-2016

Vehicle Age	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	88	2.3%	120	2.9%	93	2.2%
Model Year Same as Crash Year	263	7.0%	396	9.7%	459	10.9%
1 to 5 Years	1,035	27.6%	1,135	27.9%	1,324	31.4%
6 to 10 Years	1,190	31.7%	1,161	28.5%	942	22.4%
11 to 15 Years	654	17.4%	633	15.5%	623	14.8%
16 to 20 Years	324	8.6%	369	9.1%	485	11.5%
21 to 25 Years	87	2.3%	117	2.9%	155	3.7%
26 Years or Older	74	2.0%	87	2.1%	92	2.2%
Model Year Unknown	34	0.9%	56	1.4%	40	0.9%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**
Average Vehicle Age (Years)	8.17		8.07		8.10	

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, 2014-2016

Vehicle Age	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	190	0.4%	244	0.5%	202	0.4%
Model Year Same as Crash Year	1,696	3.8%	2,049	4.1%	2,149	4.1%
1 to 5 Years	8,833	19.7%	10,475	21.2%	11,772	22.5%
6 to 10 Years	13,508	30.1%	13,349	27.0%	12,082	23.1%
11 to 15 Years	11,813	26.3%	12,732	25.7%	13,791	26.4%
16 to 20 Years	5,306	11.8%	6,366	12.9%	7,356	14.1%
21 to 25 Years	1,656	3.7%	2,046	4.1%	2,406	4.6%
26 Years or Older	1,001	2.2%	1,082	2.2%	1,214	2.3%
Model Year Unknown	947	2.1%	1,134	2.3%	1,259	2.4%
Total	**44,950**	**100.0%**	**49,477**	**100.0%**	**52,231**	**100.0%**
Average Vehicle Age (Years)	10.2		10.3		10.5	

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

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

Vehicles Table 23. Large Trucks in Fatal Crashes by Issuing Authority and Body Type, 2014-2016

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
2014										
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)[a]	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%**
Total	**1,054**	**100.0%**	**2,524**	**100.0%**	**129**	**100.0%**	**42**	**100.0%**	**3,749**	**100.0%**
2015										
FARS State Code	138	13.6%	316	11.0%	2	1.5%	0	0.0%	**456**	**11.2%**
US DOT	570	56.2%	2,349	81.5%	21	15.8%	19	42.2%	**2,959**	**72.6%**
MC/MX (ICC)[a]	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	14.4%	47	1.6%	93	69.9%	9	20.0%	**295**	**7.2%**
Unknown	157	15.5%	164	5.7%	17	12.8%	16	35.6%	**354**	**8.7%**
Total	**1,015**	**100.0%**	**2,881**	**100.0%**	**133**	**100.0%**	**45**	**100.0%**	**4,074**	**100.0%**
2016										
FARS State Code	150	13.0%	294	10.4%	2	1.1%	10	14.9%	**456**	**10.8%**
US DOT	604	52.3%	2,335	82.9%	16	9.1%	18	26.9%	**2,973**	**70.6%**
MC/MX (ICC)[a]	5	0.4%	10	0.4%	1	0.6%	0	0.0%	**16**	**0.4%**
Canada	0	0.0%	2	*	0	0.0%	0	0.0%	**2**	** **
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
None	217	18.8%	44	1.6%	130	74.3%	18	26.9%	**409**	**9.7%**
Unknown	178	15.4%	132	4.7%	26	14.9%	21	31.3%	**357**	**8.5%**
Total	**1,154**	**100.0%**	**2,817**	**100.0%**	**175**	**100.0%**	**67**	**100.0%**	**4,213**	**100.0%**

*Less than 0.05 percent.

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

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

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

Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2014-2016

Vehicle Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,608	22.8%	1,715	22.3%	1,785	22.3%
Light Truck	1,432	20.3%	1,615	21.0%	1,668	20.8%
Large Truck	3,749	53.1%	4,074	53.0%	4,213	52.6%
Bus	8	0.1%	17	0.2%	10	0.1%
Motorcycle	222	3.1%	233	3.0%	277	3.5%
Other/Unknown	44	0.6%	33	0.4%	51	0.6%
Total	**7,063**	**100.0%**	**7,687**	**100.0%**	**8,004**	**100.0%**

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convert bles, 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, 2016

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,785	22.3%	63,000	28.4%	163,000	24.3%
Light Truck	1,668	20.8%	44,000	20.1%	110,000	16.4%
Large Truck	4,213	52.6%	110,000	49.9%	388,000	57.8%
Bus	10	0.1%	*	0.2%	4,000	0.6%
Motorcycle	277	3.5%	1,000	0.6%	1,000	0.1%
Other/Unknown	51	0.6%	2,000	0.8%	5,000	0.8%
Total	**8,004**	**100.0%**	**220,000**	**100.0%**	**670,000**	**100.0%**

*Less than 500.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convert bles, 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 (NHTSA), Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: NHTSA, Crash Report Sampling System (CRSS).

Vehicles Table 26. Parked and Working Large Truck Fatal Crash Statistics, 2014-2016

Crash Statistic	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	163	4.6%	182	4.8%	171	4.3%
Fatal Crashes Involving Large Trucks In Transport	3,429	96.3%	3,622	96.0%	3,864	96.4%
Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks[a]	**3,562**	**—**	**3,774**	**—**	**4,008**	**—**
Parked or Working Large Trucks Involved in Fatal Crashes	169	4.3%	193	4.5%	183	4.2%
Large Trucks In Transport Involved in Fatal Crashes	3,749	95.7%	4,074	95.5%	4,213	95.8%
Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes	**3,918**	**100.0%**	**4,267**	**100.0%**	**4,396**	**100.0%**
Occupant Fatalities in Parked or Working Large Trucks	3	0.5%	3	0.4%	2	0.3%
Occupant Fatalities in Large Trucks In Transport	656	99.5%	665	99.6%	722	99.7%
Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks	**659**	**100.0%**	**668**	**100.0%**	**724**	**100.0%**
Fatalities in Crashes Involving Parked or Working Large Trucks	190	4.7%	203	4.8%	190	4.2%
Fatalities in Crashes Involving Large Trucks In Transport	3,908	96.3%	4,094	96.0%	4,317	96.4%
Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks[a]	**4,058**	**—**	**4,264**	**—**	**4,479**	**—**

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

— Not applicable.

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

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

Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2014-2016

Critical Precrash Event[a]	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control[b]	155	4.1%	148	3.6%	163	3.9%
Large Truck's Movement[c]	692	18.5%	700	17.2%	827	19.6%
Other Vehicle in Large Truck's Lane[d]	987	26.3%	1,151	28.3%	1,103	26.2%
Other Vehicle's Encroachment into Large Truck's Lane[e]	1,417	37.8%	1,562	38.3%	1,593	37.8%
Pedestrian	251	6.7%	262	6.4%	287	6.8%
Pedalcyclist	56	1.5%	55	1.4%	73	1.7%
Animal	7	0.2%	6	0.1%	5	0.1%
Foreign Object	31	0.8%	14	0.3%	26	0.6%
Other/Unknown	153	4.1%	176	4.3%	136	3.2%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

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

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

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

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

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

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

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

Vehicles Table 28. Large Trucks in Crashes by Critical Precrash Event and Crash Severity, 2016

Critical Precrash Event[a]	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control[b]	163	3.9%	3,000	3.0%	7,000	1.8%
Large Truck's Movement[c]	827	19.6%	33,000	30.2%	169,000	43.5%
Other Vehicle in Large Truck's Lane[d]	1,103	26.2%	39,000	35.2%	78,000	20.1%
Other Vehicle's Encroachment into Large Truck's Lane[e]	1,593	37.8%	29,000	26.2%	91,000	23.5%
Pedestrian	287	6.8%	1,000	0.9%	*	*
Pedalcyclist	73	1.7%	1,000	0.7%	*	*
Animal	5	0.1%	1,000	0.7%	10,000	2.7%
Foreign Object	26	0.6%	*	0.1%	4,000	1.0%
Other/Unknown	136	3.2%	3,000	3.0%	28,000	7.3%
Total	**4,213**	**100.0%**	**110,000**	**100.0%**	**388,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

[a]The critical precrash event is defined as the event which made this crash imminent (i.e., something occurred which made the collision poss ble).

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

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

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

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

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

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

Vehicles Table 29. Large Trucks in Fatal Crashes by Manner of Collision, 2014-2016

Manner of Collision	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	966	25.8%	978	24.0%	1,086	25.8%
Front-to-Rear	842	22.5%	1,053	25.8%	986	23.4%
Front-to-Front	519	13.8%	577	14.2%	614	14.6%
Angle	1,093	29.2%	1,119	27.5%	1,150	27.3%
Sideswipe, Same Direction	124	3.3%	159	3.9%	146	3.5%
Sideswipe, Opposite Direction	146	3.9%	118	2.9%	164	3.9%
Rear-to-Side	13	0.3%	20	0.5%	24	0.6%
Rear-to-Rear	0	0.0%	0	0.0%	1	*
Other	31	0.8%	39	1.0%	33	0.8%
Not Reported	11	0.3%	3	0.1%	1	*
Unknown	4	0.1%	8	0.2%	8	0.2%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

*Less than 0.05 percent.

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

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

Vehicles Table 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2016

Manner of Collision	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	1,086	25.8%	18,000	16.8%	93,000	24.0%
Front-to-Rear	986	23.4%	39,000	35.3%	88,000	22.7%
Front-to-Front	614	14.6%	4,000	3.3%	3,000	0.9%
Angle	1,150	27.3%	23,000	21.0%	55,000	14.1%
Sideswipe, Same Direction	146	3.5%	19,000	17.0%	115,000	29.5%
Sideswipe, Opposite Direction	164	3.9%	3,000	2.7%	13,000	3.3%
Rear-to-Side	24	0.6%	1,000	0.9%	7,000	1.9%
Rear-to-Rear	1	*	*	*	1,000	0.2%
Other	33	0.8%	2,000	1.5%	10,000	2.7%
Not Reported	1	*	1,000	0.8%	2,000	0.5%
Unknown	8	0.2%	1,000	0.6%	1,000	0.2%
Total	**4,213**	**100.0%**	**110,000**	**100.0%**	**388,000**	**100.0%**

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2014-2016

Vehicle-Related Factors	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	52	1.4%	98	2.4%	65	1.5%
Tires	51	1.4%	50	1.2%	53	1.3%
Brake System	42	1.1%	46	1.1%	36	0.9%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	15	0.4%	15	0.4%	11	0.3%
Power Train	8	0.2%	7	0.2%	10	0.2%
Other Lights	5	0.1%	1	*	6	0.1%
Vehicle Contributing Factors - No Details	8	0.2%	7	0.2%	4	0.1%
Truck Coupling / Trailer Hitch / Safety Chains	7	0.2%	2	*	4	0.1%
Steering	3	0.1%	1	*	4	0.1%
Police, Fire, or EMS Vehicle at Scene	3	0.1%	5	0.1%	3	0.1%
Signal Lights	0	0.0%	1	*	3	0.1%
Body, Doors	1	*	1	*	3	0.1%
Headlights	1	*	0	0.0%	3	0.1%
At Least One Vehicle-Related Factor Recorded	214	5.7%	262	6.4%	215	5.1%
No Vehicle-Related Factors Recorded	3,535	94.3%	3,812	93.6%	3,998	94.9%
Total	**3,749**	**100.0%**	**4,074**	**100.0%**	**4,213**	**100.0%**

*Less than 0.05 percent.

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

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

Vehicles Table 32. Large Trucks in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2016

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)	10	1.2%	55	1.6%	**65**	**1.5%**
Tires	30	3.6%	23	0.7%	**53**	**1.3%**
Brake System	16	1.9%	20	0.6%	**36**	**0.9%**
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	3	0.4%	8	0.2%	**11**	**0.3%**
Power Train	1	0.1%	9	0.3%	**10**	**0.2%**
Other Lights	2	0.2%	4	0.1%	**6**	**0.1%**
Vehicle Contributing Factors - No Details	1	0.1%	3	0.1%	**4**	**0.1%**
Truck Coupling / Trailer Hitch / Safety Chains	0	0.0%	4	0.1%	**4**	**0.1%**
Steering	0	0.0%	4	0.1%	**4**	**0.1%**
Police, Fire, or EMS Vehicle at Scene	1	0.1%	2	0.1%	**3**	**0.1%**
Signal Lights	1	0.1%	2	0.1%	**3**	**0.1%**
Body, Doors	0	0.0%	3	0.1%	**3**	**0.1%**
Headlights	1	0.1%	2	0.1%	**3**	**0.1%**
At Least One Vehicle-Related Factor Recorded	69	8.2%	146	4.3%	**215**	**5.1%**
No Vehicle-Related Factors Recorded	771	91.8%	3,227	95.7%	**3,998**	**94.9%**
Total	**840**	**100.0%**	**3,373**	**100.0%**	**4,213**	**100.0%**

*Less than 0.05 percent.

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

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

Vehicles Table 33. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors, 2014-2016

Vehicle-Related Factors	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Tires	495	1.4%	528	1.4%	522	1.3%
Vehicle Registration for Handicapped	293	0.8%	296	0.8%	355	0.9%
Brake System	42	0.1%	46	0.1%	61	0.1%
Headlights	28	0.1%	33	0.1%	37	0.1%
Steering	11	*	21	0.1%	22	0.1%
Vehicle Contributing Factors - No Details	33	0.1%	21	0.1%	19	*
Other Lights	16	*	8	*	18	*
Power Train	19	0.1%	10	*	17	*
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	13	*	21	0.1%	16	*
Wheels	5	*	11	*	13	*
At Least One Vehicle-Related Factor Recorded	1,066	3.0%	1,141	2.9%	1,231	3.0%
No Vehicle-Related Factors Recorded	33,989	97.0%	37,538	97.1%	39,677	97.0%
Total	**35,055**	**100.0%**	**38,679**	**100.0%**	**40,908**	**100.0%**

*Less than 0.05 percent.

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

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

Vehicles Table 34. Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2016

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	329	2.0%	193	0.8%	**522**	**1.3%**
Vehicle Registration for Handicapped	116	0.7%	239	1.0%	**355**	**0.9%**
Brake System	31	0.2%	30	0.1%	**61**	**0.1%**
Head Lights	11	0.1%	26	0.1%	**37**	**0.1%**
Steering	13	0.1%	9	*	**22**	**0.1%**
Vehicle Contributing Factors - No Details	3	*	16	0.1%	**19**	**
Other Lights	1	*	17	0.1%	**18**	**
Power Train	8	*	9	*	**17**	**
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	8	*	8	*	**16**	**
Wheels	7	*	6	*	**13**	**
At Least One Vehicle-Related Factor Recorded	593	3.7%	638	2.6%	**1,231**	**3.0%**
No Vehicle-Related Factors Recorded	15,485	96.3%	24,192	97.4%	**39,677**	**97.0%**
Total	**16,078**	**100.0%**	**24,830**	**100.0%**	**40,908**	**100.0%**

*Less than 0.05 percent.

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

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

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 4,152 drivers of large trucks involved in fatal crashes in 2016, 234 (6 percent) were 25 years of age or younger, and 235 (6 percent) were 66 years of age or older. In comparison, 6 (3 percent) of the 226 drivers of buses in fatal crashes were 25 years of age or younger, and 25 (11 percent) were 66 years of age or older.
- In 2016, 13 percent (662) of large truck occupants in fatal crashes were not wearing a safety belt, of which 285 (43 percent) were killed in the crash. In contrast, only 307 (8 percent) of the 3,849 large truck occupants wearing safety belts in fatal crashes were killed. Ten percent of the 4,152 drivers of large trucks involved in fatal crashes (396) were not wearing a safety belt at the time of the crash.
- In 2016, at least one driver-related factor was recorded for 32 percent of the large truck drivers in fatal crashes, compared to 55 percent of the passenger vehicle drivers in fatal crashes. “Speeding of Any Kind” was the most frequent driver-related factor for drivers of both vehicle types; “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 722 large truck occupant fatalities in 2016, a 9-percent increase from the 665 fatalities in 2015. In 2016, 88 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, 2014-2016

Age Group (Years)	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
17 and under	208	5.3%	240	5.9%	123	4.0%
18 - 25	634	16.2%	682	16.7%	463	14.9%
26 - 35	655	16.8%	672	16.4%	592	19.1%
36 - 45	545	13.9%	583	14.2%	481	15.5%
46 - 55	645	16.5%	656	16.0%	515	16.6%
56 - 65	550	14.1%	557	13.6%	450	14.5%
66 - 75	357	9.1%	363	8.9%	265	8.6%
76 and over	302	7.7%	334	8.2%	204	6.6%
Unknown	12	0.3%	7	0.2%	5	0.2%
Total	**3,908**	**100.0%**	**4,094**	**100.0%**	**3,098**	**100.0%**
Average Age (Years)	44.6		44.6		44.7	

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

People Table 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2016

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	123	4.0%	92	7.6%	0	0.0%	**215**	**5.0%**
18 - 25	463	14.9%	213	17.5%	0	0.0%	**676**	**15.7%**
26 - 35	592	19.1%	183	15.0%	1	50.0%	**776**	**18.0%**
36 - 45	481	15.5%	143	11.8%	0	0.0%	**624**	**14.5%**
46 - 55	515	16.6%	155	12.7%	0	0.0%	**670**	**15.5%**
56 - 65	450	14.5%	145	11.9%	0	0.0%	**595**	**13.8%**
66 - 75	265	8.6%	135	11.1%	0	0.0%	**400**	**9.3%**
76 and over	204	6.6%	149	12.2%	0	0.0%	**353**	**8.2%**
Unknown	5	0.2%	2	0.2%	1	50.0%	**8**	**0.2%**
Total	**3,098**	**100.0%**	**1,217**	**100.0%**	**2**	**100.0%**	**4,317**	**100.0%**
Average Age (Years)	44.4		45.4		30.0		**44.7**	

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

People Table 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2014-2016

Age Group (Years)	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
17 and under	1,939	6.8%	2,097	6.7%	2,168	6.6%
18 - 25	5,600	19.6%	5,915	19.0%	6,155	18.8%
26 - 35	4,840	16.9%	5,363	17.2%	5,741	17.6%
36 - 45	3,546	12.4%	3,877	12.5%	4,165	12.7%
46 - 55	4,120	14.4%	4,449	14.3%	4,423	13.5%
56 - 65	3,497	12.2%	3,933	12.6%	4,165	12.7%
66 - 75	2,373	8.3%	2,676	8.6%	2,820	8.6%
76 and over	2,641	9.2%	2,752	8.8%	2,972	9.1%
Unknown	59	0.2%	67	0.2%	93	0.3%
Total	**28,615**	**100.0%**	**31,129**	**100.0%**	**32,702**	**100.0%**
Average Age (Years)	43.3		42.8		43.5	

Note: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 4. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2016

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,244	5.6%	924	9.0%	0	0.0%	**2,168**	**6.6%**
18 - 25	4,381	19.6%	1,769	17.2%	5	14.7%	**6,155**	**18.8%**
26 - 35	4,116	18.4%	1,625	15.8%	0	0.0%	**5,741**	**17.6%**
36 - 45	2,979	13.3%	1,185	11.5%	1	2.9%	**4,165**	**12.7%**
46 - 55	3,123	13.9%	1,300	12.7%	0	0.0%	**4,423**	**13.5%**
56 - 65	2,954	13.2%	1,209	11.8%	2	5.9%	**4,165**	**12.7%**
66 - 75	1,815	8.1%	1,005	9.8%	0	0.0%	**2,820**	**8.6%**
76 and over	1,747	7.8%	1,224	11.9%	1	2.9%	**2,972**	**9.1%**
Unknown	48	0.2%	20	0.2%	25	73.5%	**93**	**0.3%**
Total	**22,407**	**100.0%**	**10,261**	**100.0%**	**34**	**100.0%**	**32,702**	**100.0%**
Average Age (Years)	43.0		44.5		38.9		**43.5**	

Note: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 5. Persons Injured in Crashes Involving Large Trucks by Age and Sex, 2016

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	6,000	7.1%	5,000	8.9%	**11,000**	**7.8%**
18 - 25	15,000	17.1%	11,000	19.1%	**26,000**	**17.9%**
26 - 35	18,000	20.4%	11,000	19.2%	**29,000**	**20.0%**
36 - 45	17,000	18.8%	10,000	17.4%	**26,000**	**18.3%**
46 - 55	16,000	17.7%	8,000	14.7%	**24,000**	**16.5%**
56 - 65	10,000	11.7%	5,000	9.6%	**16,000**	**10.9%**
66 - 75	4,000	4.2%	4,000	7.6%	**8,000**	**5.5%**
76 and over	3,000	3.0%	2,000	3.5%	**5,000**	**3.2%**
Total	**88,000**	**100.0%**	**57,000**	**100.0%**	**145,000**	**100.0%**
Average Age (Years)	39.9		39.2		**39.6**	

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

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

People Table 6. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex, 2016

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	188,000	13.4%	201,000	12.3%	**389,000**	**12.8%**
18 - 25	290,000	20.7%	339,000	20.8%	**629,000**	**20.7%**
26 - 35	274,000	19.6%	316,000	19.4%	**591,000**	**19.5%**
36 - 45	196,000	14.0%	241,000	14.7%	**437,000**	**14.4%**
46 - 55	190,000	13.5%	223,000	13.7%	**413,000**	**13.6%**
56 - 65	144,000	10.3%	166,000	10.2%	**311,000**	**10.2%**
66 - 75	74,000	5.2%	93,000	5.7%	**166,000**	**5.5%**
76 and over	46,000	3.3%	52,000	3.2%	**99,000**	**3.3%**
Total	**1,403,000**	**100.0%**	**1,631,000**	**100.0%**	**3,034,000**	**100.0%**
Average Age (Years)	36.9		37.2		**37.1**	

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, Crash Report Sampling System (CRSS).

People Table 7. Drivers of Large Trucks in Fatal Crashes by Age, 2014-2016

Age Group (Years)	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
17 and under	2	0.1%	3	0.1%	4	0.1%
18 - 25	200	5.4%	198	5.1%	230	5.5%
26 - 35	598	16.2%	654	16.8%	682	16.4%
36 - 45	871	23.5%	930	23.8%	1,000	24.1%
46 - 55	1,087	29.4%	1,125	28.8%	1,144	27.6%
56 - 65	729	19.7%	780	20.0%	839	20.2%
66 - 75	178	4.8%	183	4.7%	206	5.0%
76 and over	21	0.6%	26	0.7%	29	0.7%
Unknown	16	0.4%	2	0.1%	18	0.4%
Total	**3,702**	**100.0%**	**3,901**	**100.0%**	**4,152**	**100.0%**
Average Age (Years)	46.5		46.4		46.2	

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, 2016

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	3	0.1%	1	0.9%	0	0.0%	**4**	**0.1%**
18 - 25	224	5.6%	6	5.2%	0	0.0%	**230**	**5.5%**
26 - 35	666	16.6%	15	12.9%	1	4.3%	**682**	**16.4%**
36 - 45	973	24.2%	25	21.6%	2	8.7%	**1,000**	**24.1%**
46 - 55	1,099	27.4%	42	36.2%	3	13.0%	**1,144**	**27.6%**
56 - 65	815	20.3%	24	20.7%	0	0.0%	**839**	**20.2%**
66 - 75	203	5.1%	3	2.6%	0	0.0%	**206**	**5.0%**
76 and over	29	0.7%	0	0.0%	0	0.0%	**29**	**0.7%**
Unknown	1	*	0	0.0%	17	73.9%	**18**	**0.4%**
Total	**4,013**	**100.0%**	**116**	**100.0%**	**23**	**100.0%**	**4,152**	**100.0%**
Average Age (Years)	46.2		46.1		44.8		**46.2**	

*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 9. Drivers of Buses in Fatal Crashes by Age, 2014-2016

Age Group (Years)	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
17 and under	0	0.0%	0	0.0%	0	0.0%
18 - 25	8	3.4%	4	1.5%	6	2.7%
26 - 35	11	4.7%	22	8.4%	22	9.7%
36 - 45	32	13.7%	48	18.3%	37	16.4%
46 - 55	68	29.1%	84	31.9%	68	30.1%
56 - 65	80	34.2%	69	26.2%	67	29.6%
66 - 75	31	13.2%	28	10.6%	22	9.7%
76 and over	4	1.7%	7	2.7%	3	1.3%
Unknown	0	0.0%	1	0.4%	1	0.4%
Total	**234**	**100.0%**	**263**	**100.0%**	**226**	**100.0%**
Average Age (Years)	53.5		52.6		51.6	

Note: A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 10. Drivers of Buses in Fatal Crashes by Age and Sex, 2016

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	5	3.4%	1	1.3%	0	0.0%	**6**	**2.7%**
26 - 35	11	7.4%	11	14.3%	0	0.0%	**22**	**9.7%**
36 - 45	21	14.2%	16	20.8%	0	0.0%	**37**	**16.4%**
46 - 55	41	27.7%	27	35.1%	0	0.0%	**68**	**30.1%**
56 - 65	49	33.1%	18	23.4%	0	0.0%	**67**	**29.6%**
66 - 75	18	12.2%	4	5.2%	0	0.0%	**22**	**9.7%**
76 and over	3	2.0%	0	0.0%	0	0.0%	**3**	**1.3%**
Unknown	0	0.0%	0	0.0%	1	100.0%	**1**	**0.4%**
Total	**148**	**100.0%**	**77**	**100.0%**	**1**	**100.0%**	**226**	**100.0%**
Average Age (Years)	53.0		48.9		—		**51.6**	

— 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, 2014-2016

Time of Day	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	273	7.0%	323	7.9%	378	8.8%
3am - 6am	405	10.4%	384	9.4%	483	11.2%
6am - 9am	590	15.1%	651	15.9%	638	14.8%
9am - 12pm	596	15.3%	664	16.2%	723	16.7%
12pm - 3pm	650	16.6%	728	17.8%	727	16.8%
3pm - 6pm	634	16.2%	624	15.2%	639	14.8%
6pm - 9pm	424	10.8%	373	9.1%	394	9.1%
9pm - 12am	328	8.4%	340	8.3%	328	7.6%
Unknown	8	0.2%	7	0.2%	7	0.2%
Daytime (6am - 6pm)	*2,470*	*63.2%*	*2,667*	*65.1%*	*2,727*	*63.2%*
Nighttime (6pm - 6am)	*1,430*	*36.6%*	*1,420*	*34.7%*	*1,583*	*36.7%*
Total	**3,908**	**100.0%**	**4,094**	**100.0%**	**4,317**	**100.0%**

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

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

People Table 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2016

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	378	8.8%	6,000	4.1%
3am - 6am	483	11.2%	9,000	6.0%
6am - 9am	638	14.8%	21,000	14.6%
9am - 12pm	723	16.7%	29,000	20.0%
12pm - 3pm	727	16.8%	37,000	25.6%
3pm - 6pm	639	14.8%	26,000	18.2%
6pm - 9pm	394	9.1%	10,000	6.9%
9pm - 12am	328	7.6%	7,000	4.6%
Unknown	7	0.2%	*	*
Daytime (6am - 6pm)	*2,727*	*63.2%*	*114,000*	*78.4%*
Nighttime (6pm - 6am)	*1,583*	*36.7%*	*31,000*	*21.6%*
Total	**4,317**	**100.0%**	**145,000**	**100.0%**

*Less than 0.05 percent.

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

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

People Table 13. Persons Killed in Crashes Involving Large Trucks, 2014-2016

Person Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	593	15.2%	591	14.4%	638	14.8%
Driver of Other Motor Vehicle	2,157	55.2%	2,327	56.8%	2,418	56.0%
Passenger of Large Truck in Transport	63	1.6%	74	1.8%	80	1.9%
Passenger of Other Motor Vehicle in Transport	698	17.9%	685	16.7%	698	16.2%
Occupant of Motor Vehicle Not in Transport	12	0.3%	9	0.2%	8	0.2%
Occupant of Non-Motor Vehicle Transport Device**	1	*	6	0.1%	3	0.1%
Pedestrian	308	7.9%	337	8.2%	364	8.4%
Bicyclist	61	1.6%	55	1.3%	85	2.0%
Other Cyclist	0	0.0%	0	0.0%	2	*
Other Person on Personal Conveyance/In Building	11	0.3%	7	0.2%	6	0.1%
Unknown Occupant Type in Motor Vehicle in Transport	4	0.1%	3	0.1%	15	0.3%
Total	**3,908**	**100.0%**	**4,094**	**100.0%**	**4,317**	**100.0%**

*Less than 0.05 percent.

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

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

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

People Table 14. Persons Killed and Injured in Crashes Involving Large Trucks by Number of Vehicles Involved, 2016

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	403	47.0%	235	6.8%	**638**	**14.8%**
Driver of Other Motor Vehicle	0	0.0%	2,418	69.9%	**2,418**	**56.0%**
Passenger of Large Truck in Transport	53	6.2%	27	0.8%	**80**	**1.9%**
Passenger of Other Motor Vehicle in Transport	0	0.0%	698	20.2%	**698**	**16.2%**
Occupant of Motor Vehicle Not in Transport	7	0.8%	1	*	**8**	**0.2%**
Occupant of Non-Motor Vehicle Transport Device**	3	0.4%	0	0.0%	**3**	**0.1%**
Pedestrian	297	34.7%	67	1.9%	**364**	**8.4%**
Bicyclist	83	9.7%	2	0.1%	**85**	**2.0%**
Other Cyclist	2	0.2%	0	0.0%	**2**	*
Other Person on Personal Conveyance/In Building	5	0.6%	1	*	**6**	**0.1%**
Unknown Occupant Type in Motor Vehicle in Transport	4	0.5%	11	0.3%	**15**	**0.3%**
Total Persons Killed	**857**	**100.0%**	**3,460**	**100.0%**	**4,317**	**100.0%**
Persons Injured						
Driver of Large Truck	11,000	70.4%	21,000	16.4%	**33,000**	**22.5%**
Driver of Other Motor Vehicle	*	*	76,000	58.8%	**76,000**	**52.2%**
Passenger of Large Truck in Transport	2,000	13.4%	3,000	2.5%	**5,000**	**3.7%**
Passenger of Other Motor Vehicle in Transport	*	*	28,000	21.6%	**28,000**	**19.2%**
Occupant of Motor Vehicle Not in Transport	*	2.8%	1,000	0.6%	**1,000**	**0.8%**
Occupant of Non-Motor Vehicle Transport Device**	*	0.2%	*	*	*	*
Pedestrian	1,000	7.0%	*	0.1%	**1,000**	**0.9%**
Bicyclist	1,000	5.7%	*	*	**1,000**	**0.6%**
Other Nonoccupant	*	0.6%	*	*	*	**0.1%**
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	*	*
Total Persons Injured	**16,000**	**100.0%**	**129,000**	**100.0%**	**145,000**	**100.0%**

*Less than 0.05 percent.

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

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

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

People Table 15. Large Truck Occupants Killed by Person Type, 2014-2016

Person Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Driver	593	90.4%	591	88.9%	638	88.4%
Passenger	63	9.6%	74	11.1%	80	11.1%
Unknown Occupant Type	0	0.0%	0	0.0%	4	0.6%
Total	**656**	**100.0%**	**665**	**100.0%**	**722**	**100.0%**

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

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

People Table 16. Large Truck Occupants Killed and Injured by Person Type, 2016

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	638	88.4%	33,000	85.8%
Passenger	80	11.1%	5,000	14.2%
Unknown Occupant Type	4	0.6%	*	*
Total	**722**	**100.0%**	**38,000**	**100.0%**

*Less than 0.05 percent.

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

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

People Table 17. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Large Truck Crashes, 2016

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	1,785	22.2%	2,611	22.2%	1,525	35.3%
Light Truck	1,668	20.7%	2,824	24.0%	1,288	29.8%
Large Truck (Single-Vehicle Crash)	840	10.4%	1,015	8.6%	460	10.7%
Large Truck (Multiple-Vehicle Crash)	3,373	41.9%	4,048	34.5%	262	6.1%
Bus	10	0.1%	233	2.0%	5	0.1%
Motorcycle	277	3.4%	296	2.5%	273	6.3%
Other Vehicle Type	94	1.2%	161	1.4%	36	0.8%
Total Vehicles/Vehicle Occupants	***8,047***	***100.0%***	***11,188***	***95.3%***	***3,849***	***89.2%***
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	59	0.5%	8	0.2%
Occupant of a Non-Motor Vehicle Transport Device	—	—	8	0.1%	3	0.1%
Pedestrian	—	—	397	3.4%	364	8.4%
Bicyclist	—	—	87	0.7%	87	2.0%
Person on a Personal Conveyance	—	—	5	0.0%	5	0.1%
Person in or on a Building	—	—	1	*	1	*
Total Nonmotorists	***—***	***—***	***557***	***4.7%***	***468***	***10.8%***
Total	**8,047**	**100.0%**	**11,745**	**100.0%**	**4,317**	**100.0%**

— Not applicable.

*Less than 0.05 percent.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a 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, 2016

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	101	21.2%	159	7.8%	76	28.8%
Light Truck	97	20.3%	162	8.0%	50	18.9%
Large Truck	21	4.4%	22	1.1%	2	0.8%
Bus (Single-Vehicle Crash)	73	15.3%	423	20.8%	26	9.8%
Bus (Multiple-Vehicle Crash)	154	32.3%	1,153	56.8%	14	5.3%
Motorcycle	30	6.3%	32	1.6%	29	11.0%
Other Vehicle Type	1	0.2%	0	0.0%	0	0.0%
Total Vehicles/Vehicle Occupants	***477***	***100.0%***	***1,951***	***96.2%***	***197***	***74.6%***
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	1	*	0	0.0%
Occupant of a Non-Motor Vehicle Transport Device	—	—	0	0.0%	0	0.0%
Pedestrian	—	—	62	3.1%	53	20.1%
Bicyclist	—	—	13	0.6%	12	4.5%
Person on a Personal Conveyance	—	—	2	0.1%	2	0.8%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	***—***	***—***	***78***	***3.8%***	***67***	***25.4%***
Total	**477**	**100.0%**	**2,029**	**100.0%**	**264**	**100.0%**

— Not applicable.

*Less than 0.05 percent.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convert bles, 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, 2014-2016

Crash Type	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Pedestrian Fatalities						
Large Truck Crash	308	6.3%	337	6.1%	364	6.1%
Bus Crash	78	1.6%	80	1.5%	53	0.9%
All Crashes	4,910	100.0%	5,495	100.0%	5,987	100.0%
Bicyclist Fatalities						
Large Truck Crash	61	8.4%	55	6.6%	85	10.2%
Bus Crash	14	1.9%	9	1.1%	11	1.3%
All Crashes	723	100.0%	828	100.0%	835	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, 2014-2016

Restraint Use	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
None	335	9.0%	325	8.1%	396	9.5%
Yes	3,058	82.6%	3,412	84.9%	3,453	83.2%
Shoulder Belt Only	*9*	*0.2%*	*12*	*0.3%*	*12*	*0.3%*
Lap Belt Only	*31*	*0.8%*	*34*	*0.8%*	*37*	*0.9%*
Lap and Shoulder Belt	*2,996*	*80.9%*	*3,320*	*82.6%*	*3,362*	*81.0%*
Type Unknown	*22*	*0.6%*	*46*	*1.1%*	*42*	*1.0%*
Unknown	309	8.3%	282	7.0%	303	7.3%
Total	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**

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

People Table 21. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2016

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	269	6.8%	99	78.0%	27	64.3%	1	6.3%	**396**	**9.5%**
Yes	3,429	86.4%	8	6.3%	10	23.8%	6	37.5%	**3,453**	**83.2%**
Shoulder Belt Only	*12*	*0.3%*	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*	***12***	***0.3%***
Lap Belt Only	*36*	*0.9%*	*1*	*0.8%*	*0*	*0.0%*	*0*	*0.0%*	***37***	***0.9%***
Lap and Shoulder Belt	*3,340*	*84.2%*	*7*	*5.5%*	*10*	*23.8%*	*5*	*31.3%*	***3,362***	***81.0%***
Type Unknown	*41*	*1.0%*	*0*	*0.0%*	*0*	*0.0%*	*1*	*6.3%*	***42***	***1.0%***
Unknown	269	6.8%	20	15.7%	5	11.9%	9	56.3%	**303**	**7.3%**
Total	**3,967**	**100.0%**	**127**	**100.0%**	**42**	**100.0%**	**16**	**100.0%**	**4,152**	**100.0%**

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

People Table 22. Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2016

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	285	43.1%	307	8.0%	130	36.5%	**722**	**14.8%**
Injury	140	21.1%	512	13.3%	46	12.9%	**698**	**14.3%**
Unknown Injury Severity	57	8.6%	473	12.3%	31	8.7%	**561**	**11.5%**
No Apparent Injury	180	27.2%	2,557	66.4%	149	41.9%	**2,886**	**59.3%**
Total	**662**	**100.0%**	**3,849**	**100.0%**	**356**	**100.0%**	**4,867**	**100.0%**

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

People Table 23. Drivers of Large Trucks in Fatal Crashes by Commercial Drivers License (CDL) Status, 2014-2016

CDL Status	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,139	84.8%	3,404	84.7%	3,394	81.7%
No CDL	411	11.1%	455	11.3%	577	13.9%
Suspended	20	0.5%	22	0.5%	22	0.5%
Revoked, Expired, Canceled, Disqualified	46	1.2%	36	0.9%	38	0.9%
Other Not Valid	6	0.2%	7	0.2%	15	0.4%
Unknown	80	2.2%	95	2.4%	106	2.6%
Total	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**

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

People Table 24. Drivers of Large Trucks in Fatal Crashes by License Compliance, 2014-2016

License Compliance	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	3,467	93.7%	3,768	93.8%	3,878	93.4%
Not Licensed	12	0.3%	13	0.3%	15	0.4%
No License Required for Class of Vehicle	3	0.1%	2	*	0	0.0%
No Valid License for Class of Vehicle	122	3.3%	127	3.2%	130	3.1%
Unknown if Required for Class of Vehicle	14	0.4%	11	0.3%	20	0.5%
Unknown	84	2.3%	98	2.4%	109	2.6%
Total	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**

*Less than 0.05 percent.
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 25. Large Trucks in Fatal Crashes by License Compliance and Commercial Drivers License (CDL) Status, 2014-2016

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2014										
Valid License for Class of Vehicle	3,112	99.1%	329	80.0%	25	34.7%	1	1.3%	**3,467**	**93.7%**
Not Licensed	0	0.0%	12	2.9%	0	0.0%	0	0.0%	**12**	**0.3%**
No License Required for Class of Vehicle	1	*	2	0.5%	0	0.0%	0	0.0%	**3**	**0.1%**
No Valid License for Class of Vehicle	13	0.4%	62	15.1%	46	63.9%	1	1.3%	**122**	**3.3%**
Unknown if Required for Class of Vehicle	8	0.3%	5	1.2%	1	1.4%	0	0.0%	**14**	**0.4%**
Unknown	5	0.2%	1	0.2%	0	0.0%	78	97.5%	**84**	**2.3%**
Total	**3,139**	**100.0%**	**411**	**100.0%**	**72**	**100.0%**	**80**	**100.0%**	3,702	100.0%
2015										
Valid License for Class of Vehicle	3,381	99.3%	366	80.4%	18	27.7%	3	3.2%	**3,768**	**93.8%**
Not Licensed	0	0.0%	13	2.9%	0	0.0%	0	0.0%	**13**	**0.3%**
No License Required for Class of Vehicle	2	0.1%	0	0.0%	0	0.0%	0	0.0%	**2**	*
No Valid License for Class of Vehicle	11	0.3%	69	15.2%	47	72.3%	0	0.0%	**127**	**3.2%**
Unknown if Required for Class of Vehicle	5	0.1%	6	1.3%	0	0.0%	0	0.0%	**11**	**0.3%**
Unknown	5	0.1%	1	0.2%	0	0.0%	92	96.8%	**98**	**2.4%**
Total	**3,404**	**100.0%**	**455**	**100.0%**	**65**	**100.0%**	**95**	**100.0%**	4,019	100.0%
2016										
Valid License for Class of Vehicle	3,371	99.3%	485	84.1%	21	28.0%	1	0.9%	**3,878**	**93.4%**
Not Licensed	0	0.0%	15	2.6%	0	0.0%	0	0.0%	**15**	**0.4%**
No License Required for Class of Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	**0**	**0.0%**
No Valid License for Class of Vehicle	8	0.2%	69	12.0%	52	69.3%	1	0.9%	**130**	**3.1%**
Unknown if Required for Class of Vehicle	12	0.4%	7	1.2%	1	1.3%	0	0.0%	**20**	**0.5%**
Unknown	3	0.1%	1	0.2%	1	1.3%	104	98.1%	**109**	**2.6%**
Total	**3,394**	**100.0%**	**577**	**100.0%**	**75**	**100.0%**	**106**	**100.0%**	4,152	100.0%

*Less than 0.05 percent.

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

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

People Table 26. Large Truck Injury Crash Data by Injury Severity, 2016

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	11,000	10.5%	11,000	10.2%	14,000	9.7%
Suspected Minor Injury	43,000	41.0%	46,000	42.2%	56,000	38.8%
Possible Injury	50,000	47.7%	51,000	46.8%	73,000	50.4%
Injured, Severity Unknown	1,000	0.8%	1,000	0.8%	2,000	1.1%
Total	**104,000**	**100.0%**	**110,000**	**100.0%**	**145,000**	**100.0%**

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

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

People Table 27. Drug Test Results for Large Truck Drivers in Fatal Crashes, 2014-2016

Drug Test Result	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,296	62.0%	2,548	63.4%	2,538	61.1%
No Drugs Reported/Negative	853	23.0%	951	23.7%	810	19.5%
Unknown	101	2.7%	156	3.9%	495	11.9%
Tested for Drugs, Results Unknown	178	4.8%	95	2.4%	86	2.1%
Unknown if Tested	84	2.3%	53	1.3%	34	0.8%
At Least One Positive Drug Test Result:	190	5.1%	216	5.4%	191	4.6%
Narcotic	*45*	*1.2%*	*44*	*1.1%*	*45*	*1.1%*
Depressant	*36*	*1.0%*	*31*	*0.8%*	*26*	*0.6%*
Stimulant	*57*	*1.5%*	*81*	*2.0%*	*95*	*2.3%*
Hallucinogen	*1*	*	*1*	*	*1*	*
Cannabinoid	*48*	*1.3%*	*70*	*1.7%*	*57*	*1.4%*
Phencyclidine (PCP)	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*
Inhalant	*0*	*0.0%*	*0*	*0.0%*	*0*	*0.0%*
Other Drugs	*90*	*2.4%*	*93*	*2.3%*	*65*	*1.6%*
Tested for Drugs, Drugs Found, Type Unknown/Positive	*7*	*0.2%*	*9*	*0.2%*	*7*	*0.2%*
Total	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,154**	**100.0%**

*Less than 0.05 percent.

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

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

People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2014-2016

Drug Test Result	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	23,307	52.2%	25,654	52.2%	26,850	51.7%
No Drugs Reported/Negative	10,454	23.4%	11,114	22.6%	9,692	18.7%
Unknown	1,495	3.3%	2,569	5.2%	6,960	13.4%
Tested for Drugs, Results Unknown	1,629	3.6%	1,244	2.5%	860	1.7%
Unknown if Tested	1,146	2.6%	843	1.7%	570	1.1%
At Least One Positive Drug Test Result:	6,640	14.9%	7,738	15.7%	6,982	13.4%
Narcotic	*1,712*	*3.8%*	*2,039*	*4.1%*	*1,722*	*3.3%*
Depressant	*1,838*	*4.1%*	*2,183*	*4.4%*	*1,752*	*3.4%*
Stimulant	*2,130*	*4.8%*	*2,702*	*5.5%*	*2,672*	*5.1%*
Hallucinogen	*55*	*0.1%*	*89*	*0.2%*	*86*	*0.2%*
Cannabinoid	*3,142*	*7.0%*	*3,865*	*7.9%*	*3,644*	*7.0%*
Phencyclidine (PCP)	*27*	*0.1%*	*28*	*0.1%*	*41*	*0.1%*
Anabolic Steroid	*6*	*	*2*	*	*0*	*0.0%*
Inhalant	*12*	*	*7*	*	*10*	*
Other Drugs	*1,913*	*4.3%*	*1,946*	*4.0%*	*1,562*	*3.0%*
Tested for Drugs, Drugs Found, Type Unknown/Positive	*319*	*0.7%*	*369*	*0.8%*	*497*	*1.0%*
Total	**44,671**	**100.0%**	**49,162**	**100.0%**	**51,914**	**100.0%**

*Less than 0.05 percent.

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

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

People Table 29. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2014-2016

Driver-Related Factors	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	263	7.1%	305	7.6%	287	6.9%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)[a]	230	6.2%	247	6.1%	255	6.1%
Failure to Yield Right of Way	139	3.8%	163	4.1%	183	4.4%
Impairment (Fatigue, Alcohol, Illness, etc.)[a]	148	4.0%	135	3.4%	157	3.8%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	120	3.2%	203	5.1%	148	3.6%
Careless Driving	91	2.5%	127	3.2%	136	3.3%
Failure to Keep in Proper Lane	134	3.6%	110	2.7%	118	2.8%
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	86	2.3%	78	1.9%	82	2.0%
Following Improperly	85	2.3%	77	1.9%	77	1.9%
Overcorrecting	49	1.3%	47	1.2%	74	1.8%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	50	1.4%	48	1.2%	53	1.3%
Driver has a Driving Record or Driver's License from More than One State	37	1.0%	43	1.1%	52	1.3%
Improper or Erratic Lane Changing	27	0.7%	30	0.7%	43	1.0%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	27	0.7%	35	0.9%	42	1.0%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	76	2.1%	78	1.9%	37	0.9%
Driving on Wrong Side of Road (Intentional or Unintentional)	23	0.6%	31	0.8%	35	0.8%
Stopping in Roadway (Vehicle Not Abandoned)	24	0.6%	32	0.8%	30	0.7%
Making Improper Turn	35	0.9%	41	1.0%	25	0.6%
Driver Has Not Complied With Physical or Other Imposed Restrictions	15	0.4%	18	0.4%	21	0.5%
Vehicle in Road	23	0.6%	14	0.3%	21	0.5%
Tire Blowout or Flat	10	0.3%	15	0.4%	19	0.5%
Starting or Backing Improperly	14	0.4%	25	0.6%	14	0.3%
Operating Without Required Equipment	36	1.0%	22	0.5%	12	0.3%
Overloading or Improper Loading of Vehicle with Passenger or Cargo	14	0.4%	15	0.4%	12	0.3%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	15	0.4%	11	0.3%	10	0.2%
Operator Inexperience	4	0.1%	7	0.2%	7	0.2%
Unfamiliar With Roadway	4	0.1%	5	0.1%	7	0.2%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	8	0.2%	3	0.1%	7	0.2%
Severe Crosswind	4	0.1%	5	0.1%	5	0.1%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	1	*	4	0.1%	5	0.1%
Failure to Signal Intentions	2	0.1%	1	*	5	0.1%
Driving Less Than Posted Minimum	4	0.1%	7	0.2%	4	0.1%
Aggressive Driving / Road Rage	1	*	0	0.0%	4	0.1%
Trailer Fishtailing or Swaying	3	0.1%	5	0.1%	3	0.1%
Debris or Objects in Road	7	0.2%	4	0.1%	3	0.1%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	3	0.1%	4	0.1%	3	0.1%
Driving Wrong Way on One-Way Trafficway	1	*	1	*	3	0.1%
At Least One Driver-Related Factor Recorded	1,245	33.6%	1,338	33.3%	1,317	31.7%
No Driver-Related Factors Recorded	2,457	66.4%	2,681	66.7%	2,835	68.3%
Total[b]	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**
At Least One Moving Violation Recorded	341	9.2%	335	8.3%	345	8.3%
No Moving Violations Recorded	3,361	90.8%	3,684	91.7%	3,807	91.7%
Total[b]	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**

*Less than 0.05 percent.

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

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

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

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

People Table 30. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2016

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	95	11.5%	192	5.8%	**287**	**6.9%**
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)[a]	75	9.0%	180	5.4%	**255**	**6.1%**
Failure to Yield Right of Way	35	4.2%	148	4.5%	**183**	**4.4%**
Impairment (Fatigue, Alcohol, Illness, etc.)[a]	86	10.4%	71	2.1%	**157**	**3.8%**
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	36	4.3%	112	3.4%	**148**	**3.6%**
Careless Driving	49	5.9%	87	2.6%	**136**	**3.3%**
Failure to Keep in Proper Lane	33	4.0%	85	2.6%	**118**	**2.8%**
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	7	0.8%	75	2.3%	**82**	**2.0%**
Following Improperly	4	0.5%	73	2.2%	**77**	**1.9%**
Overcorrecting	53	6.4%	21	0.6%	**74**	**1.8%**
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	4	0.5%	49	1.5%	**53**	**1.3%**
Driver has a Driving Record or Driver's License from More than One State	11	1.3%	41	1.2%	**52**	**1.3%**
Improper or Erratic Lane Changing	10	1.2%	33	1.0%	**43**	**1.0%**
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	17	2.1%	25	0.8%	**42**	**1.0%**
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	9	1.1%	28	0.8%	**37**	**0.9%**
Driving on Wrong Side of Road (Intentional or Unintentional)	3	0.4%	32	1.0%	**35**	**0.8%**
Stopping in Roadway (Vehicle Not Abandoned)	1	0.1%	29	0.9%	**30**	**0.7%**
Making Improper Turn	3	0.4%	22	0.7%	**25**	**0.6%**
Driver Has Not Complied With Physical or Other Imposed Restrictions	6	0.7%	15	0.5%	**21**	**0.5%**
Vehicle in Road	2	0.2%	19	0.6%	**21**	**0.5%**
Tire Blowout or Flat	15	1.8%	4	0.1%	**19**	**0.5%**
Starting or Backing Improperly	1	0.1%	13	0.4%	**14**	**0.3%**
Operating Without Required Equipment	1	0.1%	11	0.3%	**12**	**0.3%**
Overloading or Improper Loading of Vehicle with Passenger or Cargo	2	0.2%	10	0.3%	**12**	**0.3%**
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	8	1.0%	2	0.1%	**10**	**0.2%**
Operator Inexperience	6	0.7%	1	*	**7**	**0.2%**
Unfamiliar With Roadway	3	0.4%	4	0.1%	**7**	**0.2%**
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	2	0.2%	5	0.2%	**7**	**0.2%**
Severe Crosswind	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%	5	0.2%	**5**	**0.1%**
Failure to Signal Intentions	2	0.2%	3	0.1%	**5**	**0.1%**
Driving Less Than Posted Minimum	0	0.0%	4	0.1%	**4**	**0.1%**
Aggressive Driving / Road Rage	0	0.0%	4	0.4%	**4**	**0.1%**
Trailer Fishtailing or Swaying	0	0.0%	3	0.1%	**3**	**0.1%**
Debris or Objects in Road	0	0.0%	3	0.1%	**3**	**0.1%**
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	3	0.4%	0	0.0%	**3**	**0.1%**
Driving Wrong Way on One-Way Trafficway	1	0.1%	2	0.1%	**3**	**0.1%**
At Least One Driver-Related Factor Recorded	411	49.6%	906	27.3%	**1,317**	**31.7%**
No Driver-Related Factors Recorded	418	50.4%	2,417	72.7%	**2,835**	**68.3%**
Total[b]	**829**	**100.0%**	**3,323**	**100.0%**	**4,152**	**100.0%**
At Least One Moving Violation Recorded	56	6.8%	289	8.7%	**345**	**8.3%**
No Moving Violations Recorded	773	93.2%	3,034	91.3%	**3,807**	**91.7%**
Total[b]	**829**	**100.0%**	**3,323**	**100.0%**	**4,152**	**100.0%**

*Less than 0.05 percent.

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

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

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

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

People Table 31. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2014-2016

Driver Distraction-Related Factors	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	84	2.3%	72	1.8%	69	1.7%
Distraction/Inattention	25	0.7%	39	1.0%	34	0.8%
Looked But Did Not See	28	0.8%	22	0.5%	29	0.7%
Distracted, Details Unknown	20	0.5%	18	0.4%	28	0.7%
Other Distraction	11	0.3%	19	0.5%	23	0.6%
Distracted by Outside Person, Object, or Event	10	0.3%	10	0.2%	20	0.5%
Other Cellular Phone Related	12	0.3%	21	0.5%	13	0.3%
Talking or Listening to Cellular Phone	9	0.2%	10	0.2%	10	0.2%
Dialing Cellular Phone	7	0.2%	10	0.2%	7	0.2%
Using Other Device/Controls Integral to Vehicle	2	0.1%	8	0.2%	7	0.2%
Using or Reaching For Device/Object Brought Into Vehicle	14	0.4%	7	0.2%	5	0.1%
Eating or Drinking	3	0.1%	3	0.1%	4	0.1%
Careless/Inattentive	2	0.1%	5	0.1%	3	0.1%
Distracted By Other Occupant(s)	1	*	2	*	3	0.1%
Lost In Thought/Day Dreaming	0	0.0%	2	*	2	*
Adjusting Audio and/or Climate Controls	2	0.1%	1	*	1	*
Distracted By Moving Object in Vehicle	0	0.0%	0	0.0%	1	*
Smoking Related	0	0.0%	0	0.0%	1	*
At Least One Driver Distraction-Related Factor Recorded	230	6.2%	247	6.1%	255	6.1%
No Driver Distraction-Related Factors Recorded	3,472	93.8%	3,772	93.9%	3,897	93.9%
Total	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**

Driver Impairment-Related Factors	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued	69	1.9%	56	1.4%	70	1.7%
Under the Influence of Alcohol, Drugs or Medication	38	1.0%	40	1.0%	47	1.1%
Ill, Blackout	20	0.5%	20	0.5%	23	0.6%
Emotional (Depressed, Angry, Disturbed, etc.)	4	0.1%	2	*	8	0.2%
Other Physical Impairment	11	0.3%	13	0.3%	7	0.2%
Physical Impairment – No Details	6	0.2%	7	0.2%	5	0.1%
Impaired Due to Previous Injury	0	0.0%	1	*	0	0.0%
Deaf	0	0.0%	0	0.0%	0	0.0%
Blind	0	0.0%	0	0.0%	0	0.0%
At Least One Driver Impairment-Related Factor Recorded	148	4.0%	135	3.4%	157	3.8%
No Driver Impairment-Related Factors Recorded	3,554	96.0%	3,884	96.6%	3,995	96.2%
Total	**3,702**	**100.0%**	**4,019**	**100.0%**	**4,152**	**100.0%**

*Less than 0.05 percent.

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

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

People Table 32. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved and Distraction-Related and Impairment-Related Factors, 2016

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	16	1.9%	53	1.6%	**69**	**1.7%**
Distraction/Inattention	12	1.4%	22	0.7%	**34**	**0.8%**
Looked But Did Not See	9	1.1%	20	0.6%	**29**	**0.7%**
Distracted, Details Unknown	7	0.8%	21	0.6%	**28**	**0.7%**
Other Distraction	10	1.2%	13	0.4%	**23**	**0.6%**
Distracted by Outside Person, Object, or Event	5	0.6%	15	0.5%	**20**	**0.5%**
Other Cellular Phone Related	2	0.2%	11	0.3%	**13**	**0.3%**
Talking or Listening to Cellular Phone	4	0.5%	6	0.2%	**10**	**0.2%**
Dialing Cellular Phone	2	0.2%	5	0.2%	**7**	**0.2%**
Using Other Device/Controls Integral to Vehicle	0	0.0%	7	0.2%	**7**	**0.2%**
Using or Reaching For Device/Object Brought Into Vehicle	3	0.4%	2	0.1%	**5**	**0.1%**
Eating or Drinking	3	0.4%	1	*	**4**	**0.1%**
Careless/Inattentive	0	0.0%	3	0.1%	**3**	**0.1%**
Distracted By Other Occupant(s)	2	0.2%	1	*	**3**	**0.1%**
Lost In Thought/Day Dreaming	0	0.0%	2	0.1%	**2**	*
Adjusting Audio and/or Climate Controls	0	0.0%	1	*	**1**	*
Distracted By Moving Object in Vehicle	0	0.0%	1	*	**1**	*
Smoking Related	1	0.1%	0	0.0%	**1**	*
At Least One Driver Distraction-Related Factor Recorded	75	9.0%	180	5.4%	**255**	**6.1%**
No Driver Distraction-Related Factors Recorded	754	91.0%	3,143	94.6%	**3,897**	**93.9%**
Total	**829**	**100.0%**	**3,323**	**100.0%**	4,152	100.0%

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued	39	4.7%	31	0.9%	**70**	**1.7%**
Under the Influence of Alcohol, Drugs or Medication	23	2.8%	24	0.7%	**47**	**1.1%**
Ill, Blackout	20	2.4%	3	0.1%	**23**	**0.6%**
Emotional (Depressed, Angry, Disturbed, etc.)	3	0.4%	5	0.2%	**8**	**0.2%**
Other Physical Impairment	3	0.4%	4	0.1%	**7**	**0.2%**
Physical Impairment – No Details	0	0.0%	5	0.2%	**5**	**0.1%**
Impaired Due to Previous Injury	0	0.0%	0	0.0%	**0**	**0.0%**
At Least One Driver Impairment-Related Factor Recorded	86	10.4%	71	2.1%	**157**	**3.8%**
No Driver Impairment-Related Factors Recorded	743	89.6%	3,252	97.9%	**3,995**	**96.2%**
Total	**829**	**100.0%**	**3,323**	**100.0%**	4,152	100.0%

*Less than 0.05 percent.

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

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

People Table 33. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2014-2016

Driver-Related Factors	2014		2015		2016	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	6,406	18.4%	6,736	17.5%	6,962	17.1%
Impairment (Fatigue, Alcohol, Illness, etc.)	6,112	17.6%	6,397	16.6%	6,498	16.0%
Failure to Yield Right of Way	2,772	8.0%	3,162	8.2%	3,443	8.5%
Failure to Keep in Proper Lane	3,307	9.5%	3,011	7.8%	3,230	7.9%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	2,803	8.0%	3,136	8.2%	2,952	7.3%
Careless Driving	1,695	4.9%	2,019	5.3%	2,117	5.2%
Overcorrecting	1,690	4.9%	1,723	4.5%	1,800	4.4%
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	1,510	4.3%	1,676	4.4%	1,772	4.4%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	1,250	3.6%	1,395	3.6%	1,583	3.9%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	1,004	2.9%	1,244	3.2%	1,243	3.1%
Driving on Wrong Side of Road (Intentional or Unintentional)	734	2.1%	895	2.3%	958	2.4%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	788	2.3%	872	2.3%	835	2.1%
Improper or Erratic Lane Changing	367	1.1%	571	1.5%	617	1.5%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	720	2.1%	633	1.6%	502	1.2%
Following Improperly	326	0.9%	350	0.9%	351	0.9%
Aggressive Driving / Road Rage	289	0.8%	331	0.9%	343	0.8%
Driver Has a Driving Record or Driver's License from More than One State	223	0.6%	281	0.7%	312	0.8%
Making Improper Turn	609	1.7%	824	2.1%	281	0.7%
Driver Has Not Complied With Physical or Other Imposed Restrictions	192	0.6%	188	0.5%	252	0.6%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	177	0.5%	200	0.5%	234	0.6%
Police Pursuing this Driver or Police Officer in Pursuit	232	0.7%	205	0.5%	203	0.5%
Stopping in Roadway (Vehicle Not Abandoned)	111	0.3%	141	0.4%	156	0.4%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	113	0.3%	136	0.4%	145	0.4%
Operating Without Required Equipment	192	0.6%	177	0.5%	142	0.3%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	128	0.4%	130	0.3%	138	0.3%
Pedestrian, Pedalcyclist, or Other Non-Motorist in Road	153	0.4%	182	0.5%	135	0.3%
Tire Blow-Out or Flat	84	0.2%	67	0.2%	109	0.3%
Driving Wrong Way on One-Way Trafficway	74	0.2%	82	0.2%	107	0.3%
Operator Inexperience	85	0.2%	109	0.3%	88	0.2%
Phantom Vehicle	60	0.2%	58	0.2%	73	0.2%
Vehicle in Road	80	0.2%	75	0.2%	71	0.2%
Live Animals in Road	71	0.2%	70	0.2%	58	0.1%
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median	31	0.1%	25	0.1%	58	0.1%
Starting or Backing Improperly	56	0.2%	64	0.2%	57	0.1%
Police or Law Enforcement Officer	79	0.2%	44	0.1%	44	0.1%
At Least One Driver-Related Factor Recorded	20,239	58.1%	21,921	57.0%	22,243	54.7%
No Driver-Related Factors Recorded	14,585	41.9%	16,519	43.0%	18,415	45.3%
Total[a]	**34,824**	**100.0%**	**38,440**	**100.0%**	**40,658**	**100.0%**
At Least One Moving Violation Recorded	4,548	13.1%	4,744	12.3%	4,682	11.5%
No Moving Violations Recorded	30,276	86.9%	33,696	87.7%	35,976	88.5%
Total[a]	**34,824**	**100.0%**	**38,440**	**100.0%**	**40,658**	**100.0%**

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

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

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

People Table 34. Drivers of Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2016

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	4,521	28.2%	2,441	9.9%	**6,962**	**17.1%**
Impairment (Fatigue, Alcohol, Illness, etc.)	3,882	24.3%	2,616	10.6%	**6,498**	**16.0%**
Failure to Yield Right of Way	946	5.9%	2,497	10.1%	**3,443**	**8.5%**
Failure to Keep in Proper Lane	384	2.4%	2,846	11.5%	**3,230**	**7.9%**
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,442	9.0%	1,510	6.1%	**2,952**	**7.3%**
Careless Driving	1,157	7.2%	960	3.9%	**2,117**	**5.2%**
Overcorrecting	1,466	9.2%	334	1.4%	**1,800**	**4.4%**
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	252	1.6%	1,520	6.2%	**1,772**	**4.4%**
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	970	6.1%	613	2.5%	**1,583**	**3.9%**
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	553	3.5%	690	2.8%	**1,243**	**3.1%**
Driving on Wrong Side of Road (Intentional or Unintentional)	110	0.7%	848	3.4%	**958**	**2.4%**
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	373	2.3%	462	1.9%	**835**	**2.1%**
Improper or Erratic Lane Changing	319	2.0%	298	1.2%	**617**	**1.5%**
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	221	1.4%	281	1.1%	**502**	**1.2%**
Following Improperly	29	0.2%	322	1.3%	**351**	**0.9%**
Aggressive Driving / Road Rage	195	1.2%	148	0.6%	**343**	**0.8%**
Driver Has a Driving Record or Driver's License from More than One State	134	0.8%	178	0.7%	**312**	**0.8%**
Making Improper Turn	36	0.2%	245	1.0%	**281**	**0.7%**
Driver Has Not Complied With Physical or Other Imposed Restrictions	158	1.0%	94	0.4%	**252**	**0.6%**
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	58	0.4%	176	0.7%	**234**	**0.6%**
Police Pursuing this Driver or Police Officer in Pursuit	116	0.7%	87	0.4%	**203**	**0.5%**
Stopping in Roadway (Vehicle Not Abandoned)	5	*	151	0.6%	**156**	**0.4%**
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	96	0.6%	49	0.2%	**145**	**0.4%**
Operating Without Required Equipment	68	0.4%	74	0.3%	**142**	**0.3%**
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	40	0.2%	98	0.4%	**138**	**0.3%**
Pedestrian, Pedalcyclist, or Other Non-Motorist in Road	128	0.8%	7	*	**135**	**0.3%**
Tire Blow-Out or Flat	85	0.5%	24	0.1%	**109**	**0.3%**
Driving Wrong Way on One-Way Trafficway	9	0.1%	98	0.4%	**107**	**0.3%**
Operator Inexperience	53	0.3%	35	0.1%	**88**	**0.2%**
Phantom Vehicle	39	0.2%	34	0.1%	**73**	**0.2%**
Vehicle in Road	19	0.1%	52	0.2%	**71**	**0.2%**
Live Animals in Road	41	0.3%	17	0.1%	**58**	**0.1%**
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median	43	0.3%	15	0.1%	**58**	**0.1%**
Starting or Backing Improperly	36	0.2%	21	0.1%	**57**	**0.1%**
Police or Law Enforcement Officer	19	0.1%	25	0.1%	**44**	**0.1%**
At Least One Driver-Related Factor Recorded	10,334	64.6%	11,909	48.3%	**22,243**	**54.7%**
No Driver-Related Factors Recorded	5,674	35.4%	12,741	51.7%	**18,415**	**45.3%**
Total[a]	**16,008**	**100.0%**	**24,650**	**100.0%**	**40,658**	**100.0%**
At Least One Moving Violation Recorded	1,816	11.3%	2,866	11.6%	**4,682**	**11.5%**
No Moving Violations Recorded	14,192	88.7%	21,784	88.4%	**35,976**	**88.5%**
Total[a]	**16,008**	**100.0%**	**24,650**	**100.0%**	**40,658**	**100.0%**

*Less than 0.05 percent.

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

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

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

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

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