



U.S. Department of Transportation

# LARGE TRUCK AND BUS CRASH FACTS 2017



Federal Motor Carrier Safety Administration  
Analysis Division

May 2019

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May 2019

**Analysis Division  
Federal Motor Carrier Safety Administration**

For more information, contact the Analysis Division at (202) 366-4869,  
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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 2017. 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 2017 FARS data are considered preliminary for one year. This additional time provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. The updated final counts for 2016 are reflected in this report. Updated final counts for 2017 will be reflected in the 2018 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. In 2017, NHTSA retired GES and replaced it with the Crash Report Sampling System. As a result, comparisons of 2015 (and earlier) GES estimates with newer Crash Report Sampling System estimates should be performed with caution. For more information on GES, go to <https://www.nhtsa.gov/research-data/national-automotive-sampling-system-nass>.
- ◆ **Crash Report Sampling System (CRSS):** NHTSA's newly established CRSS builds on GES, beginning with data for 2016. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution. To learn more about CRSS, visit <https://www.nhtsa.gov/national-center-statistics-and-analysis-ncaa/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 <http://www.fhwa.dot.gov/policyinformation/statistics/2017>.

### Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2017 in the context of available historical data for past years. In the other chapters, the 2017 data are shown in different ways, according to what is being counted. Three-year trends in fatal crashes are presented for historical perspective when appropriate. The Crashes chapter counts numbers of crashes; the Vehicles chapter counts vehicles in crashes; and the People chapter counts persons of all types involved in crashes. Four different types of counts are shown:

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

#### Note: Data Revisions

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

## 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 2017. In some cases, such as for alcohol involvement, data are available only from 1981 or 1982 through 2017. Nonfatal crash statistics are presented for 1997 through 2017. From 1997 through 2015, they are based on GES data, but starting with 2016, they are based on the new CRSS data. Although the two systems are both samples of police-reported crashes involving all types of motor vehicles, CRSS includes a more efficient and flexible sample using updated traffic and demographic information. As a result, comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution. The statistics shown in this chapter represent crashes, vehicles, drivers, fatalities, and injuries in crashes. Below is a summary of some of the trend information in this section:

- ◆ In 2017, 4,889 large trucks and buses were involved in fatal crashes, a 9-percent increase from 2016. Although the number of large trucks and buses in fatal crashes has increased by 42 percent from its low of 3,432 in 2009, the 2017 number is still 7 percent lower than the 21st-century peak of 5,231 in 2005. From 2016 to 2017, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased by 6.8 percent, from 0.146 to 0.156.
- ◆ 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 40 percent between 2009 and 2017. From 2016 to 2017, the number of fatal crashes involving large trucks or buses increased by 8 percent.
- ◆ The number of injury crashes involving large trucks or buses decreased steadily from 102,000 in 2002 to 60,000 in 2009 (a decline of 41 percent). From 2009 to 2015, injury crashes increased 62 percent to 97,000 (based on GES data). From 2016 to 2017, according to NHTSA's CRSS data, large truck and bus injury crashes increased 4 percent (from 112,000 in 2016 to 116,000 in 2017).
- ◆ On average, from 2007 to 2017, intercity buses accounted for 13 percent, and school buses and transit buses accounted for 40 percent and 35 percent, respectively, of all buses involved in fatal crashes.
- ◆ In 2017, there were 73 school buses and 13 intercity buses involved in fatal crashes, the lowest numbers recorded since FARS began in 1975.
- ◆ Over the past year (from 2016 to 2017):
  - ❖ The number of large trucks involved in fatal crashes increased 10 percent, from 4,251 to 4,657, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) increased 6 percent, from 1.48 to 1.56.
  - ❖ The number of large trucks involved in injury crashes increased by 5 percent, from 102,000 to 107,000.
  - ❖ The number of large trucks involved in property damage only crashes increased by 3 percent, from 351,000 to 363,000.
  - ❖ The number of buses involved in fatal crashes decreased from 234 to 232, a decrease of 1 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 (and later) CRSS estimates with older GES estimates should be performed with caution.

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2017

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	4,116	4,485	789	4,629	3,174,408	0.130	0.141	0.146	12,474,722
2017	4,455	4,889	885	5,005	3,212,347	0.139	0.152	0.156	13,212,447

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 2017*. 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, 1997-2017

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	
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*	112,000	119,000	168,000	3,174,408	3.53	3.74	5.31	12,474,722
2017*	116,000	121,000	170,000	3,212,347	3.60	3.78	5.30	13,212,447

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

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Rates are calculated on the basis of 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 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1997-2017**

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	
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*	380,000	402,000	3,174,408	12.0	12.7	12,474,722
2017*	391,000	415,000	3,212,347	12.2	12.9	13,212,447

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

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled (VMT) by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Rates are calculated on the basis of 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 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).



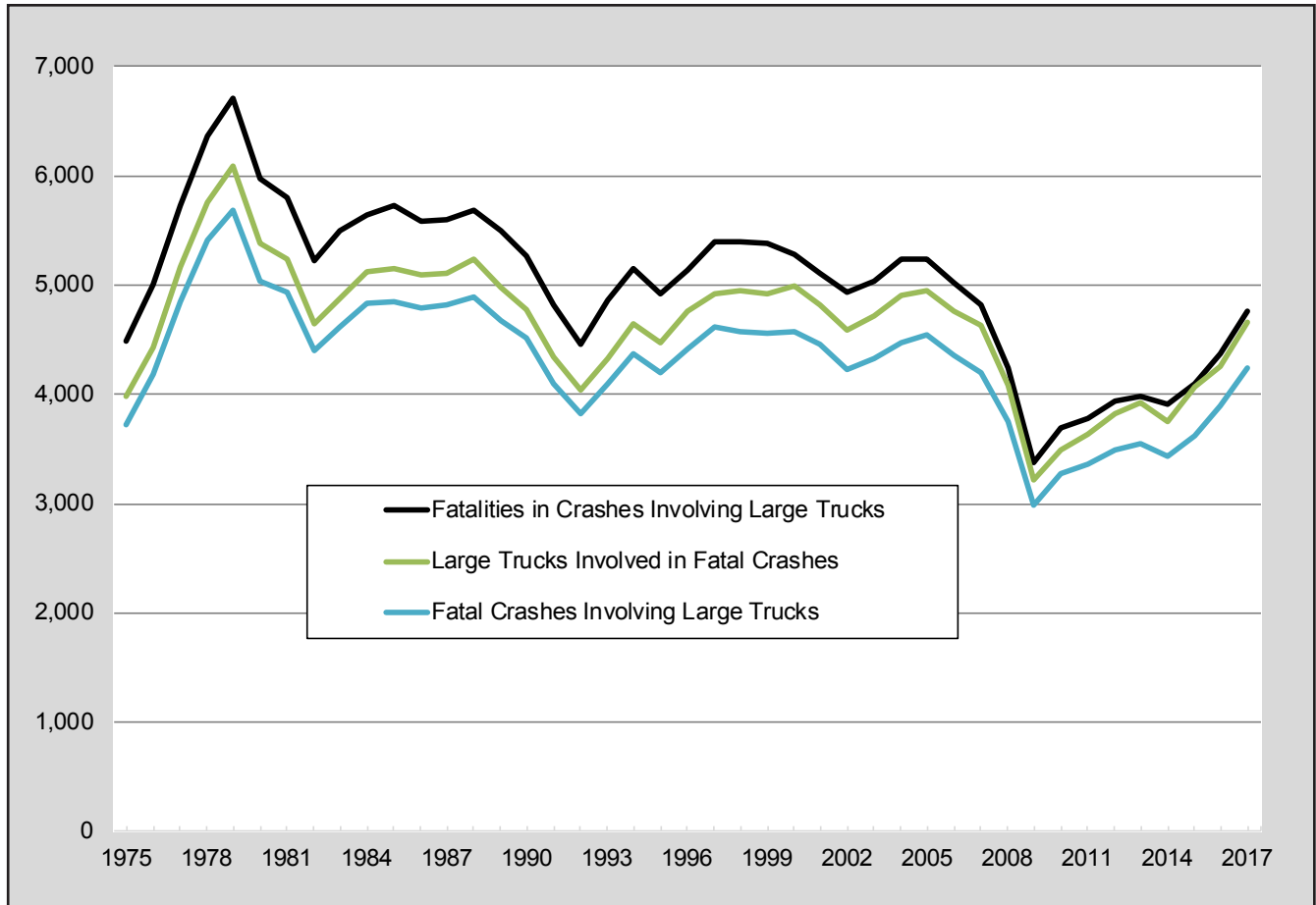
Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2017

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	3,896	4,251	725	4,369	287,895	1.35	1.48	1.52	11,498,561
2017	4,237	4,657	841	4,761	297,593	1.42	1.56	1.60	12,229,216

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 2017*. 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, 1975-2017



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).

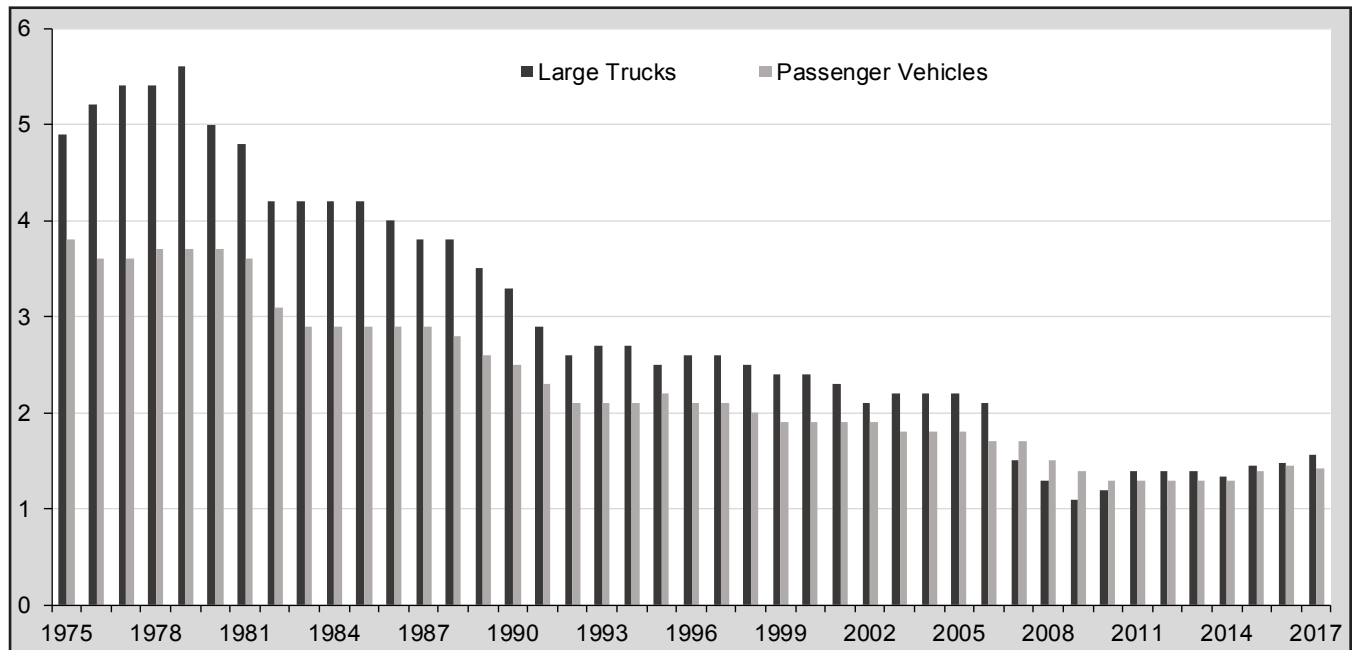
Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2017

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	30,103	41,308	23,877	33,016	2,849,718	1.06	1.45	1.16	247,644,981
2017	29,769	41,017	23,551	32,519	2,877,378	1.03	1.43	1.13	250,553,248

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 2017*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

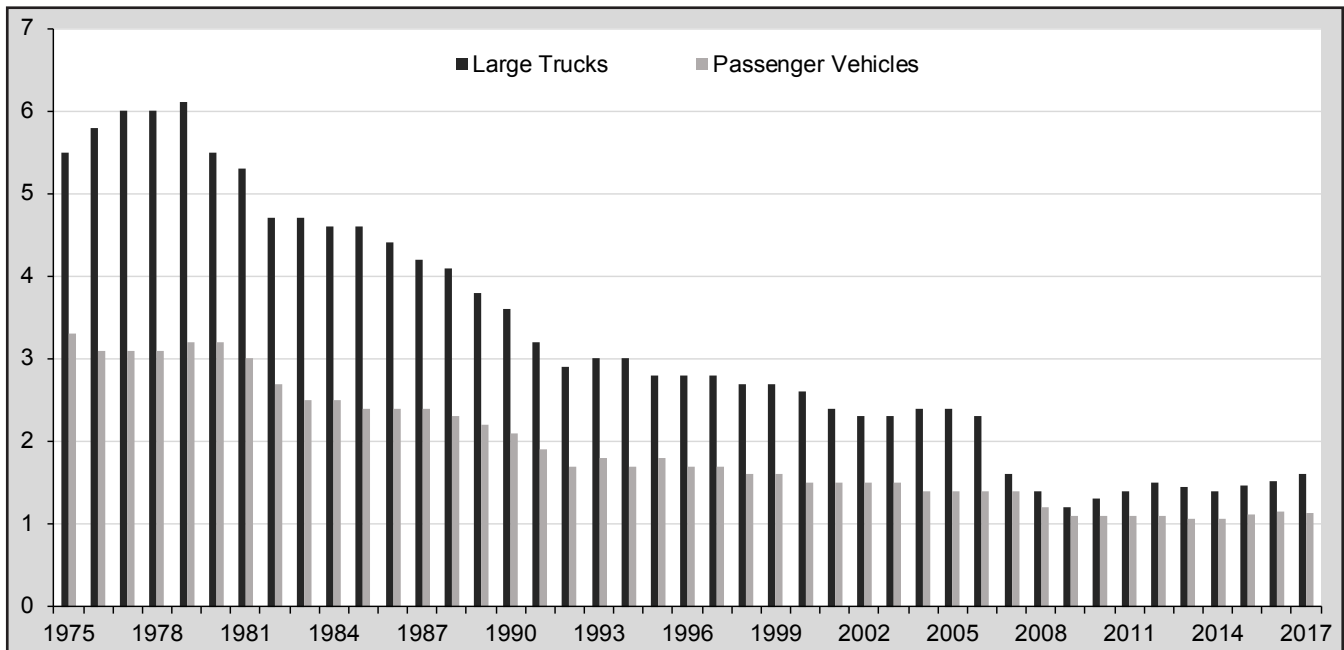
**Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2017**



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 2017*. 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, 1975-2017**



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 2017*. 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, 1975-2017

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	31,006	45,960	28,003	33,782	2,969,433	1.04	1.55	1.14	253,639,386
2013	30,203	45,102	27,176	32,894	2,988,280	1.01	1.51	1.10	255,876,822
2014	30,056	44,950	26,901	32,744	3,025,656	0.99	1.49	1.08	260,350,938
2015	32,539	49,477	28,926	35,485	3,095,373	1.05	1.60	1.15	263,610,219
2016	34,748	52,714	30,613	37,806	3,174,408	1.09	1.66	1.19	268,799,083
2017	34,247	52,645	30,145	37,133	3,212,347	1.07	1.64	1.16	272,480,899

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 2017*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1997-2017

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	
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*	97,000	102,000	134,000	287,895	33.7	35.5	46.7	11,498,561
2017*	102,000	107,000	148,000	297,593	34.4	35.9	49.7	12,229,216

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1997-2017

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	
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*	2,047,000	3,656,000	2,977,000	2,849,718	71.8	128.3	104.5	247,644,981
2017*	1,727,000	2,901,000	2,548,000	2,877,378	60.0	100.8	88.6	250,553,248

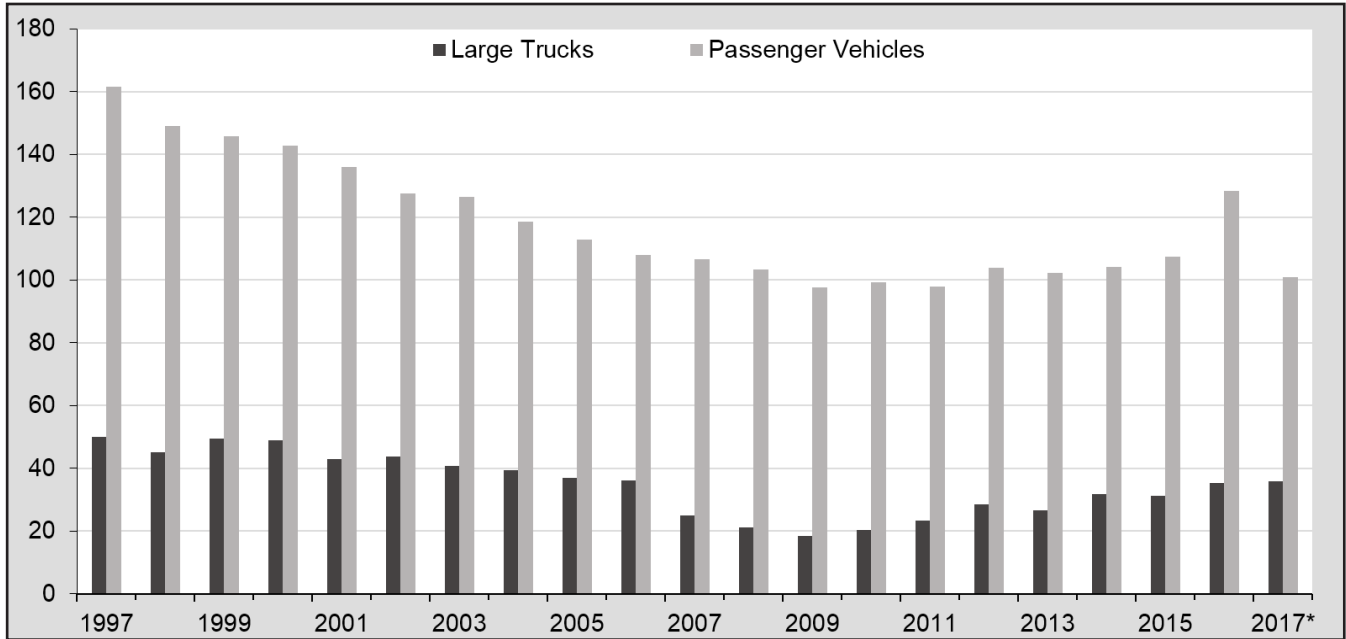
\*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).



**Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1997-2017**

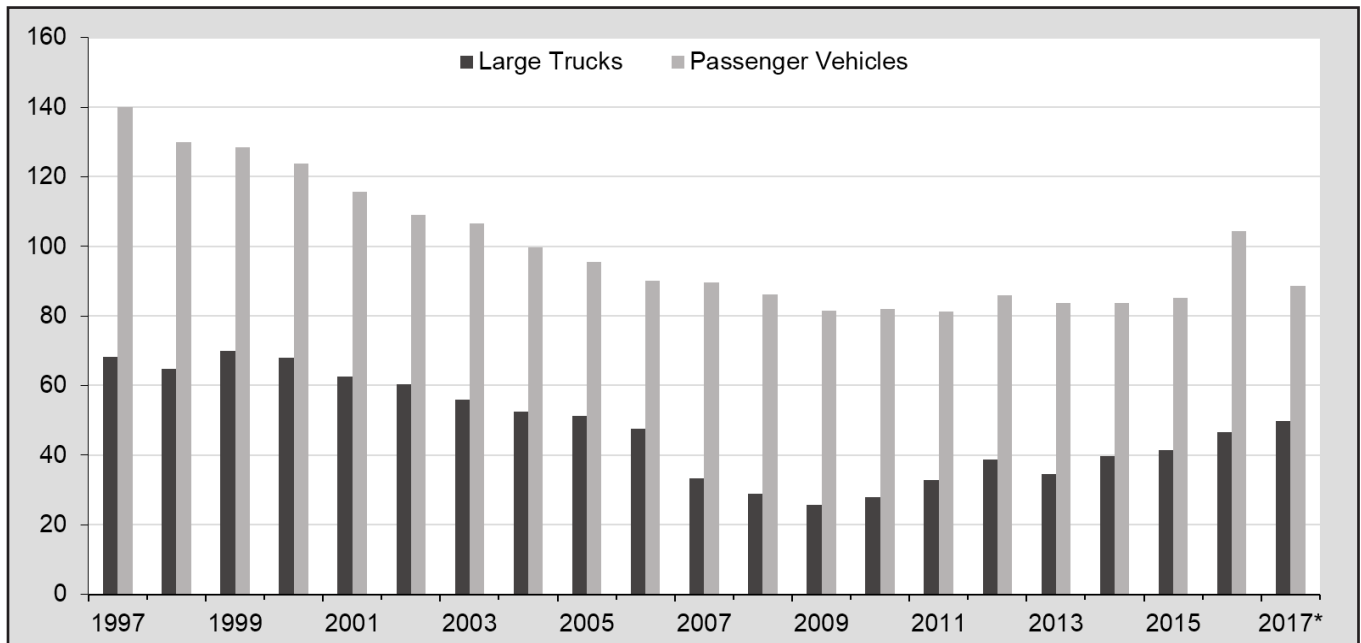


\*Beginning with data for 2016, the National Highway Traffic Safety Administration (NHTSA) replaced the General Estimates System (GES) with the Crash Report Sampling System (CRSS). Comparisons of 2016 (and later) CRSS estimates with older GES estimates should be performed with caution.

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

Sources: VMT: FHWA, *Highway Statistics 2017*. Injury Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1997-2017**



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

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

Sources: VMT: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1997-2017**

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	
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*	2,116,000	3,893,000	3,061,000	3,174,408	66.7	122.6	96.4	268,799,083
2017*	1,889,000	3,514,000	2,746,000	3,212,347	58.8	109.4	85.5	272,480,899

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1997-2017**

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	
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*	333,000	351,000	287,895	115.6	122.0	11,498,561
2017*	344,000	363,000	297,593	115.5	122.1	12,229,216

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1997-2017**

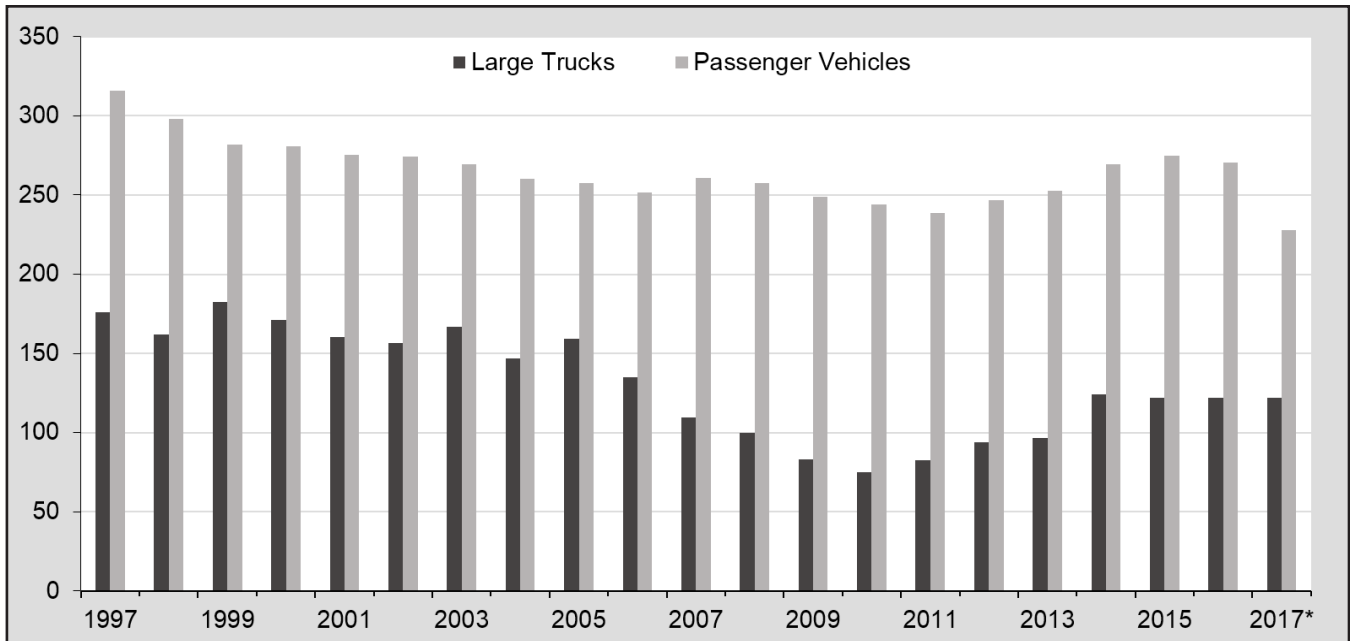
Year	PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	Million Vehicle Miles Traveled by Passenger Vehicles	Rates per 100 Million Vehicle Miles Traveled by Passenger Vehicles		Passenger Vehicles Registered
				PDO Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in PDO Crashes	
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*	4,543,000	7,716,000	2,849,718	159.4	270.8	247,644,981
2017*	4,133,000	6,554,000	2,877,378	143.6	227.8	250,553,248

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1997-2017**



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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1997-2017**

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	
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*	4,670,000	8,194,000	3,174,408	147.1	258.1	268,799,083
2017*	4,530,000	8,028,000	3,212,347	141.0	249.9	272,480,899

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2017**

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	1,534	1,307	458	267	275	18	36	3,895
2017	1,687	1,448	498	343	275	17	23	4,291

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons.

A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

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



**Trends Table 14. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2017**

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	368	89	17	474	3,895	4,369
2017	372	76	22	470	4,291	4,761

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, 1997-2017**

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
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	4,193	2.9%	1.7%	20,965	24.5%	21.0%
2017	4,600	3.6%	2.5%	20,895	23.9%	20.6%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
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	20,112	23.4%	19.8%	5,460	32.6%	26.1%
2017	19,847	23.3%	20.0%	5,316	34.6%	27.3%

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

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

Trends Table 16. Combination Truck Fatal Crash Statistics, 1975-2017

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	2,784	3,024	498	3,158	174,557	1.59	1.73	1.81	2,752,043
2017	2,910	3,200	520	3,289	181,490	1.60	1.76	1.81	2,892,218

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 2017*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

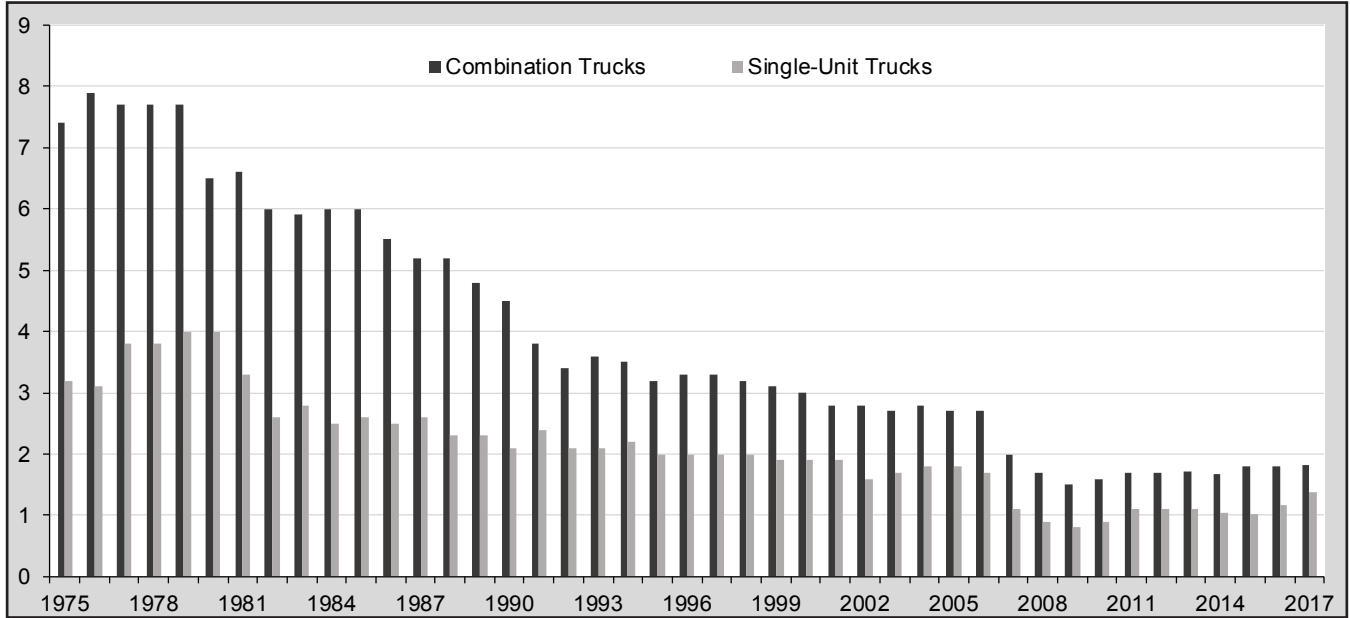
Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2017

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	1,196	1,227	227	1,312	113,338	1.06	1.08	1.16	8,746,518
2017	1,430	1,457	321	1,596	116,102	1.23	1.25	1.37	9,336,998

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 2017*. 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, 1975-2017**



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 2017*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 18. Combination Truck Injury Crash Statistics, 1997-2017

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	
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*	51,000	53,000	68,000	174,557	28.9	30.6	39.2	2,752,043
2017*	56,000	58,000	79,000	181,490	30.9	32.1	43.4	2,892,218

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1997-2017**

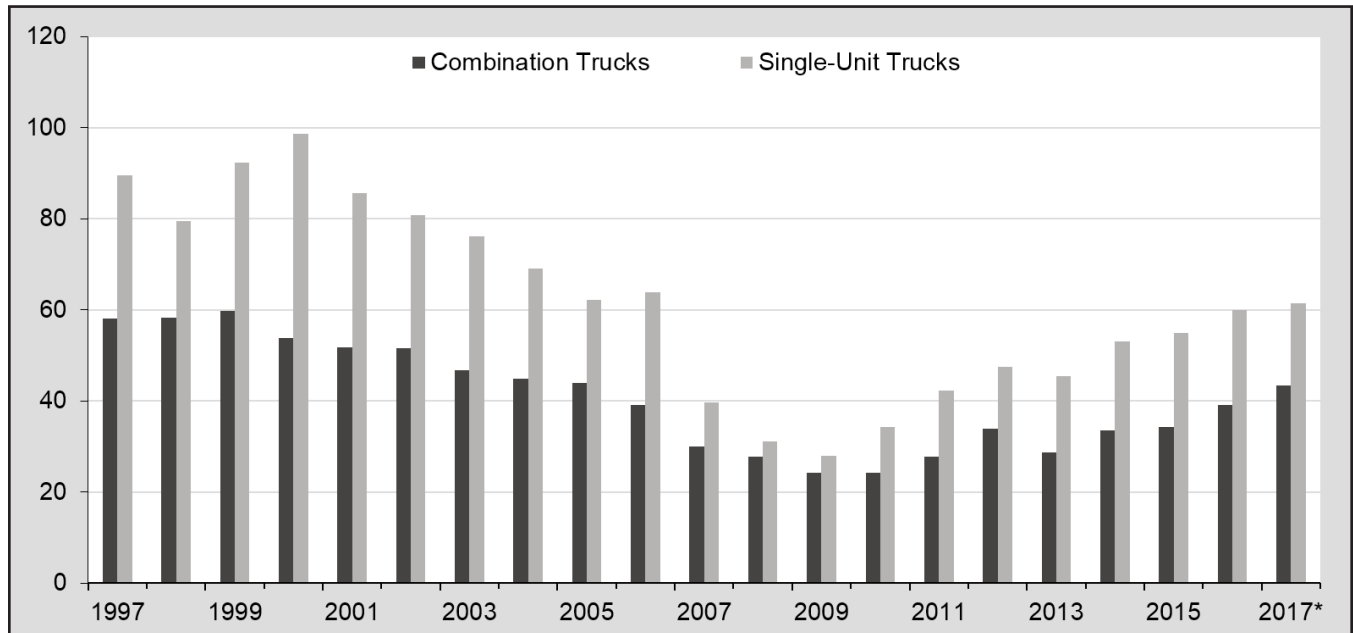
Year	Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
					Injury Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Injury Crashes	Persons Injured in Single-Unit Truck Crashes	
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*	48,000	49,000	68,000	113,338	42.2	42.9	60.0	8,746,518
2017*	48,000	49,000	71,000	116,102	41.2	41.8	61.4	9,336,998

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1997-2017**



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

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

Sources: VMT: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).



**Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1997-2017**

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	
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*	181,000	190,000	174,557	103.6	108.8	2,752,043
2017*	191,000	203,000	181,490	105.3	111.8	2,892,218

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1997-2017**

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	
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*	158,000	161,000	113,338	139.2	142.3	8,746,518
2017*	158,000	160,000	116,102	136.1	138.2	9,336,998

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2017

Year	Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Bus Occupant Fatalities	Total Fatalities in Bus Crashes	Million Vehicle Miles Traveled by Buses	Rates per 100 Million Vehicle Miles Traveled by Buses			Buses Registered
						Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Fatalities in Bus Crashes	
1975	323	327	53	348	6,055	5.33	5.40	5.75	462,156
1976	318	319	73	390	6,258	5.08	5.10	6.23	478,339
1977	321	321	42	354	5,823	5.51	5.51	6.08	490,761
1978	370	372	41	412	5,885	6.29	6.32	7.00	505,354
1979	344	347	39	376	5,947	5.78	5.83	6.32	526,765
1980	329	330	46	390	6,059	5.43	5.45	6.44	528,789
1981	340	342	56	393	6,241	5.45	5.48	6.30	543,984
1982	288	289	35	323	5,823	4.95	4.96	5.55	559,200
1983	305	307	53	366	5,199	5.87	5.90	7.04	582,884
1984	319	320	46	374	4,640	6.88	6.90	8.06	583,671
1985	337	337	57	398	4,478	7.53	7.53	8.89	593,485
1986	284	286	39	337	4,717	6.02	6.06	7.14	593,853
1987	353	353	51	409	5,330	6.62	6.62	7.67	602,055
1988	284	287	54	341	5,475	5.19	5.24	6.23	615,669
1989	309	311	50	366	5,670	5.45	5.49	6.46	625,040
1990	286	289	32	340	5,726	4.99	5.05	5.94	626,987
1991	271	274	31	304	5,750	4.71	4.77	5.29	631,279
1992	283	285	28	316	5,778	4.90	4.93	5.47	644,732
1993	262	263	18	286	6,125	4.28	4.29	4.67	654,432
1994	256	258	18	286	6,409	3.99	4.03	4.46	670,423
1995	271	271	33	311	6,420	4.22	4.22	4.84	685,503
1996	324	326	21	367	6,563	4.94	4.97	5.59	694,781
1997	295	297	18	339	6,842	4.31	4.34	4.95	697,548
1998	288	289	38	329	7,007	4.11	4.12	4.70	715,540
1999	313	319	59	373	7,662	4.09	4.16	4.87	728,777
2000	323	325	22	357	7,590	4.26	4.28	4.70	746,125
2001	289	292	34	331	7,070	4.09	4.13	4.84	749,548
2002	274	274	45	331	6,845	4.00	4.00	4.84	760,717
2003	288	291	41	337	6,782	4.25	4.29	4.97	776,550
2004	276	279	42	315	6,801	4.06	4.10	4.63	795,274
2005	278	280	58	340	6,980	3.98	4.01	4.87	807,053
2006	303	305	27	337	6,783	4.47	4.50	4.97	821,959
2007	280	281	36	325	14,516	1.93	1.94	2.24	834,436
2008	251	251	67	311	14,823	1.69	1.69	2.10	843,308
2009	221	221	26	254	14,387	1.54	1.54	1.77	841,993
2010	247	251	44	278	13,770	1.79	1.82	2.02	846,051
2011	243	245	55	284	13,807	1.76	1.77	2.06	666,064
2012	252	253	39	282	14,781	1.70	1.71	1.91	764,509
2013	282	282	54	320	15,167	1.86	1.86	2.11	864,549
2014	235	236	44	283	15,999	1.47	1.48	1.77	872,027
2015	259	263	49	297	16,230	1.60	1.62	1.83	888,907
2016	231	234	64	290	16,350	1.41	1.43	1.77	976,161
2017	229	232	44	274	17,227	1.33	1.35	1.59	983,231

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 2017*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1997-2017

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	
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*	16,000	17,000	35,000	16,350	96.8	101.9	213.5	976,161
2017*	15,000	15,000	25,000	17,227	84.6	84.6	142.5	983,231

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. Injury Crashes, Vehicles Involved, and Persons Injured: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1997-2017**

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	
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*	51,000	51,000	16,350	308.9	313.4	976,161
2017*	51,000	52,000	17,227	297.1	301.8	983,231

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

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

Sources: VMT and Registered Vehicles: FHWA, *Highway Statistics 2017*. PDO Crashes and Vehicles Involved: NHTSA, GES (1997-2015) and CRSS (2016-2017).

**Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2017**

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus <sup>a</sup>	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1976	122	30	130	—	13	23	318
1977	126	33	123	—	14	25	321
1978	143	52	143	—	14	18	370
1979	150	37	120	—	21	16	344
1980	117	38	149	—	14	11	329
1981	109	48	150	—	20	13	340
1982	104	37	106	—	31	10	288
1983	99	41	105	—	38	22	305
1984	118	48	103	—	33	17	319
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	22	284
1987	132	29	115	—	46	31	353
1988	103	31	102	—	30	18	284
1989	108	32	119	—	25	25	309
1990	111	26	114	—	19	17	286
1991	106	39	86	—	25	16	271
1992	98	35	113	—	20	17	283
1993	112	28	82	—	20	20	262
1994	106	22	105	—	12	12	256
1995	109	23	101	—	23	15	271
1996	124	35	113	—	32	20	324
1997	116	36	109	—	15	19	295
1998	111	38	115	—	16	8	288
1999	137	35	106	—	19	17	313
2000	119	40	127	—	20	17	323
2001	117	38	103	—	16	15	289
2002	95	35	100	—	26	18	274
2003	111	26	104	—	29	18	288
2004	109	35	85	—	25	22	276
2005	110	37	83	—	34	14	278
2006	117	32	105	—	22	27	303
2007	109	35	113	—	15	8	280
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	101	34	78	30	7	2	252
2013	114	44	82	28	10	4	282
2014	90	32	79	9	21	4	235
2015	99	34	92	14	18	5	259
2016	87	17	97	6	19	6	231
2017	72	13	95	32	15	4	229

<sup>a</sup> "Van-based bus" was listed as a bus type for the first time in 2011.

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

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

**Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2017**

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus <sup>a</sup>	Other Bus Type	Bus Type Unknown	Total
1975	130	29	131	—	18	19	327
1976	123	30	130	—	13	23	319
1977	126	33	123	—	14	25	321
1978	143	54	143	—	14	18	372
1979	150	37	123	—	21	16	347
1980	117	38	150	—	14	11	330
1981	110	48	150	—	20	14	342
1982	104	37	106	—	31	11	289
1983	99	41	105	—	40	22	307
1984	119	48	103	—	33	17	320
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	24	286
1987	132	29	115	—	46	31	353
1988	105	31	103	—	30	18	287
1989	109	32	120	—	25	25	311
1990	112	27	114	—	19	17	289
1991	106	39	86	—	26	17	274
1992	98	36	113	—	21	17	285
1993	112	28	82	—	21	20	263
1994	106	23	105	—	12	12	258
1995	109	23	101	—	23	15	271
1996	124	35	115	—	32	20	326
1997	117	37	109	—	15	19	297
1998	112	38	115	—	16	8	289
1999	139	38	106	—	19	17	319
2000	120	40	128	—	20	17	325
2001	119	38	104	—	16	15	292
2002	95	35	100	—	26	18	274
2003	113	26	104	—	30	18	291
2004	111	35	85	—	26	22	279
2005	111	38	83	—	34	14	280
2006	118	33	105	—	22	27	305
2007	109	35	113	—	16	8	281
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	116	36	84	—	11	4	251
2011	98	41	68	25	10	3	245
2012	102	34	78	30	7	2	253
2013	114	44	82	28	10	4	282
2014	91	32	79	9	21	4	236
2015	99	34	93	14	18	5	263
2016	88	17	98	6	19	6	234
2017	73	13	95	32	15	4	232

<sup>a</sup> "Van-based bus" was listed as a bus type for the first time in 2011.

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

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

**Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2017**

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus <sup>a</sup>	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	<b>348</b>
1976	147	35	133	—	49	26	<b>390</b>
1977	143	42	126	—	16	27	<b>354</b>
1978	163	62	153	—	14	20	<b>412</b>
1979	160	46	130	—	21	19	<b>376</b>
1980	136	66	156	—	17	15	<b>390</b>
1981	120	65	165	—	26	17	<b>393</b>
1982	106	45	122	—	39	11	<b>323</b>
1983	126	49	110	—	56	25	<b>366</b>
1984	144	55	110	—	46	19	<b>374</b>
1985	153	40	129	—	42	34	<b>398</b>
1986	110	37	103	—	57	30	<b>337</b>
1987	149	54	120	—	51	35	<b>409</b>
1988	140	37	112	—	34	18	<b>341</b>
1989	143	43	122	—	28	30	<b>366</b>
1990	128	39	125	—	25	24	<b>340</b>
1991	120	46	91	—	31	18	<b>304</b>
1992	105	45	121	—	22	23	<b>316</b>
1993	119	35	87	—	22	23	<b>286</b>
1994	116	25	116	—	14	15	<b>286</b>
1995	123	30	111	—	30	17	<b>311</b>
1996	144	43	123	—	34	23	<b>367</b>
1997	131	46	123	—	17	22	<b>339</b>
1998	118	50	127	—	25	9	<b>329</b>
1999	153	66	110	—	21	25	<b>373</b>
2000	133	48	134	—	20	22	<b>357</b>
2001	130	46	117	—	22	16	<b>331</b>
2002	110	54	112	—	33	22	<b>331</b>
2003	120	36	116	—	40	25	<b>337</b>
2004	116	57	86	—	32	24	<b>315</b>
2005	120	70	92	—	41	17	<b>340</b>
2006	138	39	106	—	23	31	<b>337</b>
2007	130	51	117	—	18	9	<b>325</b>
2008	129	52	102	—	14	14	<b>311</b>
2009	100	46	81	—	16	11	<b>254</b>
2010	119	52	86	—	17	4	<b>278</b>
2011	108	63	69	31	10	3	<b>284</b>
2012	114	45	79	35	7	2	<b>282</b>
2013	123	61	86	33	13	4	<b>320</b>
2014	109	48	83	12	27	4	<b>283</b>
2015	108	42	106	14	20	10	<b>297</b>
2016	103	28	106	7	46	6	<b>290</b>
2017	79	20	104	54	17	4	<b>274</b>

<sup>a</sup> "Van-based bus" was listed as a bus type for the first time in 2011.

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

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



**Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2017**

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

<sup>a</sup> "Van-based bus" was listed as a bus type for the first time in 2011.

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

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

**Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2007-2017**

State	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Alabama	134	131	80	114	100	107	109	84	101	144	99
Alaska	4	5	3	7	0	4	4	5	1	4	5
Arizona	98	98	66	65	68	85	63	67	91	83	94
Arkansas	114	76	79	83	88	91	83	78	70	69	84
California	366	318	275	236	282	261	259	301	305	354	361
Colorado	82	68	40	49	51	58	56	63	64	86	87
Connecticut	28	24	13	23	14	16	20	21	37	30	23
Delaware	6	7	11	9	10	9	10	12	12	9	14
District of Columbia	2	1	1	3	2	1	3	5	2	0	0
Florida	301	264	181	181	213	213	197	190	225	293	292
Georgia	229	180	153	153	174	153	163	155	182	179	214
Hawaii	3	6	5	4	3	6	7	4	5	6	9
Idaho	27	30	20	15	21	13	34	23	26	34	46
Illinois	159	154	146	88	122	122	142	111	103	148	149
Indiana	147	137	96	115	136	112	117	128	118	108	138
Iowa	71	73	65	88	60	60	61	48	61	70	67
Kansas	77	63	59	86	65	64	68	46	65	74	88
Kentucky	104	113	112	100	88	82	78	68	81	100	89
Louisiana	121	111	83	107	80	108	84	80	79	89	102
Maine	21	23	22	14	17	11	18	10	11	20	23
Maryland	69	52	50	44	39	66	58	49	58	63	48
Massachusetts	28	23	20	19	35	18	31	27	28	27	28
Michigan	124	88	67	85	61	73	88	98	75	107	88
Minnesota	86	70	59	90	52	60	75	66	64	61	61
Mississippi	75	70	61	55	73	51	63	81	72	78	102
Missouri	136	124	86	84	101	92	85	100	105	113	111
Montana	31	25	24	14	31	11	20	12	20	23	22
Nebraska	43	43	43	55	31	44	29	52	40	55	38
Nevada	29	22	19	15	35	19	18	17	27	28	37
New Hampshire	12	13	8	6	8	6	13	12	6	5	13
New Jersey	64	47	69	52	53	60	60	74	50	57	54
New Mexico	57	45	36	46	48	42	54	72	46	40	70
New York	155	119	107	120	114	100	118	98	126	106	121
North Carolina	168	162	128	117	117	127	139	121	129	152	164
North Dakota	12	20	31	18	40	48	63	49	47	13	26
Ohio	134	143	114	132	117	152	131	130	167	123	164
Oklahoma	112	115	94	91	112	124	112	134	106	126	133
Oregon	53	37	30	46	50	28	33	32	53	53	54
Pennsylvania	194	192	134	164	160	166	155	162	161	165	167
Rhode Island	7	2	5	2	1	4	5	2	1	2	8
South Carolina	91	85	82	65	89	84	64	63	114	104	90
South Dakota	14	14	16	25	12	20	18	21	13	5	21
Tennessee	149	95	92	92	108	112	127	110	116	120	136
Texas	502	453	318	400	432	573	535	553	567	558	649
Utah	39	29	21	35	22	18	20	18	39	20	36
Vermont	5	7	6	10	6	5	8	11	8	7	10
Virginia	108	81	77	77	76	84	89	90	71	91	98
Washington	79	55	31	30	33	45	40	36	40	50	77
West Virginia	48	47	34	50	34	45	46	30	22	27	52
Wisconsin	85	63	55	56	71	65	83	55	56	69	82
Wyoming	24	30	11	27	26	26	25	34	28	21	17
<b>Total</b>	<b>4,822</b>	<b>4,245</b>	<b>3,380</b>	<b>3,686</b>	<b>3,781</b>	<b>3,944</b>	<b>3,981</b>	<b>3,908</b>	<b>4,094</b>	<b>4,369</b>	<b>4,761</b>

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

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

**Trends Table 30. Fatal Crashes Involving Large Trucks by State, 2007-2017**

State	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Alabama	120	114	73	102	88	100	101	74	94	126	85
Alaska	4	5	3	5	0	4	3	5	1	4	4
Arizona	88	83	58	52	57	66	56	59	79	69	83
Arkansas	97	69	70	74	82	82	74	68	58	61	75
California	326	283	240	219	249	233	240	266	280	305	320
Colorado	67	53	35	42	42	47	50	57	56	82	80
Connecticut	22	23	13	23	13	16	20	17	32	29	20
Delaware	6	7	7	9	9	8	10	11	12	9	13
District of Columbia	2	1	1	3	2	1	3	4	2	0	0
Florida	259	237	170	170	194	182	179	168	197	260	275
Georgia	197	168	129	138	155	139	142	128	161	169	195
Hawaii	3	6	4	4	3	6	7	4	5	5	6
Idaho	24	26	18	15	18	13	31	20	23	32	44
Illinois	137	126	85	100	109	106	123	102	93	137	126
Indiana	125	114	82	101	111	101	99	112	106	101	119
Iowa	62	63	56	79	48	52	57	46	48	57	63
Kansas	69	53	50	68	56	55	63	42	58	62	71
Kentucky	95	93	101	84	82	76	69	63	76	92	75
Louisiana	104	97	68	88	71	90	70	72	67	79	89
Maine	19	20	20	13	16	10	16	10	10	14	23
Maryland	59	48	45	39	37	54	53	47	48	58	46
Massachusetts	27	21	18	19	33	17	30	26	27	26	27
Michigan	109	82	62	80	58	67	74	87	69	94	76
Minnesota	67	62	48	74	49	53	70	60	58	50	59
Mississippi	67	66	53	52	58	39	55	66	64	71	93
Missouri	120	107	79	76	90	84	71	85	96	104	104
Montana	29	24	21	12	23	11	19	7	17	20	19
Nebraska	37	38	40	45	27	34	25	41	35	40	37
Nevada	25	20	18	15	24	19	17	15	25	26	35
New Hampshire	10	12	7	6	8	6	11	12	6	5	12
New Jersey	60	44	60	52	51	55	57	69	48	56	52
New Mexico	53	40	33	41	41	38	47	56	42	33	54
New York	137	109	100	111	107	90	108	91	113	100	112
North Carolina	143	140	112	98	108	117	122	109	114	144	138
North Dakota	12	19	28	14	30	40	54	41	37	12	21
Ohio	116	129	101	114	105	138	120	114	156	112	143
Oklahoma	87	100	71	87	95	108	104	109	97	114	120
Oregon	46	35	27	42	48	27	32	27	47	49	51
Pennsylvania	179	174	120	152	150	149	144	146	139	143	157
Rhode Island	6	2	4	2	1	3	5	2	1	2	7
South Carolina	78	73	76	57	77	79	60	59	95	95	83
South Dakota	14	13	12	19	10	15	17	19	13	5	15
Tennessee	129	83	82	82	97	97	109	93	101	104	121
Texas	430	392	273	349	386	496	456	481	480	486	556
Utah	34	28	21	27	20	16	19	17	33	18	34
Vermont	4	6	6	9	6	5	7	9	5	7	7
Virginia	96	70	68	72	69	75	81	82	69	81	88
Washington	69	52	29	27	28	41	34	33	32	47	73
West Virginia	41	38	29	39	32	44	44	23	22	23	41
Wisconsin	74	59	46	51	68	57	75	50	53	59	73
Wyoming	20	27	11	19	24	25	21	25	22	19	17
<b>Total</b>	<b>4,204</b>	<b>3,754</b>	<b>2,983</b>	<b>3,271</b>	<b>3,365</b>	<b>3,486</b>	<b>3,554</b>	<b>3,429</b>	<b>3,622</b>	<b>3,896</b>	<b>4,237</b>

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

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

Trends Table 31. Large Trucks Involved in Fatal Crashes by State, 2007-2017

State	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Alabama	127	124	81	105	96	111	107	76	103	134	94
Alaska	5	5	3	5	0	4	4	5	1	5	4
Arizona	95	100	67	54	65	73	69	61	88	79	93
Arkansas	110	76	80	79	101	88	86	75	65	65	84
California	394	304	263	240	265	251	265	282	300	337	341
Colorado	77	58	40	46	46	51	51	60	66	88	87
Connecticut	25	28	15	23	14	16	20	19	33	32	21
Delaware	6	7	7	9	10	10	10	11	12	9	13
District of Columbia	2	1	1	3	2	1	3	4	2	0	0
Florida	287	270	179	179	201	193	187	179	215	275	296
Georgia	212	180	135	145	169	149	157	135	178	183	225
Hawaii	3	6	4	4	3	6	7	4	5	5	6
Idaho	26	32	18	15	18	17	31	21	25	35	47
Illinois	148	138	90	113	120	115	136	116	105	151	139
Indiana	143	129	108	111	130	115	116	138	134	113	131
Iowa	70	69	63	90	49	65	59	47	50	60	70
Kansas	74	57	51	71	58	59	66	47	64	64	77
Kentucky	103	98	109	90	88	88	71	67	92	94	79
Louisiana	115	104	74	93	81	102	74	84	75	86	101
Maine	20	21	21	13	17	10	16	10	10	15	25
Maryland	63	49	52	39	38	57	60	49	52	62	49
Massachusetts	27	22	19	19	33	17	30	27	30	27	28
Michigan	115	90	64	83	61	70	88	90	105	104	88
Minnesota	74	62	50	77	53	54	74	63	62	52	61
Mississippi	70	70	54	55	62	44	57	72	71	80	98
Missouri	138	117	83	76	95	89	77	95	107	108	113
Montana	29	28	21	13	24	11	19	7	18	20	19
Nebraska	44	41	42	49	29	42	27	45	37	45	38
Nevada	25	21	19	16	28	21	24	15	26	27	38
New Hampshire	10	12	7	6	8	6	11	12	6	5	12
New Jersey	70	48	65	59	59	62	64	81	57	59	54
New Mexico	60	43	33	43	44	39	55	66	53	40	79
New York	145	113	101	116	112	97	114	104	117	105	115
North Carolina	151	143	116	104	118	132	125	111	119	152	147
North Dakota	13	21	28	17	32	44	64	45	42	14	24
Ohio	124	133	108	123	113	145	151	130	186	124	158
Oklahoma	96	108	78	88	100	124	116	123	109	125	131
Oregon	52	39	29	49	48	28	34	31	51	52	58
Pennsylvania	214	195	131	159	163	175	170	164	168	169	183
Rhode Island	6	2	4	2	1	3	5	2	2	2	9
South Carolina	81	81	78	61	79	81	66	61	102	100	85
South Dakota	14	13	12	19	10	16	18	19	13	6	16
Tennessee	147	92	86	89	101	108	121	107	113	114	130
Texas	465	432	299	376	414	548	492	532	537	542	621
Utah	36	32	25	28	24	17	21	20	38	22	38
Vermont	4	6	6	11	6	6	7	9	5	7	7
Virginia	103	74	75	87	74	88	100	90	76	90	101
Washington	71	54	30	27	35	43	38	35	32	50	80
West Virginia	45	46	29	40	32	47	48	25	22	30	47
Wisconsin	78	67	46	53	77	60	85	52	57	61	76
Wyoming	21	28	12	22	27	27	25	26	38	27	21
<b>Total</b>	<b>4,633</b>	<b>4,089</b>	<b>3,211</b>	<b>3,494</b>	<b>3,633</b>	<b>3,825</b>	<b>3,921</b>	<b>3,749</b>	<b>4,074</b>	<b>4,251</b>	<b>4,657</b>

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

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

**Trends Table 32. Single-Vehicle Fatal Crashes Involving Large Trucks by State, 2007-2017**

State	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Alabama	17	18	15	9	11	13	24	15	19	30	20
Alaska	2	1	1	0	0	1	0	1	0	2	1
Arizona	22	15	18	6	14	19	15	16	17	16	19
Arkansas	24	13	15	16	18	20	20	11	15	13	22
California	73	56	48	60	63	57	70	64	59	80	87
Colorado	18	14	10	6	12	8	17	12	11	22	18
Connecticut	5	7	2	8	2	5	4	5	13	7	4
Delaware	0	0	3	1	1	3	3	2	4	2	3
District of Columbia	2	1	1	3	1	1	1	1	2	0	0
Florida	49	43	34	35	54	38	39	34	39	49	56
Georgia	33	34	33	19	29	25	32	31	27	37	26
Hawaii	0	3	1	0	1	2	6	4	1	1	1
Idaho	6	7	4	5	3	1	7	6	4	3	12
Illinois	23	21	9	18	26	17	20	20	16	28	21
Indiana	19	15	12	9	20	15	17	20	16	17	18
Iowa	11	12	8	12	12	7	11	9	7	9	18
Kansas	4	7	5	9	9	19	12	4	9	14	11
Kentucky	18	20	16	10	19	16	12	11	7	20	13
Louisiana	21	24	8	16	11	21	12	13	3	14	25
Maine	4	7	0	4	3	2	3	1	1	0	4
Maryland	13	7	9	6	9	8	8	8	12	16	14
Massachusetts	10	9	6	5	6	7	11	10	10	10	10
Michigan	8	10	13	16	7	8	8	12	12	16	7
Minnesota	4	13	10	11	10	10	8	8	6	9	12
Mississippi	13	13	10	5	9	5	16	14	14	12	14
Missouri	26	13	12	15	25	22	20	18	22	26	19
Montana	13	7	8	1	2	4	4	1	1	4	3
Nebraska	2	3	2	10	2	3	7	5	6	5	4
Nevada	6	3	7	3	9	4	4	1	4	10	8
New Hampshire	0	0	1	0	2	0	3	5	2	1	4
New Jersey	15	9	14	12	13	18	11	13	21	13	16
New Mexico	18	15	10	8	12	16	14	19	12	3	14
New York	47	40	31	35	40	27	40	29	36	42	43
North Carolina	30	33	18	23	20	29	28	27	17	27	20
North Dakota	2	4	5	3	4	7	12	5	9	8	5
Ohio	14	23	10	14	18	15	18	15	22	15	20
Oklahoma	18	17	18	21	23	27	23	26	19	25	19
Oregon	8	8	8	14	18	6	9	8	11	7	14
Pennsylvania	33	29	22	38	26	16	28	27	34	30	31
Rhode Island	2	0	1	0	0	0	2	1	0	2	1
South Carolina	15	20	15	9	26	15	10	11	16	22	21
South Dakota	4	1	3	6	2	0	1	4	2	1	5
Tennessee	31	13	21	18	19	18	17	14	17	16	20
Texas	78	77	53	52	75	120	97	101	84	89	103
Utah	10	5	7	3	7	2	7	4	10	1	5
Vermont	1	0	2	1	2	1	1	1	2	1	2
Virginia	15	17	13	20	16	23	17	23	24	28	15
Washington	21	15	9	6	6	9	7	8	8	16	9
West Virginia	6	7	8	6	4	7	13	5	4	6	9
Wisconsin	9	7	2	10	6	9	11	8	7	12	6
Wyoming	7	9	5	3	5	7	3	4	5	7	7
<b>Total</b>	<b>830</b>	<b>745</b>	<b>596</b>	<b>620</b>	<b>732</b>	<b>733</b>	<b>783</b>	<b>715</b>	<b>719</b>	<b>844</b>	<b>859</b>

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

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

Trends Table 33. Multiple-Vehicle Fatal Crashes Involving Large Trucks by State, 2007-2017

State	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Alabama	103	96	58	93	77	87	77	59	75	96	65
Alaska	2	4	2	5	0	3	3	4	1	2	3
Arizona	66	68	40	46	43	47	41	43	62	53	64
Arkansas	73	56	55	58	64	62	54	57	43	48	53
California	253	227	192	159	186	176	170	202	221	225	233
Colorado	49	39	25	36	30	39	33	45	45	60	62
Connecticut	17	16	11	15	11	11	16	12	19	22	16
Delaware	6	7	4	8	8	5	7	9	8	7	10
District of Columbia	0	0	0	0	1	0	2	3	0	0	0
Florida	210	194	136	135	140	144	140	134	158	211	219
Georgia	164	134	96	119	126	114	110	97	134	132	169
Hawaii	3	3	3	4	2	4	1	0	4	4	5
Idaho	18	19	14	10	15	12	24	14	19	29	32
Illinois	114	105	76	82	83	89	103	82	77	109	105
Indiana	106	99	70	92	91	86	82	92	90	84	101
Iowa	51	51	48	67	36	45	46	37	41	48	45
Kansas	65	46	45	59	47	36	51	38	49	48	60
Kentucky	77	73	85	74	63	60	57	52	69	72	62
Louisiana	83	73	60	72	60	69	58	59	64	65	64
Maine	15	13	20	9	13	8	13	9	9	14	19
Maryland	46	41	36	33	28	46	45	39	36	42	32
Massachusetts	17	12	12	14	27	10	19	16	17	16	17
Michigan	101	72	49	64	51	59	66	75	57	78	69
Minnesota	63	49	38	63	39	43	62	52	52	41	47
Mississippi	54	53	43	47	49	34	39	52	50	59	79
Missouri	94	94	67	61	65	62	51	67	74	78	85
Montana	16	17	13	11	21	7	15	6	16	16	16
Nebraska	35	35	38	35	25	31	18	36	29	35	33
Nevada	19	17	11	12	15	15	13	14	21	16	27
New Hampshire	10	12	6	6	6	6	8	7	4	4	8
New Jersey	45	35	46	40	38	37	46	56	27	43	36
New Mexico	35	25	23	33	29	22	33	37	30	30	40
New York	90	69	69	76	67	63	68	62	77	58	69
North Carolina	113	107	94	75	88	88	94	82	97	117	118
North Dakota	10	15	23	11	26	33	42	36	28	4	16
Ohio	102	106	91	100	87	123	102	99	134	97	123
Oklahoma	69	83	53	66	72	81	81	83	78	89	101
Oregon	38	27	19	28	30	21	23	19	36	42	37
Pennsylvania	146	145	98	114	124	133	116	119	105	113	126
Rhode Island	4	2	3	2	1	3	3	1	1	0	6
South Carolina	63	53	61	48	51	64	50	48	79	73	62
South Dakota	10	12	9	13	8	15	16	15	11	4	10
Tennessee	98	70	61	64	78	79	92	79	84	88	101
Texas	352	315	220	297	311	376	359	380	396	397	453
Utah	24	23	14	24	13	14	12	13	23	17	29
Vermont	3	6	4	8	4	4	6	8	3	6	5
Virginia	81	53	55	52	53	52	64	59	45	53	73
Washington	48	37	20	21	22	32	27	25	24	31	64
West Virginia	35	31	21	33	28	37	31	18	18	17	32
Wisconsin	65	52	44	41	62	48	64	42	46	47	67
Wyoming	13	18	6	16	19	18	18	21	17	12	10
<b>Total</b>	<b>3,374</b>	<b>3,009</b>	<b>2,387</b>	<b>2,651</b>	<b>2,633</b>	<b>2,753</b>	<b>2,771</b>	<b>2,714</b>	<b>2,903</b>	<b>3,052</b>	<b>3,378</b>

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

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

## Crashes

This chapter contains information on the circumstances of large truck crashes. Below is a summary of some of the information on crashes in 2017 in this section:

- ◆ Of the approximately 450,000 police-reported crashes involving large trucks in 2017, there were 4,237 (1 percent) fatal crashes and 344,000 (23 percent) injury crashes.
- ◆ Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 20 percent of all fatal crashes, 15 percent of all injury crashes, and 23 percent of all property damage only crashes involving large trucks in 2017. The majority (63 percent) of fatal large truck crashes involved two vehicles.
- ◆ Fatal crashes involving large trucks often occur in rural areas and on Interstate highways. Approximately 57 percent of all fatal crashes involving large trucks occurred in rural areas, 27 percent occurred on Interstate highways, and 13 percent fell into both categories by occurring on rural Interstate highways.
- ◆ Thirty-five percent of all fatal crashes, 22 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 (83 percent) and nonfatal crashes (88 percent) involving large trucks occurred on weekdays (Monday through Friday).
- ◆ Collision with a vehicle in transport was the first harmful event (the first event during a crash that resulted in injury or property damage) in 74 percent of fatal crashes involving large trucks, 81 percent of injury crashes involving large trucks, and 76 percent of property damage only crashes involving large trucks.
- ◆ Overturn (rollover) was the first harmful event in 4 percent of all fatal crashes involving large trucks and 3 percent of all nonfatal crashes involving large trucks.
- ◆ In 2017, 30 percent of work zone fatal crashes and 12 percent of work zone injury crashes involved at least one large truck.
- ◆ There were 13.0 fatal large truck crashes per million people in the United States in 2017, a 23-percent increase from 10.6 in 2010.
- ◆ In 2017, 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, 82 percent, of fatalities were not occupants of the large truck.

**Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2015-2017**

First Harmful Event	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,679	74.0%	2,829	72.6%	3,139	74.1%
Collision with Fixed Object	356	9.8%	355	9.1%	388	9.2%
Collision with Pedestrian	274	7.6%	312	8.0%	314	7.4%
Overtum (Rollover)	159	4.4%	196	5.0%	181	4.3%
Collision with Pedalcycle or Other Personal Conveyance	64	1.8%	96	2.5%	91	2.1%
Collision with Parked Motor Vehicle	38	1.0%	41	1.1%	40	0.9%
Collision with Train	4	0.1%	14	0.4%	14	0.3%
Collision with Other Object	10	0.3%	10	0.3%	9	0.2%
Collision with Animal	7	0.2%	7	0.2%	15	0.4%
Explosion/Fire	1	*	1	*	1	*
Jackknife	8	0.2%	8	0.2%	12	0.3%
Pavement Surface Irregularity	1	*	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	2	0.1%	6	0.2%	9	0.2%
Other	19	0.5%	21	0.5%	24	0.6%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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



**Crashes Table 2. Crashes Involving Large Trucks by First Harmful Event, Number of Vehicles Involved, and Crash Severity, 2017**

First Harmful Event	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
Collision with Vehicle in Transport	0	0.0%	3,139	92.9%	<b>3,139</b>	<b>74.1%</b>
Collision with Fixed Object	275	32.0%	113	3.3%	<b>388</b>	<b>9.2%</b>
Collision with Pedestrian	266	31.0%	48	1.4%	<b>314</b>	<b>7.4%</b>
Overturn (Rollover)	135	15.7%	46	1.4%	<b>181</b>	<b>4.3%</b>
Collision with Pedalcycle or Other Personal Conveyance	90	10.5%	1	*	<b>91</b>	<b>2.1%</b>
Collision with Parked Motor Vehicle	34	4.0%	6	0.2%	<b>40</b>	<b>0.9%</b>
Collision with Train	14	1.6%	0	0.0%	<b>14</b>	<b>0.3%</b>
Collision with Other Object	6	0.7%	3	0.1%	<b>9</b>	<b>0.2%</b>
Collision with Animal	5	0.6%	10	0.3%	<b>15</b>	<b>0.4%</b>
Explosion/Fire	1	0.1%	0	0.0%	<b>1</b>	<b>*</b>
Jackknife	6	0.7%	6	0.2%	<b>12</b>	<b>0.3%</b>
Pavement Surface Irregularity	0	0.0%	0	0.0%	<b>0</b>	<b>0.0%</b>
Cargo Equipment Loss or Shift	8	0.9%	1	*	<b>9</b>	<b>0.2%</b>
Other	19	2.2%	5	0.1%	<b>24</b>	<b>0.6%</b>
<b>Total Fatal Crashes</b>	<b>859</b>	<b>100.0%</b>	<b>3,378</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
<b>Injury Crashes</b>						
Collision with Vehicle in Transport	*	*	83,000	95.8%	83,000	81.4%
Collision with Fixed Object	7,000	48.3%	2,000	2.7%	10,000	9.5%
Collision with Pedestrian	1,000	4.8%	*	0.2%	1,000	0.9%
Overturn (Rollover)	4,000	27.5%	1,000	0.7%	5,000	4.7%
Collision with Pedalcycle or Other Personal Conveyance	1,000	4.9%	*	*	1,000	0.7%
Collision with Parked Motor Vehicle	1,000	6.8%	*	*	1,000	1.0%
Collision with Train	*	*	*	*	*	*
Collision with Other Object	*	1.7%	*	0.4%	1,000	0.6%
Collision with Animal	*	2.5%	*	*	*	0.4%
Explosion/Fire	*	1.0%	*	*	*	0.1%
Jackknife	*	*	*	0.1%	*	0.1%
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	*	*	0.1%	*	0.1%
Other	*	2.5%	*	0.1%	*	0.4%
<b>Total Injury Crashes</b>	<b>15,000</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>
<b>Property Damage Only Crashes</b>						
Collision with Vehicle in Transport	*	*	261,000	98.6%	261,000	75.8%
Collision with Fixed Object	41,000	51.1%	2,000	0.7%	42,000	12.4%
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	7,000	8.7%	*	*	7,000	2.0%
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	20,000	25.0%	*	0.1%	20,000	5.9%
Collision with Train	*	0.3%	*	*	*	0.1%
Collision with Other Object	3,000	4.2%	1,000	0.2%	4,000	1.1%
Collision with Animal	6,000	7.2%	*	*	6,000	1.7%
Explosion/Fire	1,000	0.8%	*	*	1,000	0.2%
Jackknife	1,000	1.6%	*	0.1%	2,000	0.4%
Pavement Surface Irregularity	*	0.2%	*	*	*	*
Cargo Equipment Loss or Shift	*	0.5%	*	*	1,000	0.2%
Other	*	0.5%	*	0.2%	1,000	0.3%
<b>Total Property Damage Only Crashes</b>	<b>79,000</b>	<b>100.0%</b>	<b>264,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Speed Limit	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	66	1.8%	109	2.8%	122	2.9%
30 - 35 mph	242	6.7%	277	7.1%	281	6.6%
40 - 45 mph	458	12.6%	508	13.0%	599	14.1%
50 - 55 mph	1,251	34.5%	1,350	34.7%	1,401	33.1%
60 - 65 mph	763	21.1%	788	20.2%	875	20.7%
70 - 75 mph	695	19.2%	725	18.6%	787	18.6%
80 - 85 mph	17	0.5%	36	0.9%	30	0.7%
No Statutory Limit	29	0.8%	35	0.9%	49	1.2%
Unknown	101	2.8%	68	1.7%	93	2.2%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
Average Speed Limit	56.1 mph		55.6 mph		55.2 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, 2017**

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	86	10.0%	36	1.1%	122	2.9%
30 - 35 mph	80	9.3%	201	6.0%	281	6.6%
40 - 45 mph	109	12.7%	490	14.5%	599	14.1%
50 - 55 mph	229	26.7%	1,172	34.7%	1,401	33.1%
60 - 65 mph	150	17.5%	725	21.5%	875	20.7%
70 - 75 mph	157	18.3%	630	18.7%	787	18.6%
80 - 85 mph	6	0.7%	24	0.7%	30	0.7%
No Statutory Limit	10	1.2%	39	1.2%	49	1.2%
Unknown	32	3.7%	61	1.8%	93	2.2%
<b>Total</b>	<b>859</b>	<b>100.0%</b>	<b>3,378</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
Average Speed Limit	52.2 mph		56.0 mph		55.2 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, 2015-2017**

Functional System	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
<b>Rural Crashes</b>						
Interstate	488	13.5%	578	14.8%	567	13.4%
Freeway/Expressway	126	3.5%	85	2.2%	65	1.5%
Other Principal Arterial	736	20.3%	822	21.1%	834	19.7%
Minor Arterial	449	12.4%	412	10.6%	449	10.6%
Major Collector	308	8.5%	322	8.3%	327	7.7%
Minor Collector	33	0.9%	43	1.1%	56	1.3%
Local Roads	75	2.1%	89	2.3%	113	2.7%
Unknown	0	0.0%	2	0.1%	2	*
<b>Total Rural Crashes</b>	<b>2,215</b>	<b>61.2%</b>	<b>2,353</b>	<b>60.4%</b>	<b>2,413</b>	<b>57.0%</b>
<b>Urban Crashes</b>						
Interstate	454	12.5%	489	12.6%	556	13.1%
Freeway/Expressway	108	3.0%	118	3.0%	129	3.0%
Other Principal Arterial	437	12.1%	507	13.0%	591	13.9%
Minor Arterial	207	5.7%	232	6.0%	265	6.3%
Major Collector	57	1.6%	96	2.5%	87	2.1%
Minor Collector	12	0.3%	14	0.4%	19	0.4%
Local Roads	87	2.4%	81	2.1%	105	2.5%
Unknown	4	0.1%	1	*	0	0.0%
<b>Total Urban Crashes</b>	<b>1,366</b>	<b>37.7%</b>	<b>1,538</b>	<b>39.5%</b>	<b>1,752</b>	<b>41.4%</b>
Unknown Whether Rural or Urban	41	1.1%	5	0.1%	72	1.7%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Crashes Table 6. Fatal Crashes Involving Large Trucks by Land Use, Functional System, and Number of Vehicles Involved, 2017**

Functional System	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Rural Crashes</b>						
Interstate	148	17.2%	419	12.4%	567	13.4%
Freeway/Expressway	14	1.6%	51	1.5%	65	1.5%
Other Principal Arterial	86	10.0%	748	22.1%	834	19.7%
Minor Arterial	59	6.9%	390	11.5%	449	10.6%
Major Collector	80	9.3%	247	7.3%	327	7.7%
Minor Collector	21	2.4%	35	1.0%	56	1.3%
Local Roads	52	6.1%	61	1.8%	113	2.7%
Unknown	1	0.1%	1	*	2	*
<b>Total Rural Crashes</b>	<b>461</b>	<b>53.7%</b>	<b>1,952</b>	<b>57.8%</b>	<b>2,413</b>	<b>57.0%</b>
<b>Urban Crashes</b>						
Interstate	121	14.1%	435	12.9%	556	13.1%
Freeway/Expressway	17	2.0%	112	3.3%	129	3.0%
Other Principal Arterial	102	11.9%	489	14.5%	591	13.9%
Minor Arterial	58	6.8%	207	6.1%	265	6.3%
Major Collector	19	2.2%	68	2.0%	87	2.1%
Minor Collector	4	0.5%	15	0.4%	19	0.4%
Local Roads	56	6.5%	49	1.5%	105	2.5%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total Urban Crashes</b>	<b>377</b>	<b>43.9%</b>	<b>1,375</b>	<b>40.7%</b>	<b>1,752</b>	<b>41.4%</b>
Unknown Whether Rural or Urban	21	2.4%	51	1.5%	72	1.7%
<b>Total</b>	<b>859</b>	<b>100.0%</b>	<b>3,378</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Crashes Table 7. Fatal Crashes Involving Large Trucks by Time of Day, 2015-2017**

Time of Day	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	284	7.8%	346	8.9%	321	7.6%
3am - 6am	351	9.7%	441	11.3%	424	10.0%
6am - 9am	584	16.1%	593	15.2%	640	15.1%
9am - 12pm	574	15.8%	644	16.5%	644	15.2%
12pm - 3pm	646	17.8%	656	16.8%	782	18.5%
3pm - 6pm	554	15.3%	569	14.6%	674	15.9%
6pm - 9pm	327	9.0%	353	9.1%	413	9.7%
9pm - 12am	296	8.2%	288	7.4%	334	7.9%
Unknown	6	0.2%	6	0.2%	5	0.1%
<i>Daytime (6am - 6pm)</i>	<i>2,358</i>	<i>65.1%</i>	<i>2,462</i>	<i>63.2%</i>	<i>2,740</i>	<i>64.7%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,264</i>	<i>34.9%</i>	<i>1,434</i>	<i>36.8%</i>	<i>1,497</i>	<i>35.3%</i>
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

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

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

**Crashes Table 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2017**

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	321	7.6%	4,000	3.9%	9,000	2.6%
3am - 6am	424	10.0%	5,000	5.0%	15,000	4.5%
6am - 9am	640	15.1%	17,000	16.3%	55,000	15.9%
9am - 12pm	644	15.2%	20,000	19.1%	73,000	21.2%
12pm - 3pm	782	18.5%	24,000	23.4%	76,000	22.2%
3pm - 6pm	674	15.9%	20,000	19.5%	72,000	21.0%
6pm - 9pm	413	9.7%	8,000	7.7%	28,000	8.2%
9pm - 12am	334	7.9%	5,000	5.2%	15,000	4.5%
Unknown	5	0.1%	*	*	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,740</i>	<i>64.7%</i>	<i>80,000</i>	<i>78.3%</i>	<i>276,000</i>	<i>80.3%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,497</i>	<i>35.3%</i>	<i>22,000</i>	<i>21.7%</i>	<i>68,000</i>	<i>19.7%</i>
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Day of Week	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Sunday	248	6.8%	250	6.4%	287	6.8%
Monday	565	15.6%	676	17.4%	690	16.3%
Tuesday	609	16.8%	592	15.2%	701	16.5%
Wednesday	608	16.8%	703	18.0%	668	15.8%
Thursday	633	17.5%	649	16.7%	756	17.8%
Friday	602	16.6%	660	16.9%	716	16.9%
Saturday	357	9.9%	366	9.4%	419	9.9%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

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

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

**Crashes Table 10. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2017**

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	287	6.8%	6,000	5.7%	14,000	4.1%
Monday	690	16.3%	17,000	16.3%	55,000	16.1%
Tuesday	701	16.5%	20,000	19.7%	62,000	18.2%
Wednesday	668	15.8%	17,000	16.5%	62,000	18.0%
Thursday	756	17.8%	17,000	16.2%	64,000	18.6%
Friday	716	16.9%	18,000	17.9%	62,000	18.1%
Saturday	419	9.9%	8,000	7.8%	24,000	6.9%
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Trafficway Flow	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,790	49.4%	1,866	47.9%	2,036	48.1%
Two-Way, Divided, Unprotected Median	736	20.3%	807	20.7%	966	22.8%
Two-Way, Divided, Positive Median Barrier	798	22.0%	935	24.0%	895	21.1%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	170	4.7%	154	4.0%	185	4.4%
Entrance/Exit Ramp	65	1.8%	52	1.3%	46	1.1%
One-Way Trafficway	29	0.8%	45	1.2%	52	1.2%
Non-Trafficway Area	28	0.8%	33	0.8%	49	1.2%
Unknown	6	0.2%	4	0.1%	8	0.2%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

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

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

**Crashes Table 12. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2017**

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	2,036	48.1%	33,000	32.4%	108,000	31.3%
Two-Way, Divided, Unprotected Median	966	22.8%	15,000	14.4%	43,000	12.5%
Two-Way, Divided, Positive Median Barrier	895	21.1%	30,000	29.1%	95,000	27.7%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	185	4.4%	4,000	3.4%	13,000	3.7%
Entrance/Exit Ramp	46	1.1%	3,000	2.8%	10,000	3.0%
One-Way Trafficway	52	1.2%	2,000	2.0%	10,000	2.8%
Non-Trafficway Area	49	1.2%	2,000	2.4%	9,000	2.6%
Unknown	8	0.2%	14,000	13.5%	56,000	16.4%
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017

Relation to Junction	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
<b>Non-Interchange Area</b>						
Non-Junction	2,285	63.1%	2,485	63.8%	2,633	62.1%
Intersection	713	19.7%	745	19.1%	893	21.1%
Intersection Related	191	5.3%	197	5.1%	191	4.5%
Driveway Access	16	0.4%	20	0.5%	18	0.4%
Driveway Access Related	156	4.3%	160	4.1%	205	4.8%
Entrance/Exit Ramp	7	0.2%	1	*	4	0.1%
Entrance/Exit Ramp Related	13	0.4%	11	0.3%	14	0.3%
Railway Grade Crossing	4	0.1%	17	0.4%	16	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	15	0.4%	24	0.6%	25	0.6%
Other	1	*	0	0.0%	0	0.0%
Unknown	1	*	1	*	0	0.0%
<b>Total Non-Interchange Area</b>	<b>3,402</b>	<b>93.9%</b>	<b>3,661</b>	<b>93.9%</b>	<b>3,999</b>	<b>94.4%</b>
<b>Interchange Area</b>						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	43	1.2%	47	1.2%	57	1.3%
Intersection Related	8	0.2%	18	0.5%	11	0.3%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	1	*	0	0.0%	1	*
Entrance/Exit Ramp	27	0.7%	10	0.3%	18	0.4%
Entrance/Exit Ramp Related	28	0.8%	41	1.1%	32	0.8%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	1	*	8	0.2%	6	0.1%
Through Roadway	90	2.5%	80	2.1%	90	2.1%
Crossover Related	0	0.0%	0	0.0%	0	0.0%
Other	21	0.6%	31	0.8%	22	0.5%
Unknown	0	0.0%	0	0.0%	1	*
<b>Total Interchange Area</b>	<b>219</b>	<b>6.0%</b>	<b>235</b>	<b>6.0%</b>	<b>238</b>	<b>5.6%</b>
Unknown Relation to Junction	1	*	0	0.0%	0	0.0%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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



**Crashes Table 14. Crashes Involving Large Trucks by Relation to Junction and Crash Severity, 2017**

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
<b>Non-Interchange Area</b>						
Non-Junction	2,633	62.1%	53,000	52.0%	181,000	52.8%
Intersection	893	21.1%	19,000	18.7%	41,000	11.9%
Intersection Related	191	4.5%	17,000	17.0%	73,000	21.3%
Driveway Access	18	0.4%	1,000	0.8%	2,000	0.6%
Driveway Access Related	205	4.8%	4,000	4.3%	24,000	7.1%
Entrance/Exit Ramp	4	0.1%	1,000	0.5%	2,000	0.7%
Entrance/Exit Ramp Related	14	0.3%	1,000	0.9%	5,000	1.4%
Railway Grade Crossing	16	0.4%	*	0.3%	1,000	0.3%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	25	0.6%	*	*	*	0.1%
Other	0	0.0%	*	0.2%	*	0.1%
Unknown	0	0.0%	*	*	*	*
<b>Total Non-Interchange Area</b>	<b>3,999</b>	<b>94.4%</b>	<b>97,000</b>	<b>94.9%</b>	<b>331,000</b>	<b>96.2%</b>
<b>Interchange Area</b>						
Non-Junction	0	0.0%	*	*	*	*
Intersection	57	1.3%	1,000	1.0%	2,000	0.5%
Intersection Related	11	0.3%	1,000	0.6%	3,000	0.8%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	1	*	*	0.1%	*	*
Entrance/Exit Ramp	18	0.4%	1,000	0.8%	2,000	0.4%
Entrance/Exit Ramp Related	32	0.8%	1,000	1.4%	4,000	1.3%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	6	0.1%	*	0.1%	*	*
Through Roadway	90	2.1%	1,000	0.8%	2,000	0.5%
Crossover Related	0	0.0%	*	*	*	*
Other	22	0.5%	*	0.3%	1,000	0.3%
Unknown	1	*	*	*	*	*
<b>Total Interchange Area</b>	<b>238</b>	<b>5.6%</b>	<b>5,000</b>	<b>5.1%</b>	<b>13,000</b>	<b>3.8%</b>
Unknown Relation to Junction	0	0.0%	*	*	*	*
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Relation to Roadway	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	3,082	85.1%	3,284	84.3%	3,635	85.8%
On Shoulder	61	1.7%	93	2.4%	65	1.5%
On Median	90	2.5%	114	2.9%	112	2.6%
On Roadside	358	9.9%	363	9.3%	373	8.8%
Outside Trafficway	12	0.3%	20	0.5%	26	0.6%
Off Roadway, Location Unknown	0	0.0%	2	0.1%	4	0.1%
In Parking Lane	4	0.1%	0	0.0%	1	*
Gore	8	0.2%	7	0.2%	11	0.3%
Separator	4	0.1%	7	0.2%	3	0.1%
Continuous Left-Turn Lane	3	0.1%	5	0.1%	4	0.1%
Unknown	0	0.0%	1	*	3	0.1%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Crashes Table 16. Crashes Involving Large Trucks by Relation to Roadway, Number of Vehicles Involved, and Crash Severity, 2017**

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes</b>						
On Roadway	431	50.2%	3,204	94.8%	<b>3,635</b>	<b>85.8%</b>
On Shoulder	32	3.7%	33	1.0%	<b>65</b>	<b>1.5%</b>
On Median	55	6.4%	57	1.7%	<b>112</b>	<b>2.6%</b>
On Roadside	300	34.9%	73	2.2%	<b>373</b>	<b>8.8%</b>
Outside Trafficway	26	3.0%	0	0.0%	<b>26</b>	<b>0.6%</b>
Off Roadway, Location Unknown	4	0.5%	0	0.0%	<b>4</b>	<b>0.1%</b>
In Parking Lane	0	0.0%	1	*	<b>1</b>	<b>*</b>
Gore	6	0.7%	5	0.1%	<b>11</b>	<b>0.3%</b>
Separator	2	0.2%	1	*	<b>3</b>	<b>0.1%</b>
Continuous Left-Turn Lane	0	0.0%	4	0.1%	<b>4</b>	<b>0.1%</b>
Unknown	3	0.3%	0	0.0%	<b>3</b>	<b>0.1%</b>
<b>Total Fatal Crashes</b>	<b>859</b>	<b>100.0%</b>	<b>3,378</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
<b>Injury Crashes</b>						
On Roadway	5,000	32.8%	84,000	96.1%	<b>89,000</b>	<b>86.6%</b>
On Shoulder	1,000	6.1%	1,000	0.7%	<b>2,000</b>	<b>1.5%</b>
On Median	2,000	11.9%	1,000	0.9%	<b>3,000</b>	<b>2.5%</b>
On Roadside	7,000	45.3%	2,000	2.1%	<b>9,000</b>	<b>8.6%</b>
Outside Trafficway	*	1.7%	*	*	<b>*</b>	<b>0.3%</b>
Off Roadway, Location Unknown	*	0.9%	*	*	<b>*</b>	<b>0.1%</b>
In Parking Lane	*	1.4%	*	*	<b>*</b>	<b>0.2%</b>
Gore	*	*	*	*	<b>*</b>	<b>*</b>
Separator	*	*	*	*	<b>*</b>	<b>*</b>
Continuous Left-Turn Lane	*	*	*	*	<b>*</b>	<b>*</b>
Unknown	*	*	*	0.2%	<b>*</b>	<b>0.2%</b>
<b>Total</b>	<b>15,000</b>	<b>100.0%</b>	<b>87,000</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>
<b>Property Damage Only Crashes</b>						
On Roadway	21,000	26.3%	260,000	98.5%	<b>281,000</b>	<b>81.8%</b>
On Shoulder	3,000	4.3%	1,000	0.2%	<b>4,000</b>	<b>1.1%</b>
On Median	4,000	5.3%	1,000	0.5%	<b>6,000</b>	<b>1.6%</b>
On Roadside	32,000	40.5%	1,000	0.5%	<b>33,000</b>	<b>9.7%</b>
Outside Trafficway	3,000	3.4%	*	*	<b>3,000</b>	<b>0.8%</b>
Off Roadway, Location Unknown	*	0.5%	*	*	<b>*</b>	<b>0.1%</b>
In Parking Lane	15,000	18.7%	*	0.1%	<b>15,000</b>	<b>4.4%</b>
Gore	1,000	0.7%	*	*	<b>1,000</b>	<b>0.2%</b>
Separator	*	*	*	*	<b>*</b>	<b>*</b>
Continuous Left-Turn Lane	*	*	1,000	0.2%	<b>1,000</b>	<b>0.2%</b>
Unknown	*	0.3%	*	*	<b>*</b>	<b>0.1%</b>
<b>Total</b>	<b>79,000</b>	<b>100.0%</b>	<b>264,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Intersection Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,666	73.6%	2,889	74.2%	3,085	72.8%
Four-Way Intersection	653	18.0%	706	18.1%	777	18.3%
T-Intersection	264	7.3%	267	6.9%	337	8.0%
Y-Intersection	27	0.7%	27	0.7%	28	0.7%
Traffic Circle	0	0.0%	1	*	2	*
Roundabout	0	0.0%	0	0.0%	0	0.0%
Five Point, or More	9	0.2%	2	0.1%	4	0.1%
L-Intersection	2	0.1%	1	*	2	*
Unknown	1	*	3	0.1%	2	*
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Crashes Table 18. Crashes Involving Large Trucks by Intersection Type and Crash Severity, 2017**

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	3,085	72.8%	64,000	62.4%	225,000	65.5%
Four-Way Intersection	777	18.3%	22,000	21.2%	58,000	16.8%
T-Intersection	337	8.0%	9,000	9.2%	30,000	8.6%
Y-Intersection	28	0.7%	*	0.4%	2,000	0.5%
Traffic Circle	2	*	*	*	*	0.1%
Roundabout	0	0.0%	*	0.2%	1,000	0.3%
Five Point, or More	4	0.1%	*	*	1,000	0.2%
L-Intersection	2	*	*	*	*	0.1%
Unknown	2	*	7,000	6.6%	28,000	8.0%
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Weather Conditions	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,510	69.3%	2,761	70.9%	2,799	66.1%
Cloudy	631	17.4%	569	14.6%	619	14.6%
Rain	276	7.6%	240	6.2%	344	8.1%
Sleet, Hail	17	0.5%	12	0.3%	10	0.2%
Snow	65	1.8%	58	1.5%	67	1.6%
Fog, Smog, Smoke	83	2.3%	54	1.4%	77	1.8%
Severe Crosswinds	3	0.1%	8	0.2%	16	0.4%
Blowing Sand, Soil, Dirt	8	0.2%	4	0.1%	5	0.1%
Blowing Snow	8	0.2%	2	0.1%	6	0.1%
Freezing Rain or Drizzle	3	0.1%	2	0.1%	4	0.1%
Other	8	0.2%	4	0.1%	4	0.1%
Unknown	10	0.3%	182	4.7%	286	6.8%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

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

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

**Crashes Table 20. Crashes Involving Large Trucks by Weather Conditions and Crash Severity, 2017**

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,799	66.1%	71,000	68.9%	247,000	71.9%
Cloudy	619	14.6%	19,000	18.8%	55,000	16.0%
Rain	344	8.1%	10,000	9.5%	29,000	8.5%
Sleet, Hail	10	0.2%	*	*	*	0.1%
Snow	67	1.6%	1,000	1.3%	7,000	2.1%
Fog, Smog, Smoke	77	1.8%	1,000	0.5%	3,000	0.8%
Severe Crosswinds	16	0.4%	*	0.3%	1,000	0.3%
Blowing Sand, Soil, Dirt	5	0.1%	*	0.1%	*	*
Blowing Snow	6	0.1%	*	0.1%	*	0.1%
Freezing Rain or Drizzle	4	0.1%	*	0.1%	1,000	0.2%
Other	4	0.1%	*	0.3%	*	*
Unknown	286	6.8%	*	*	*	*
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Road Surface Conditions	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,992	82.6%	3,331	85.5%	3,499	82.6%
Wet	441	12.2%	396	10.2%	534	12.6%
Snow	56	1.5%	48	1.2%	45	1.1%
Ice/Frost	60	1.7%	50	1.3%	55	1.3%
Slush	14	0.4%	7	0.2%	11	0.3%
Water (Standing, Moving)	4	0.1%	7	0.2%	6	0.1%
Mud, Dirt, Gravel	2	0.1%	8	0.2%	4	0.1%
Sand	0	0.0%	2	0.1%	0	0.0%
Non-Trafficway Area	28	0.8%	33	0.8%	49	1.2%
Other	4	0.1%	1	*	3	0.1%
Unknown	21	0.6%	13	0.3%	31	0.7%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Crashes Table 22. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2017**

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	3,499	82.6%	83,000	81.5%	279,000	81.3%
Wet	534	12.6%	13,000	12.9%	42,000	12.3%
Snow	45	1.1%	1,000	1.0%	4,000	1.2%
Ice/Frost	55	1.3%	1,000	1.0%	5,000	1.3%
Slush	11	0.3%	*	0.2%	*	0.1%
Water (Standing, Moving)	6	0.1%	*	0.1%	*	0.1%
Mud, Dirt, Gravel	4	0.1%	*	*	1,000	0.2%
Sand	0	0.0%	*	*	*	*
Non-Trafficway Area	49	1.2%	2,000	2.4%	9,000	2.6%
Other	3	0.1%	*	*	*	*
Unknown	31	0.7%	1,000	0.9%	3,000	0.9%
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Light Conditions	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,222	61.3%	2,380	61.1%	2,611	61.6%
Dark, Not Lighted	858	23.7%	954	24.5%	1,020	24.1%
Dark But Lighted	365	10.1%	405	10.4%	406	9.6%
Dark, Unknown Lighting	7	0.2%	11	0.3%	5	0.1%
Dawn	115	3.2%	93	2.4%	123	2.9%
Dusk	52	1.4%	50	1.3%	70	1.7%
Unknown	3	0.1%	3	0.1%	2	*
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Crashes Table 24. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2017**

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,611	61.6%	78,000	76.5%	272,000	79.3%
Dark, Not Lighted	1,020	24.1%	10,000	9.7%	32,000	9.3%
Dark But Lighted	406	9.6%	10,000	10.0%	26,000	7.6%
Dark, Unknown Lighting	5	0.1%	1,000	0.5%	2,000	0.6%
Dawn	123	2.9%	2,000	2.3%	6,000	1.8%
Dusk	70	1.7%	1,000	1.1%	5,000	1.4%
Unknown	2	*	*	*	*	*
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017

Work Zone	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
<b>Fatal Crashes Involving Large Trucks</b>						
No	3,447	95.2%	3,709	95.2%	4,021	94.9%
Yes	175	4.8%	187	4.8%	216	5.1%
<i>Construction Zone</i>	123	3.4%	129	3.3%	148	3.5%
<i>Maintenance Zone</i>	22	0.6%	11	0.3%	15	0.4%
<i>Utility Work Zone</i>	1	*	8	0.2%	3	0.1%
<i>Work Zone, Type Unknown</i>	29	0.8%	39	1.0%	50	1.2%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
<b>All Fatal Crashes</b>						
No	31,886	98.0%	34,061	98.0%	33,537	97.9%
Yes	653	2.0%	687	2.0%	710	2.1%
<i>Construction Zone</i>	451	1.4%	451	1.3%	441	1.3%
<i>Maintenance Zone</i>	65	0.2%	50	0.1%	47	0.1%
<i>Utility Work Zone</i>	8	*	16	*	11	*
<i>Work Zone, Type Unknown</i>	129	0.4%	170	0.5%	211	0.6%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>32,539</b>	<b>100.0%</b>	<b>34,748</b>	<b>100.0%</b>	<b>34,247</b>	<b>100.0%</b>
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		26.8%		27.2%		30.4%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		11.1%		11.2%		12.4%

\*Less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs/signals/indicators.

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



**Crashes Table 26. Crashes by Work Zone and Crash Severity, 2017**

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
<b>Crashes Involving Large Trucks</b>						
No	4,021	94.9%	99,000	97.0%	329,000	95.6%
Yes	216	5.1%	3,000	3.0%	15,000	4.4%
<i>Construction Zone</i>	148	3.5%	2,000	2.2%	10,000	2.9%
<i>Maintenance Zone</i>	15	0.4%	*	0.2%	1,000	0.2%
<i>Utility Work Zone</i>	3	0.1%	*	*	*	*
<i>Work Zone, Type Unknown</i>	50	1.2%	1,000	0.6%	4,000	1.2%
Unknown	0	0.0%	*	*	*	*
<b>Total</b>	<b>4,237</b>	<b>100.0%</b>	<b>102,000</b>	<b>100.0%</b>	<b>344,000</b>	<b>100.0%</b>
<b>All Crashes</b>						
No	33,537	97.9%	1,862,000	98.6%	4,462,000	98.5%
Yes	710	2.1%	26,000	1.4%	68,000	1.5%
<i>Construction Zone</i>	441	1.3%	17,000	0.9%	40,000	0.9%
<i>Maintenance Zone</i>	47	0.1%	1,000	0.1%	3,000	0.1%
<i>Utility Work Zone</i>	11	*	1,000	*	1,000	*
<i>Work Zone, Type Unknown</i>	211	0.6%	8,000	0.4%	24,000	0.5%
Unknown	0	0.0%	*	*	*	*
<b>Total</b>	<b>34,247</b>	<b>100.0%</b>	<b>1,889,000</b>	<b>100.0%</b>	<b>4,530,000</b>	<b>100.0%</b>
Percentage of Fatal Work Zone Crashes That Involved at Least One Large Truck		30.4%		11.7%		22.2%
Percentage of All Fatal Crashes That Involved at Least One Large Truck		12.4%		5.4%		7.6%

\*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 27. Fatal Crashes Involving Large Trucks per State Population, 2010 and 2017

State	2010			2017		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2017 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	85	4,874,747	17.44
Alaska	5	710,231	7.04	4	739,795	5.41
Arizona	52	6,392,017	8.14	83	7,016,270	11.83
Arkansas	74	2,915,918	25.38	75	3,004,279	24.96
California	219	37,253,956	5.88	320	39,536,653	8.09
Colorado	42	5,029,196	8.35	80	5,607,154	14.27
Connecticut	23	3,574,097	6.44	20	3,588,184	5.57
Delaware	9	897,934	10.02	13	961,939	13.51
District of Columbia	3	601,723	4.99	0	693,972	0.00
Florida	170	18,801,310	9.04	275	20,984,400	13.10
Georgia	138	9,687,653	14.24	195	10,429,379	18.70
Hawaii	4	1,360,301	2.94	6	1,427,538	4.20
Idaho	15	1,567,582	9.57	44	1,716,943	25.63
Illinois	100	12,830,632	7.79	126	12,802,023	9.84
Indiana	101	6,483,802	15.58	119	6,666,818	17.85
Iowa	79	3,046,355	25.93	63	3,145,711	20.03
Kansas	68	2,853,118	23.83	71	2,913,123	24.37
Kentucky	84	4,339,367	19.36	75	4,454,189	16.84
Louisiana	88	4,533,372	19.41	89	4,684,333	19.00
Maine	13	1,328,361	9.79	23	1,335,907	17.22
Maryland	39	5,773,552	6.75	46	6,052,177	7.60
Massachusetts	19	6,547,629	2.90	27	6,859,819	3.94
Michigan	80	9,883,640	8.09	76	9,962,311	7.63
Minnesota	74	5,303,925	13.95	59	5,576,606	10.58
Mississippi	52	2,967,297	17.52	93	2,984,100	31.17
Missouri	76	5,988,927	12.69	104	6,113,532	17.01
Montana	12	989,415	12.13	19	1,050,493	18.09
Nebraska	45	1,826,341	24.64	37	1,920,076	19.27
Nevada	15	2,700,551	5.55	35	2,998,039	11.67
New Hampshire	6	1,316,470	4.56	12	1,342,795	8.94
New Jersey	52	8,791,894	5.91	52	9,005,644	5.77
New Mexico	41	2,059,179	19.91	54	2,088,070	25.86
New York	111	19,378,102	5.73	112	19,849,399	5.64
North Carolina	98	9,535,483	10.28	138	10,273,419	13.43
North Dakota	14	672,591	20.82	21	755,393	27.80
Ohio	114	11,536,504	9.88	143	11,658,609	12.27
Oklahoma	87	3,751,351	23.19	120	3,930,864	30.53
Oregon	42	3,831,074	10.96	51	4,142,776	12.31
Pennsylvania	152	12,702,379	11.97	157	12,805,537	12.26
Rhode Island	2	1,052,567	1.90	7	1,059,639	6.61
South Carolina	57	4,625,364	12.32	83	5,024,369	16.52
South Dakota	19	814,180	23.34	15	869,666	17.25
Tennessee	82	6,346,105	12.92	121	6,715,984	18.02
Texas	349	25,145,561	13.88	556	28,304,596	19.64
Utah	27	2,763,885	9.77	34	3,101,833	10.96
Vermont	9	625,741	14.38	7	623,657	11.22
Virginia	72	8,001,024	9.00	88	8,470,020	10.39
Washington	27	6,724,540	4.02	73	7,405,743	9.86
West Virginia	39	1,852,994	21.05	41	1,815,857	22.58
Wisconsin	51	5,686,986	8.97	73	5,795,483	12.60
Wyoming	19	563,626	33.71	17	579,315	29.35
<b>Total</b>	<b>3,271</b>	<b>308,745,538</b>	<b>10.59</b>	<b>4,237</b>	<b>325,719,178</b>	<b>13.01</b>

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; 2017 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2017.

**Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2015-2017**

Number of Vehicles Involved	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	719	19.9%	844	21.7%	859	20.3%
Two vehicles	2,318	64.0%	2,408	61.8%	2,660	62.8%
Three vehicles	378	10.4%	430	11.0%	478	11.3%
Four vehicles	112	3.1%	106	2.7%	129	3.0%
Five vehicles	42	1.2%	59	1.5%	52	1.2%
Six vehicles	10	0.3%	20	0.5%	29	0.7%
Seven vehicles	18	0.5%	14	0.4%	14	0.3%
Eight vehicles	6	0.2%	6	0.2%	5	0.1%
Nine vehicles	8	0.2%	3	0.1%	5	0.1%
Ten or more vehicles	11	0.3%	6	0.2%	6	0.1%
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
Average number of vehicles involved	2.12		2.07		2.09	

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, 2015-2017**

Number of Vehicles Involved	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	18,905	58.1%	20,264	58.3%	19,531	57.0%
Two vehicles	11,434	35.1%	12,054	34.7%	12,165	35.5%
Three vehicles	1,640	5.0%	1,826	5.3%	1,901	5.6%
Four vehicles	353	1.1%	384	1.1%	428	1.2%
Five vehicles	107	0.3%	133	0.4%	123	0.4%
Six vehicles	47	0.1%	44	0.1%	47	0.1%
Seven vehicles	24	0.1%	24	0.1%	28	0.1%
Eight vehicles	9	*	7	*	6	*
Nine vehicles	9	*	5	*	6	*
Ten or more vehicles	11	*	7	*	12	*
<b>Total</b>	<b>32,539</b>	<b>100.0%</b>	<b>34,748</b>	<b>100.0%</b>	<b>34,247</b>	<b>100.0%</b>
Average number of vehicles involved	1.52		1.52		1.54	

\*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, 2015-2017**

Number of Fatalities	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
One fatality	3,263	90.1%	3,537	90.8%	3,848	90.8%
Two fatalities	286	7.9%	288	7.4%	309	7.3%
Three fatalities	48	1.3%	48	1.2%	49	1.2%
Four fatalities	13	0.4%	15	0.4%	18	0.4%
Five fatalities	9	0.2%	3	0.1%	9	0.2%
Six fatalities	3	0.1%	4	0.1%	3	0.1%
Seven fatalities	0	0.0%	0	0.0%	0	0.0%
Eight or more fatalities	0	0.0%	1	*	1	*
<b>Total</b>	<b>3,622</b>	<b>100.0%</b>	<b>3,896</b>	<b>100.0%</b>	<b>4,237</b>	<b>100.0%</b>
Average number of fatalities	1.13		1.12		1.12	

\*Less than 0.05 percent.

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

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

**Crashes Table 31. All Fatal Crashes by Number of Fatalities, 2015-2017**

Number of Fatalities	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
One fatality	30,171	92.7%	32,280	92.9%	31,913	93.2%
Two fatalities	1,955	6.0%	2,040	5.9%	1,927	5.6%
Three fatalities	300	0.9%	317	0.9%	302	0.9%
Four fatalities	78	0.2%	81	0.2%	76	0.2%
Five fatalities	24	0.1%	19	0.1%	25	0.1%
Six fatalities	9	*	9	*	3	*
Seven fatalities	0	0.0%	0	0.0%	0	0.0%
Eight or more fatalities	2	*	2	*	1	*
<b>Total</b>	<b>32,539</b>	<b>100.0%</b>	<b>34,748</b>	<b>100.0%</b>	<b>34,247</b>	<b>100.0%</b>
Average number of fatalities	1.09		1.09		1.08	

\*Less than 0.05 percent.

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

## Vehicles

This chapter presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the data in this chapter come from the MCMIS Crash File, which contains data on trucks and buses in crashes that meet the SAFETYNET crash severity thresholds. MCMIS data are used for the tables on crashes by vehicle configuration (Vehicles Table 2), cargo body type (Vehicles Table 4), gross vehicle weight rating (Vehicles Table 6), hazardous materials cargo (Vehicles Table 9), and hazardous materials released (Vehicles Table 11). SAFETYNET nonfatal crashes tend to be more serious than GES and CRSS nonfatal crashes, because the SAFETYNET threshold requires at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. Below is a summary of some of the information on vehicles in crashes in 2017 in this section:

- ◆ In 2017, 4,657 large trucks were involved in fatal crashes. According to MCMIS, 56,422 large trucks were involved in injury crashes, and 102,973 were involved in towaway crashes.
- ◆ Hazardous materials (HM) cargo was present on 3 percent of the large trucks involved in fatal crashes and 2 percent of those in nonfatal crashes. HM was released from the cargo compartments of 16 percent of the placarded trucks in fatal and nonfatal crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 63 percent of the HM releases from cargo compartments in fatal crashes and 45 percent of the HM releases in nonfatal crashes..
- ◆ "Collision with vehicle in transport" was recorded as the most harmful event for 75 percent of the large trucks involved in fatal crashes and for 77 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 59 percent of the large trucks involved in fatal crashes in 2017; doubles (tractors pulling two trailers) made up 2 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.3 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.
- ◆ From 2015 to 2017:
  - ❖ The number of large trucks in fatal crashes weighing 10,001 to 14,000 pounds increased 225 percent, from 144 to 468.
  - ❖ The number of medium/heavy pickup trucks in fatal crashes increased 151 percent, from 133 to 334.
  - ❖ The number of large trucks with no issuing authority in fatal crashes increased 95 percent, from 295 to 574.

**Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2015-2017**

Vehicle Configuration	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	623	15.3%	730	17.2%	941	20.2%
Single-Unit, 3+ Axles	398	9.8%	438	10.3%	460	9.9%
Truck/Trailer(s)	137	3.4%	176	4.1%	238	5.1%
Truck Tractor (Bobtail)	75	1.8%	72	1.7%	72	1.5%
Tractor/Semi-trailer	2,665	65.4%	2,636	62.0%	2,736	58.8%
Tractor/Double	119	2.9%	112	2.6%	103	2.2%
Tractor/Triple	5	0.1%	2	*	12	0.3%
Unknown	52	1.3%	85	2.0%	95	2.0%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Vehicles Table 2. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2017**

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	941	20.2%	12,253	21.7%	20,220	19.6%
Single-Unit, 3+ Axles	460	9.9%	7,559	13.4%	11,247	10.9%
Truck/Trailer(s)	238	5.1%	4,753	8.4%	9,237	9.0%
Truck Tractor (Bobtail)	72	1.5%	1,928	3.4%	3,289	3.2%
Tractor/Semi-trailer	2,736	58.8%	27,156	48.1%	53,714	52.2%
Tractor/Double	103	2.2%	967	1.7%	2,341	2.3%
Tractor/Triple	12	0.3%	46	0.1%	75	0.1%
Light Truck (HM Placard)	—	—	14	*	54	0.1%
Unknown	95	2.0%	1,463	2.6%	2,515	2.4%
Missing	—	—	283	0.5%	281	0.3%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>56,422</b>	<b>100.0%</b>	<b>102,973</b>	<b>100.0%</b>

\*Less than 0.05 percent.

— Not an option in the Fatality Analysis Reporting System (FARS).

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the 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, FARS. Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS) Crash File.

**Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2015-2017**

Cargo Body Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,829	44.9%	1,911	45.0%	1,885	40.5%
Cargo Tank	372	9.1%	345	8.1%	372	8.0%
Flatbed	418	10.3%	446	10.5%	558	12.0%
Dump	369	9.1%	366	8.6%	380	8.2%
Concrete Mixer	33	0.8%	38	0.9%	33	0.7%
Auto Transporter	31	0.8%	32	0.8%	42	0.9%
Garbage/Refuse	93	2.3%	93	2.2%	107	2.3%
Grain, Gravel, etc.	146	3.6%	149	3.5%	175	3.8%
Pole	11	0.3%	13	0.3%	12	0.3%
Log	95	2.3%	82	1.9%	97	2.1%
Intermodal Container Chassis	40	1.0%	37	0.9%	52	1.1%
Vehicle Towing Another Vehicle	10	0.2%	18	0.4%	21	0.5%
No Cargo Body	135	3.3%	176	4.1%	176	3.8%
Other	279	6.8%	309	7.3%	517	11.1%
Unknown	213	5.2%	236	5.6%	230	4.9%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

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

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

**Vehicles Table 4. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2017**

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,885	40.5%	22,456	39.8%	45,169	43.9%
Cargo Tank	372	8.0%	3,505	6.2%	5,733	5.6%
Flatbed	558	12.0%	6,579	11.7%	12,462	12.1%
Dump	380	8.2%	5,621	10.0%	8,288	8.0%
Concrete Mixer	33	0.7%	603	1.1%	808	0.8%
Auto Transporter	42	0.9%	606	1.1%	1,471	1.4%
Garbage/Refuse	107	2.3%	1,427	2.5%	2,430	2.4%
Grain, Gravel, etc.	175	3.8%	1,447	2.6%	2,255	2.2%
Pole	12	0.3%	200	0.4%	338	0.3%
Log	97	2.1%	777	1.4%	951	0.9%
Intermodal Container Chassis	52	1.1%	721	1.3%	1,345	1.3%
Vehicle Towing Another Vehicle	21	0.5%	396	0.7%	705	0.7%
No Cargo Body	176	3.8%	2,410	4.3%	4,254	4.1%
Other	517	11.1%	9,180	16.3%	16,128	15.7%
Unknown	230	4.9%	494	0.9%	636	0.6%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>56,422</b>	<b>100.0%</b>	<b>102,973</b>	<b>100.0%</b>

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS) Crash File.

**Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2015-2017**

Gross Vehicle Weight Rating	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	564	13.8%	721	17.0%	957	20.5%
≥26,001 lb	3,502	86.0%	3,522	82.9%	3,692	79.3%
Unknown	8	0.2%	8	0.2%	8	0.2%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

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

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

**Vehicles Table 6. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2017**

Gross Vehicle Weight Rating	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	39	0.1%	91	0.1%
10,001 - 26,000 lb	957	20.5%	13,080	23.2%	22,065	21.4%
≥26,001 lb	3,692	79.3%	43,250	76.7%	80,776	78.4%
Unknown	8	0.2%	53	0.1%	41	*
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>56,422</b>	<b>100.0%</b>	<b>102,973</b>	<b>100.0%</b>

\*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, Motor Carrier Management Information System (MCMIS) Crash File.

**Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2015-2017**

Truck Weight Rating	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	1	*	0	0.0%	0	0.0%
Class 2: 6,001 - 10,000 lb	5	0.1%	4	0.1%	5	0.1%
Class 3: 10,001 - 14,000 lb	144	3.5%	238	5.6%	468	10.0%
Class 4: 14,001 - 16,000 lb	70	1.7%	101	2.4%	97	2.1%
Class 5: 16,001 - 19,500 lb	85	2.1%	105	2.5%	142	3.0%
Class 6: 19,501 - 26,000 lb	221	5.4%	258	6.1%	243	5.2%
Class 7: 26,001 - 33,000 lb	257	6.3%	234	5.5%	271	5.8%
Class 8: > 33,000 lb	3,191	78.3%	3,210	75.5%	3,309	71.1%
Unknown	100	2.5%	101	2.4%	122	2.6%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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



**Vehicles Table 8. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo, 2015-2017**

HM Cargo	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Yes	135	3.3%	151	3.6%	142	3.0%
No	3,939	96.7%	4,100	96.4%	4,515	97.0%
Unknown	0	0.0%	0	0.0%	0	0.0%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

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

**Vehicles Table 9. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2017**

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	142	3.0%	1,372	2.4%	2,355	2.3%
No	4,515	97.0%	40,550	71.9%	71,310	69.3%
Unknown	0	0.0%	14,500	25.7%	29,308	28.5%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>56,422</b>	<b>100.0%</b>	<b>102,973</b>	<b>100.0%</b>

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, Motor Carrier Management Information System (MCMIS) Crash File.

**Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2015-2017**

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>2015</b>								
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%
<b>Total</b>	<b>33</b>	<b>100.0%</b>	<b>89</b>	<b>100.0%</b>	<b>13</b>	<b>100.0%</b>	<b>135</b>	<b>100.0%</b>
<b>2016</b>								
Explosives	4	6.2%	0	0.0%	0	0.0%	4	2.6%
Gases	5	7.7%	13	16.7%	0	0.0%	18	11.9%
Flammable Liquids	38	58.5%	44	56.4%	3	37.5%	85	56.3%
Flammable Solids	1	1.5%	1	1.3%	0	0.0%	2	1.3%
Oxidizing Substances	2	3.1%	1	1.3%	1	12.5%	4	2.6%
Poisonous and Infectious Substances	0	0.0%	2	2.6%	1	12.5%	3	2.0%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	9	13.8%	7	9.0%	0	0.0%	16	10.6%
Miscellaneous Dangerous Goods	3	4.6%	6	7.7%	0	0.0%	9	6.0%
Unknown	3	4.6%	4	5.1%	3	37.5%	10	6.6%
<b>Total</b>	<b>65</b>	<b>100.0%</b>	<b>78</b>	<b>100.0%</b>	<b>8</b>	<b>100.0%</b>	<b>151</b>	<b>100.0%</b>
<b>2017</b>								
Explosives	2	6.3%	3	3.1%	1	7.1%	6	4.2%
Gases	3	9.4%	15	15.6%	3	21.4%	21	14.8%
Flammable Liquids	20	62.5%	47	49.0%	2	14.3%	69	48.6%
Flammable Solids	0	0.0%	2	2.1%	0	0.0%	2	1.4%
Oxidizing Substances	0	0.0%	2	2.1%	0	0.0%	2	1.4%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Radioactive Materials	0	0.0%	1	1.0%	0	0.0%	1	0.7%
Corrosives	0	0.0%	4	4.2%	0	0.0%	4	2.8%
Miscellaneous Dangerous Goods	1	3.1%	8	8.3%	0	0.0%	9	6.3%
Unknown	6	18.8%	14	14.6%	8	57.1%	28	19.7%
<b>Total</b>	<b>32</b>	<b>100.0%</b>	<b>96</b>	<b>100.0%</b>	<b>14</b>	<b>100.0%</b>	<b>142</b>	<b>100.0%</b>

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

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

**Vehicles Table 11. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2017**

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>Large Trucks in Fatal Crashes</b>								
Explosives	2	6.3%	3	3.1%	1	7.1%	6	4.2%
Gases	3	9.4%	15	15.6%	3	21.4%	21	14.8%
Flammable Liquids	20	62.5%	47	49.0%	2	14.3%	69	48.6%
Flammable Solids	0	0.0%	2	2.1%	0	0.0%	2	1.4%
Oxidizing Substances	0	0.0%	2	2.1%	0	0.0%	2	1.4%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Radioactive Materials	0	0.0%	1	1.0%	0	0.0%	1	0.7%
Corrosives	0	0.0%	4	4.2%	0	0.0%	4	2.8%
Miscellaneous Dangerous Goods	1	3.1%	8	8.3%	0	0.0%	9	6.3%
Unknown	6	18.8%	14	14.6%	8	57.1%	28	19.7%
<b>Total</b>	<b>32</b>	<b>100.0%</b>	<b>96</b>	<b>100.0%</b>	<b>14</b>	<b>100.0%</b>	<b>142</b>	<b>100.0%</b>
<b>Large Trucks in Nonfatal Crashes (MCMIS Data)</b>								
Explosives	10	1.7%	76	2.8%	14	2.9%	100	2.6%
Gases	61	10.6%	456	16.8%	61	12.4%	578	15.3%
Flammable Liquids	262	45.4%	1,341	49.3%	244	49.8%	1,847	48.8%
Flammable Solids	7	1.2%	25	0.9%	9	1.8%	41	1.1%
Oxidizing Substances	2	0.3%	29	1.1%	5	1.0%	36	1.0%
Poisonous and Infectious Substances	8	1.4%	30	1.1%	3	0.6%	41	1.1%
Radioactive Materials	5	0.9%	3	0.1%	2	0.4%	10	0.3%
Corrosives	42	7.3%	202	7.4%	35	7.1%	279	7.4%
Miscellaneous Dangerous Goods	52	9.0%	274	10.1%	24	4.9%	350	9.2%
Unknown	128	22.2%	282	10.4%	93	19.0%	503	13.3%
<b>Total</b>	<b>577</b>	<b>100.0%</b>	<b>2,718</b>	<b>100.0%</b>	<b>490</b>	<b>100.0%</b>	<b>3,785</b>	<b>100.0%</b>

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. For 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, Motor Carrier Management Information System (MCMIS) Crash File.

**Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2015-2017**

Initial Point of Impact	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Front	2,276	55.9%	2,412	56.7%	2,687	57.7%
Rear	807	19.8%	767	18.0%	904	19.4%
Left	421	10.3%	432	10.2%	405	8.7%
Right	250	6.1%	264	6.2%	278	6.0%
Non-Collision	158	3.9%	194	4.6%	190	4.1%
Other	79	1.9%	87	2.0%	81	1.7%
Unknown	83	2.0%	95	2.2%	112	2.4%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

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

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

**Vehicles Table 13. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2017**

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,687	57.7%	52,000	48.4%	139,000	38.3%
Rear	904	19.4%	23,000	21.5%	90,000	24.9%
Left	405	8.7%	12,000	11.6%	49,000	13.6%
Right	278	6.0%	13,000	11.9%	60,000	16.6%
Non-Collision	190	4.1%	5,000	4.9%	10,000	2.8%
Other	81	1.7%	2,000	1.6%	14,000	3.8%
Unknown	112	2.4%	*	*	1,000	0.2%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>107,000</b>	<b>100.0%</b>	<b>363,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Most Harmful Event	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,053	74.9%	3,144	74.0%	3,480	74.7%
Collision with Fixed Object	160	3.9%	176	4.1%	200	4.3%
Collision with Pedestrian	300	7.4%	328	7.7%	339	7.3%
Overturn (Rollover)	273	6.7%	282	6.6%	303	6.5%
Collision with Pedalcycle or Other Personal Conveyance	64	1.6%	96	2.3%	91	2.0%
Collision with Parked Motor Vehicle	19	0.5%	22	0.5%	24	0.5%
Collision with Train	4	0.1%	14	0.3%	14	0.3%
Collision with Other Object	60	1.5%	61	1.4%	61	1.3%
Collision with Animal	1	*	0	0.0%	3	0.1%
Jackknife	3	0.1%	0	0.0%	4	0.1%
Explosion/Fire	110	2.7%	101	2.4%	103	2.2%
Cargo/Equipment Loss or Shift	6	0.1%	4	0.1%	8	0.2%
Other	20	0.5%	17	0.4%	23	0.5%
Unknown	1	*	6	0.1%	4	0.1%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Vehicles Table 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2017**

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	3,480	74.7%	88,000	82.7%	274,000	75.3%
Collision with Fixed Object	200	4.3%	5,000	5.0%	39,000	10.7%
Collision with Pedestrian	339	7.3%	1,000	0.8%	*	*
Overturn (Rollover)	303	6.5%	8,000	7.9%	9,000	2.4%
Collision with Pedalcycle or Other Personal Conveyance	91	2.0%	1,000	0.7%	*	*
Collision with Parked Motor Vehicle	24	0.5%	1,000	0.9%	20,000	5.5%
Collision with Train	14	0.3%	*	*	*	0.1%
Collision with Other Object	61	1.3%	1,000	1.1%	12,000	3.4%
Collision with Animal	3	0.1%	*	0.4%	6,000	1.6%
Explosion/Fire	103	2.2%	*	0.2%	1,000	0.2%
Jackknife	4	0.1%	*	*	1,000	0.4%
Pavement Surface Irregularity	0	0.0%	*	*	*	*
Cargo/Equipment Loss or Shift	8	0.2%	*	*	1,000	0.1%
Other	23	0.5%	*	0.2%	*	0.1%
Unknown	4	0.1%	*	0.1%	*	0.1%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>107,000</b>	<b>100.0%</b>	<b>363,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

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

**Vehicles Table 16. Large Trucks in Fatal Crashes by Jackknife Occurrence, 2015-2017**

Jackknife	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,114	27.3%	1,294	30.4%	1,526	32.8%
No	2,734	67.1%	2,761	64.9%	2,926	62.8%
Yes	226	5.5%	196	4.6%	205	4.4%
<i>First Event</i>	39	1.0%	33	0.8%	31	0.7%
<i>Subsequent Event</i>	187	4.6%	163	3.8%	174	3.7%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

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

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

**Vehicles Table 17. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2017**

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,526	32.8%	52,000	48.5%	172,000	47.3%
No	2,926	62.8%	54,000	50.6%	188,000	51.6%
Yes	205	4.4%	1,000	1.0%	4,000	1.1%
<i>First Event</i>	31	0.7%	1,000	0.6%	3,000	0.7%
<i>Subsequent Event</i>	174	3.7%	*	0.4%	2,000	0.4%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>107,000</b>	<b>100.0%</b>	<b>363,000</b>	<b>100.0%</b>

\*Less than 500.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Crash Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	87	4.3%	93	4.6%	94	4.2%
Passenger Vehicle Rear-Ending Large Truck	336	16.7%	323	15.9%	375	16.6%
Large Truck Crossing Center Median (Head-On)	34	1.7%	46	2.3%	36	1.6%
Passenger Vehicle Crossing Center Median (Head-On)	344	17.1%	338	16.7%	380	16.9%
Large Truck Striking Passenger Vehicle (Other)	725	36.1%	735	36.2%	855	37.9%
Passenger Vehicle Striking Large Truck (Other)	349	17.4%	342	16.9%	373	16.5%
Other Collision	134	6.7%	152	7.5%	141	6.3%
<b>Total</b>	<b>2,009</b>	<b>100.0%</b>	<b>2,029</b>	<b>100.0%</b>	<b>2,254</b>	<b>100.0%</b>

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

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

**Vehicles Table 19. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2017**

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	94	4.2%	9,000	16.5%	24,000	12.3%
Passenger Vehicle Rear-Ending Large Truck	375	16.6%	8,000	14.4%	22,000	11.2%
Large Truck Crossing Center Median (Head-On)	36	1.6%	*	0.3%	*	0.1%
Passenger Vehicle Crossing Center Median (Head-On)	380	16.9%	1,000	1.1%	*	0.1%
Large Truck Striking Passenger Vehicle (Other)	855	37.9%	18,000	32.5%	63,000	32.2%
Passenger Vehicle Striking Large Truck (Other)	373	16.5%	14,000	25.1%	52,000	26.5%
Other Collision	141	6.3%	6,000	10.0%	35,000	17.6%
<b>Total</b>	<b>2,254</b>	<b>100.0%</b>	<b>57,000</b>	<b>100.0%</b>	<b>197,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2017**

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	94	77	81.9%	70	74.5%
Passenger Vehicle Rear-Ending Large Truck	375	153	40.8%	336	89.6%
Large Truck Crossing Center Median (Head-On)	36	26	72.2%	19	52.8%
Passenger Vehicle Crossing Center Median (Head-On)	380	155	40.8%	370	97.4%
Large Truck Striking Passenger Vehicle (Other)	855	379	44.3%	759	88.8%
Passenger Vehicle Striking Large Truck (Other)	373	205	55.0%	318	85.3%
Other Collision	141	64	45.4%	127	90.1%
<b>Total</b>	<b>2,254</b>	<b>1,059</b>	<b>47.0%</b>	<b>1,999</b>	<b>88.7%</b>

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

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

**Vehicles Table 21. Large Trucks in Fatal Crashes by Vehicle Age, 2015-2017**

Vehicle Age	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	120	2.9%	94	2.2%	103	2.2%
Model Year Same as Crash Year	396	9.7%	461	10.8%	334	7.2%
1 to 5 Years	1,135	27.9%	1,341	31.5%	1,758	37.7%
6 to 10 Years	1,161	28.5%	953	22.4%	822	17.7%
11 to 15 Years	633	15.5%	629	14.8%	761	16.3%
16 to 20 Years	369	9.1%	487	11.5%	567	12.2%
21 to 25 Years	117	2.9%	156	3.7%	191	4.1%
26 Years or Older	87	2.1%	92	2.2%	90	1.9%
Model Year Unknown	56	1.4%	38	0.9%	31	0.7%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>
Average Vehicle Age (Years)	8.07		8.08		8.23	

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, 2015-2017**

Vehicle Age	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	244	0.5%	205	0.4%	195	0.4%
Model Year Same as Crash Year	2,049	4.1%	2,172	4.1%	2,011	3.8%
1 to 5 Years	10,475	21.2%	11,900	22.6%	12,813	24.3%
6 to 10 Years	13,349	27.0%	12,203	23.1%	10,819	20.6%
11 to 15 Years	12,732	25.7%	13,931	26.4%	13,983	26.6%
16 to 20 Years	6,366	12.9%	7,407	14.1%	7,895	15.0%
21 to 25 Years	2,046	4.1%	2,431	4.6%	2,454	4.7%
26 Years or Older	1,082	2.2%	1,228	2.3%	1,256	2.4%
Model Year Unknown	1,134	2.3%	1,237	2.3%	1,219	2.3%
<b>Total</b>	<b>49,477</b>	<b>100.0%</b>	<b>52,714</b>	<b>100.0%</b>	<b>52,645</b>	<b>100.0%</b>
Average Vehicle Age (Years)	10.3		10.5		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, 2015-2017**

Issuing Authority	Single-Unit Straight Truck or Cab-Chassis		Truck/Tractor		Medium/Heavy Pickup		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>2015</b>										
FARS State Code	138	13.6%	316	11.0%	2	1.5%	0	0.0%	<b>456</b>	<b>11.2%</b>
US DOT	570	56.2%	2,349	81.5%	21	15.8%	19	42.2%	<b>2,959</b>	<b>72.6%</b>
MC/MX (ICC) <sup>a</sup>	4	0.4%	3	0.1%	0	0.0%	1	2.2%	<b>8</b>	<b>0.2%</b>
Canada	0	0.0%	1	*	0	0.0%	0	0.0%	<b>1</b>	<b>*</b>
Mexico	0	0.0%	1	*	0	0.0%	0	0.0%	<b>1</b>	<b>*</b>
None	146	14.4%	47	1.6%	93	69.9%	9	20.0%	<b>295</b>	<b>7.2%</b>
Unknown	157	15.5%	164	5.7%	17	12.8%	16	35.6%	<b>354</b>	<b>8.7%</b>
<b>Total</b>	<b>1,015</b>	<b>100.0%</b>	<b>2,881</b>	<b>100.0%</b>	<b>133</b>	<b>100.0%</b>	<b>45</b>	<b>100.0%</b>	<b>4,074</b>	<b>100.0%</b>
<b>2016</b>										
FARS State Code	146	12.5%	241	8.5%	2	1.1%	10	14.5%	<b>399</b>	<b>9.4%</b>
US DOT	618	53.0%	2,410	84.9%	17	9.5%	19	27.5%	<b>3,064</b>	<b>72.1%</b>
MC/MX (ICC) <sup>a</sup>	4	0.3%	11	0.4%	1	0.6%	0	0.0%	<b>16</b>	<b>0.4%</b>
Canada	0	0.0%	2	*	0	0.0%	0	0.0%	<b>2</b>	<b>*</b>
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	<b>0</b>	<b>0.0%</b>
None	219	18.8%	44	1.6%	133	74.3%	18	26.1%	<b>414</b>	<b>9.7%</b>
Unknown	178	15.3%	130	4.6%	26	14.5%	22	31.9%	<b>356</b>	<b>8.4%</b>
<b>Total</b>	<b>1,165</b>	<b>100.0%</b>	<b>2,838</b>	<b>100.0%</b>	<b>179</b>	<b>100.0%</b>	<b>69</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>
<b>2017</b>										
FARS State Code	152	11.8%	267	9.0%	2	0.6%	8	10.1%	<b>429</b>	<b>9.2%</b>
US DOT	681	53.0%	2,512	84.9%	32	9.6%	38	48.1%	<b>3,263</b>	<b>70.1%</b>
MC/MX (ICC) <sup>a</sup>	3	0.2%	6	0.2%	0	0.0%	0	0.0%	<b>9</b>	<b>0.2%</b>
Canada	3	0.2%	2	*	0	0.0%	0	0.0%	<b>5</b>	<b>0.1%</b>
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	<b>0</b>	<b>0.0%</b>
None	262	20.4%	46	1.6%	257	76.9%	9	11.4%	<b>574</b>	<b>12.3%</b>
Unknown	184	14.3%	126	4.3%	43	12.9%	24	30.4%	<b>377</b>	<b>8.1%</b>
<b>Total</b>	<b>1,285</b>	<b>100.0%</b>	<b>2,959</b>	<b>100.0%</b>	<b>334</b>	<b>100.0%</b>	<b>79</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

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

**Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2015-2017**

Vehicle Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,715	22.3%	1,798	22.2%	2,009	22.7%
Light Truck	1,615	21.0%	1,692	20.9%	1,859	21.0%
Large Truck	4,074	53.0%	4,251	52.6%	4,657	52.6%
Bus	17	0.2%	11	0.1%	11	0.1%
Motorcycle	233	3.0%	279	3.5%	280	3.2%
Other	33	0.4%	51	0.6%	41	0.5%
<b>Total</b>	<b>7,687</b>	<b>100.0%</b>	<b>8,082</b>	<b>100.0%</b>	<b>8,857</b>	<b>100.0%</b>

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver.

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

**Vehicles Table 25. Vehicles in Large Truck Crashes by Vehicle Type and Crash Severity, 2017**

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	2,009	22.7%	60,000	28.1%	154,000	24.3%
Light Truck	1,859	21.0%	29,000	13.6%	70,000	11.1%
Large Truck	4,657	52.6%	107,000	50.3%	363,000	57.5%
Bus	11	0.1%	1,000	0.6%	3,000	0.5%
Motorcycle	280	3.2%	1,000	0.6%	1,000	0.1%
Other	41	0.5%	14,000	6.8%	40,000	6.4%
<b>Total</b>	<b>8,857</b>	<b>100.0%</b>	<b>212,000</b>	<b>100.0%</b>	<b>632,000</b>	<b>100.0%</b>

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. 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, 2015-2017**

Crash Statistic	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	182	4.8%	175	4.3%	234	5.3%
Fatal Crashes Involving Large Trucks In Transport	3,622	96.0%	3,896	96.4%	4,237	95.4%
<b>Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks<sup>a</sup></b>	<b>3,774</b>	<b>—</b>	<b>4,043</b>	<b>—</b>	<b>4,439</b>	<b>—</b>
Parked or Working Large Trucks Involved in Fatal Crashes	193	4.5%	187	4.2%	247	5.0%
Large Trucks In Transport Involved in Fatal Crashes	4,074	95.5%	4,251	95.8%	4,657	95.0%
<b>Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes</b>	<b>4,267</b>	<b>100.0%</b>	<b>4,438</b>	<b>100.0%</b>	<b>4,904</b>	<b>100.0%</b>
Occupant Fatalities in Parked or Working Large Trucks	3	0.4%	2	0.3%	2	0.2%
Occupant Fatalities in Large Trucks In Transport	665	99.6%	725	99.7%	841	99.8%
<b>Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks</b>	<b>668</b>	<b>100.0%</b>	<b>727</b>	<b>100.0%</b>	<b>843</b>	<b>100.0%</b>
Fatalities in Crashes Involving Parked or Working Large Trucks	203	4.8%	194	4.3%	259	5.2%
Fatalities in Crashes Involving Large Trucks In Transport	4,094	96.0%	4,369	96.4%	4,761	95.6%
<b>Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks<sup>a</sup></b>	<b>4,264</b>	<b>—</b>	<b>4,534</b>	<b>—</b>	<b>4,981</b>	<b>—</b>

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

— Not applicable.

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

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

**Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2015-2017**

Critical Precrash Event <sup>a</sup>	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control <sup>b</sup>	148	3.6%	164	3.9%	147	3.2%
Large Truck's Movement <sup>c</sup>	700	17.2%	836	19.7%	936	20.1%
Other Vehicle in Large Truck's Lane <sup>d</sup>	1,151	28.3%	1,121	26.4%	1,279	27.5%
Other Vehicle's Encroachment into Large Truck's Lane <sup>e</sup>	1,562	38.3%	1,598	37.6%	1,706	36.6%
Pedestrian	262	6.4%	278	6.5%	304	6.5%
Pedalcyclist	55	1.4%	89	2.1%	84	1.8%
Animal	6	0.1%	4	0.1%	12	0.3%
Foreign Object	14	0.3%	26	0.6%	21	0.5%
Other	136	3.3%	126	3.0%	159	3.4%
Unknown	40	1.0%	9	0.2%	9	0.2%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

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

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

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

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

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

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

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

**Vehicles Table 28. Large Trucks in Crashes by Critical Precrash Event and Crash Severity, 2017**

Critical Precrash Event <sup>a</sup>	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control <sup>b</sup>	147	3.2%	4,000	3.3%	7,000	1.9%
Large Truck's Movement <sup>c</sup>	936	20.1%	30,000	28.5%	150,000	41.4%
Other Vehicle in Large Truck's Lane <sup>d</sup>	1,279	27.5%	34,000	31.6%	79,000	21.7%
Other Vehicle's Encroachment into Large Truck's Lane <sup>e</sup>	1,706	36.6%	32,000	29.5%	90,000	24.8%
Pedestrian	304	6.5%	1,000	0.8%	*	*
Pedalcyclist	84	1.8%	1,000	0.6%	*	0.1%
Animal	12	0.3%	1,000	0.5%	6,000	1.8%
Foreign Object	21	0.5%	*	*	4,000	1.0%
Other	159	3.4%	3,000	3.3%	22,000	6.0%
Unknown	9	0.2%	2,000	1.8%	5,000	1.4%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>107,000</b>	<b>100.0%</b>	<b>363,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

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

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

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

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

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Manner of Collision	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	978	24.0%	1,093	25.7%	1,137	24.4%
Front-to-Rear	1,053	25.8%	996	23.4%	1,119	24.0%
Front-to-Front	577	14.2%	618	14.5%	669	14.4%
Angle	1,119	27.5%	1,165	27.4%	1,337	28.7%
Sideswipe, Same Direction	159	3.9%	147	3.5%	165	3.5%
Sideswipe, Opposite Direction	118	2.9%	166	3.9%	134	2.9%
Rear-to-Side	20	0.5%	24	0.6%	23	0.5%
Rear-to-Rear	0	0.0%	1	*	0	0.0%
Other	39	1.0%	33	0.8%	48	1.0%
Unknown	11	0.3%	8	0.2%	25	0.5%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Vehicles Table 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2017**

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	1,137	24.4%	19,000	18.0%	83,000	22.9%
Front-to-Rear	1,119	24.0%	36,000	33.5%	89,000	24.4%
Front-to-Front	669	14.4%	3,000	3.1%	2,000	0.7%
Angle	1,337	28.7%	23,000	21.8%	42,000	11.6%
Sideswipe, Same Direction	165	3.5%	19,000	17.5%	113,000	31.0%
Sideswipe, Opposite Direction	134	2.9%	4,000	3.5%	13,000	3.5%
Rear-to-Side	23	0.5%	1,000	0.8%	7,000	1.8%
Rear-to-Rear	0	0.0%	*	*	*	0.1%
Other	48	1.0%	1,000	1.2%	12,000	3.3%
Unknown	25	0.5%	1,000	0.7%	3,000	0.8%
<b>Total</b>	<b>4,657</b>	<b>100.0%</b>	<b>107,000</b>	<b>100.0%</b>	<b>363,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration (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, 2015-2017**

Vehicle-Related Factors	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	98	2.4%	65	1.5%	84	1.8%
Tires	50	1.2%	53	1.2%	61	1.3%
Brake System	46	1.1%	36	0.8%	47	1.0%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	15	0.4%	10	0.2%	10	0.2%
Vehicle Contributing Factors - No Details	7	0.2%	4	0.1%	9	0.2%
Power Train	7	0.2%	10	0.2%	8	0.2%
Other Lights	1	*	6	0.1%	8	0.2%
Truck Coupling / Trailer Hitch / Safety Chains	2	*	4	0.1%	6	0.1%
Steering	1	*	4	0.1%	4	0.1%
Police, Fire, or EMS Vehicle at Scene	5	0.1%	3	0.1%	2	*
Headlights	0	0.0%	3	0.1%	2	*
Safety Systems	2	*	1	*	2	*
At Least One Vehicle-Related Factor Recorded	262	6.4%	215	5.1%	247	5.3%
No Vehicle-Related Factors Recorded	3,812	93.6%	4,036	94.9%	4,410	94.7%
<b>Total</b>	<b>4,074</b>	<b>100.0%</b>	<b>4,251</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Vehicles Table 32. Large Trucks in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2017**

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)	15	1.7%	69	1.8%	84	1.8%
Tires	34	4.0%	27	0.7%	61	1.3%
Brake System	16	1.9%	31	0.8%	47	1.0%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	1	0.1%	9	0.2%	10	0.2%
Vehicle Contributing Factors - No Details	1	0.1%	8	0.2%	9	0.2%
Power Train	1	0.1%	7	0.2%	8	0.2%
Other Lights	0	0.0%	8	0.2%	8	0.2%
Truck Coupling / Trailer Hitch / Safety Chains	3	0.3%	3	0.1%	6	0.1%
Steering	1	0.1%	3	0.1%	4	0.1%
Police, Fire, or EMS Vehicle at Scene	0	0.0%	2	0.1%	2	*
Headlights	0	0.0%	2	0.1%	2	*
Safety Systems	0	0.0%	2	0.1%	2	*
At Least One Vehicle-Related Factor Recorded	68	7.9%	179	4.7%	247	5.3%
No Vehicle-Related Factors Recorded	791	92.1%	3,619	95.3%	4,410	94.7%
<b>Total</b>	<b>859</b>	<b>100.0%</b>	<b>3,798</b>	<b>100.0%</b>	<b>4,657</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Vehicles Table 33. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors, 2015-2017**

Vehicle-Related Factors	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Tires	528	1.4%	528	1.3%	514	1.3%
Vehicle Registration for Handicapped	296	0.8%	366	0.9%	357	0.9%
Brake System	46	0.1%	61	0.1%	49	0.1%
Headlights	33	0.1%	38	0.1%	31	0.1%
Steering	21	0.1%	22	0.1%	26	0.1%
Vehicle Contributing Factors - No Details	21	0.1%	19	*	21	0.1%
Reconstructed/Altered Vehicle	17	*	10	*	16	*
Power Train	10	*	17	*	14	*
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	21	0.1%	16	*	12	*
Wheels	11	*	13	*	12	*
At Least One Vehicle-Related Factor Recorded	1,141	2.9%	1,254	3.0%	1,192	2.9%
No Vehicle-Related Factors Recorded	37,538	97.1%	40,054	97.0%	39,825	97.1%
<b>Total</b>	<b>38,679</b>	<b>100.0%</b>	<b>41,308</b>	<b>100.0%</b>	<b>41,017</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**Vehicles Table 34. Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2017**

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	322	2.0%	192	0.8%	<b>514</b>	<b>1.3%</b>
Vehicle Registration for Handicapped	127	0.8%	230	0.9%	<b>357</b>	<b>0.9%</b>
Brake System	24	0.2%	25	0.1%	<b>49</b>	<b>0.1%</b>
Headlights	10	0.1%	21	0.1%	<b>31</b>	<b>0.1%</b>
Steering	18	0.1%	8	*	<b>26</b>	<b>0.1%</b>
Vehicle Contributing Factors - No Details	5	*	16	0.1%	<b>21</b>	<b>0.1%</b>
Reconstructed/Altered Vehicle	13	0.1%	3	*	<b>16</b>	<b>*</b>
Power Train	4	*	10	*	<b>14</b>	<b>*</b>
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	5	*	7	*	<b>12</b>	<b>*</b>
Wheels	5	*	7	*	<b>12</b>	<b>*</b>
At Least One Vehicle-Related Factor Recorded	582	3.7%	610	2.4%	<b>1,192</b>	<b>2.9%</b>
No Vehicle-Related Factors Recorded	15,131	96.3%	24,694	97.6%	<b>39,825</b>	<b>97.1%</b>
<b>Total</b>	<b>15,713</b>	<b>100.0%</b>	<b>25,304</b>	<b>100.0%</b>	<b>41,017</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

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## People

This chapter contains information on drivers of large trucks and buses in fatal, injury, and property damage only crashes and on people killed or injured in large truck crashes. Some statistics for passenger vehicle drivers are also listed, to allow comparisons. It is important to note that the number of large truck or bus drivers in crashes is not exactly equal to the number of large trucks or buses in crashes, because some vehicles did not have drivers at the time of their crash. Below is a summary of some of the information in this section:

- ◆ Of the 4,600 drivers of large trucks involved in fatal crashes in 2017, 270 (6 percent) were 25 years of age or younger, and 299 (6 percent) were 66 years of age or older. In comparison, 3 (1 percent) of the 230 drivers of buses in fatal crashes were 25 years of age or younger, and 33 (14 percent) were 66 years of age or older.
- ◆ In 2017, 13 percent (713) of large truck occupants in fatal crashes were not wearing a safety belt, of which 322 (45 percent) were killed in the crash. In contrast, only 378 (9 percent) of the 4,310 large truck occupants wearing safety belts in fatal crashes were killed. Nine percent of the 4,600 drivers of large trucks involved in fatal crashes (434) were not wearing a safety belt at the time of the crash.
- ◆ In 2017, 252 of the 4,600 large truck drivers in fatal crashes (5 percent) tested positive for at least one drug, although 59 percent of them were not tested. Conversely, 7,694 of the 25,918 drivers of all vehicles in fatal crashes (15 percent) tested positive for at least one drug, although 50 percent of them were not tested. A driver is more likely to be tested for drugs if there is information from the crash indicating that drugs may have been a factor.
- ◆ In 2017, at least one driver-related factor was recorded for 32 percent of the large truck drivers in fatal crashes, compared to 54 percent of the passenger vehicle drivers in fatal crashes. “Speeding of Any Kind” was the most frequent driver-related factor for drivers of both vehicle types; “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 841 large truck occupant fatalities in 2017, a 16-percent increase from the 725 fatalities in 2016. In 2017, 85 percent of these occupant fatalities were drivers of large trucks, and 15 percent were passengers in large trucks.

**People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2015-2017**

Age Group (Years)	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
17 and under	240	5.9%	221	5.1%	284	6.0%
18 - 25	682	16.7%	685	15.7%	752	15.8%
26 - 35	672	16.4%	781	17.9%	782	16.4%
36 - 45	583	14.2%	630	14.4%	696	14.6%
46 - 55	656	16.0%	677	15.5%	698	14.7%
56 - 65	557	13.6%	604	13.8%	711	14.9%
66 - 75	363	8.9%	408	9.3%	415	8.7%
76 and over	334	8.2%	355	8.1%	413	8.7%
Unknown	7	0.2%	8	0.2%	10	0.2%
<b>Total</b>	<b>4,094</b>	<b>100.0%</b>	<b>4,369</b>	<b>100.0%</b>	<b>4,761</b>	<b>100.0%</b>
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, 2017**

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	145	4.2%	139	10.4%	0	0.0%	<b>284</b>	<b>6.0%</b>
18 - 25	531	15.5%	221	16.5%	0	0.0%	<b>752</b>	<b>15.8%</b>
26 - 35	582	17.0%	200	15.0%	0	0.0%	<b>782</b>	<b>16.4%</b>
36 - 45	529	15.5%	167	12.5%	0	0.0%	<b>696</b>	<b>14.6%</b>
46 - 55	542	15.8%	156	11.7%	0	0.0%	<b>698</b>	<b>14.7%</b>
56 - 65	532	15.5%	179	13.4%	0	0.0%	<b>711</b>	<b>14.9%</b>
66 - 75	284	8.3%	131	9.8%	0	0.0%	<b>415</b>	<b>8.7%</b>
76 and over	272	7.9%	141	10.6%	0	0.0%	<b>413</b>	<b>8.7%</b>
Unknown	6	0.2%	2	0.1%	2	100.0%	<b>10</b>	<b>0.2%</b>
<b>Total</b>	<b>3,423</b>	<b>100.0%</b>	<b>1,336</b>	<b>100.0%</b>	<b>2</b>	<b>100.0%</b>	<b>4,761</b>	<b>100.0%</b>
Average Age (Years)	45.0		43.8		—		44.7	

— 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).

**People Table 3. Persons Killed in Crashes Involving Passenger Vehicles by Age, 2015-2017**

Age Group (Years)	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
17 and under	2,097	6.7%	2,185	6.6%	2,070	6.4%
18 - 25	5,915	19.0%	6,221	18.8%	5,747	17.7%
26 - 35	5,363	17.2%	5,781	17.5%	5,633	17.3%
36 - 45	3,877	12.5%	4,195	12.7%	4,256	13.1%
46 - 55	4,449	14.3%	4,465	13.5%	4,479	13.8%
56 - 65	3,933	12.6%	4,214	12.8%	4,338	13.3%
66 - 75	2,676	8.6%	2,853	8.6%	2,822	8.7%
76 and over	2,752	8.8%	3,014	9.1%	3,062	9.4%
Unknown	67	0.2%	88	0.3%	112	0.3%
<b>Total</b>	<b>31,129</b>	<b>100.0%</b>	<b>33,016</b>	<b>100.0%</b>	<b>32,519</b>	<b>100.0%</b>
Average Age (Years)	42.8		43.5		44.1	

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, 2017**

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,234	5.5%	836	8.3%	0	0.0%	<b>2,070</b>	<b>6.4%</b>
18 - 25	4,066	18.2%	1,679	16.6%	2	4.9%	<b>5,747</b>	<b>17.7%</b>
26 - 35	4,108	18.4%	1,524	15.1%	1	2.4%	<b>5,633</b>	<b>17.3%</b>
36 - 45	3,032	13.6%	1,223	12.1%	1	2.4%	<b>4,256</b>	<b>13.1%</b>
46 - 55	3,167	14.2%	1,310	13.0%	2	4.9%	<b>4,479</b>	<b>13.8%</b>
56 - 65	3,072	13.7%	1,263	12.5%	3	7.3%	<b>4,338</b>	<b>13.3%</b>
66 - 75	1,808	8.1%	1,014	10.0%	0	0.0%	<b>2,822</b>	<b>8.7%</b>
76 and over	1,829	8.2%	1,233	12.2%	0	0.0%	<b>3,062</b>	<b>9.4%</b>
Unknown	57	0.3%	23	0.2%	32	78.0%	<b>112</b>	<b>0.3%</b>
<b>Total</b>	<b>22,373</b>	<b>100.0%</b>	<b>10,105</b>	<b>100.0%</b>	<b>41</b>	<b>100.0%</b>	<b>32,519</b>	<b>100.0%</b>
Average Age (Years)	43.6		45.2		42.4		44.1	

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, 2017**

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	7,000	8.0%	4,000	7.0%	<b>11,000</b>	<b>7.6%</b>
18 - 25	14,000	15.0%	11,000	19.9%	<b>25,000</b>	<b>16.9%</b>
26 - 35	17,000	19.0%	11,000	19.1%	<b>28,000</b>	<b>19.0%</b>
36 - 45	15,000	16.5%	9,000	16.6%	<b>24,000</b>	<b>16.5%</b>
46 - 55	17,000	19.2%	8,000	14.2%	<b>26,000</b>	<b>17.3%</b>
56 - 65	13,000	13.9%	8,000	13.5%	<b>20,000</b>	<b>13.8%</b>
66 - 75	5,000	5.6%	4,000	6.2%	<b>9,000</b>	<b>5.8%</b>
76 and over	3,000	2.8%	2,000	3.5%	<b>5,000</b>	<b>3.1%</b>
<b>Total</b>	<b>91,000</b>	<b>100.0%</b>	<b>57,000</b>	<b>100.0%</b>	<b>148,000</b>	<b>100.0%</b>
Average Age (Years)	41.1		39.7		40.6	

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, 2017**

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	149,000	12.0%	167,000	11.8%	<b>316,000</b>	<b>11.9%</b>
18 - 25	267,000	21.5%	288,000	20.3%	<b>554,000</b>	<b>20.9%</b>
26 - 35	241,000	19.4%	267,000	18.8%	<b>507,000</b>	<b>19.1%</b>
36 - 45	176,000	14.2%	204,000	14.4%	<b>381,000</b>	<b>14.3%</b>
46 - 55	164,000	13.2%	193,000	13.7%	<b>357,000</b>	<b>13.5%</b>
56 - 65	133,000	10.8%	156,000	11.0%	<b>289,000</b>	<b>10.9%</b>
66 - 75	71,000	5.7%	89,000	6.3%	<b>159,000</b>	<b>6.0%</b>
76 and over	39,000	3.1%	52,000	3.6%	<b>90,000</b>	<b>3.4%</b>
<b>Total</b>	<b>1,239,000</b>	<b>100.0%</b>	<b>1,415,000</b>	<b>100.0%</b>	<b>2,654,000</b>	<b>100.0%</b>
Average Age (Years)	37.2		38.1		37.6	

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, 2015-2017**

Age Group (Years)	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
17 and under	3	0.1%	4	0.1%	8	0.2%
18 - 25	205	5.1%	232	5.5%	262	5.7%
26 - 35	666	16.6%	688	16.4%	806	17.5%
36 - 45	956	23.8%	1,011	24.1%	1,020	22.2%
46 - 55	1,165	29.0%	1,155	27.5%	1,256	27.3%
56 - 65	796	19.8%	848	20.2%	927	20.2%
66 - 75	184	4.6%	207	4.9%	251	5.5%
76 and over	26	0.6%	30	0.7%	48	1.0%
Unknown	18	0.4%	18	0.4%	22	0.5%
<b>Total</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>
Average Age (Years)	46.4		46.2		46.4	

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

**People Table 8. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2017**

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	7	0.2%	1	0.7%	0	0.0%	<b>8</b>	<b>0.2%</b>
18 - 25	256	5.8%	6	4.5%	0	0.0%	<b>262</b>	<b>5.7%</b>
26 - 35	776	17.5%	29	21.6%	1	4.2%	<b>806</b>	<b>17.5%</b>
36 - 45	992	22.3%	27	20.1%	1	4.2%	<b>1,020</b>	<b>22.2%</b>
46 - 55	1,209	27.2%	46	34.3%	1	4.2%	<b>1,256</b>	<b>27.3%</b>
56 - 65	904	20.4%	23	17.2%	0	0.0%	<b>927</b>	<b>20.2%</b>
66 - 75	249	5.6%	2	1.5%	0	0.0%	<b>251</b>	<b>5.5%</b>
76 and over	48	1.1%	0	0.0%	0	0.0%	<b>48</b>	<b>1.0%</b>
Unknown	1	*	0	0.0%	21	87.5%	<b>22</b>	<b>0.5%</b>
<b>Total</b>	<b>4,442</b>	<b>100.0%</b>	<b>134</b>	<b>100.0%</b>	<b>24</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>
Average Age (Years)	46.5		44.4		39.7		46.4	

\*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, 2015-2017**

Age Group (Years)	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
17 and under	0	0.0%	0	0.0%	0	0.0%
18 - 25	4	1.5%	6	2.6%	3	1.3%
26 - 35	22	8.4%	23	9.9%	29	12.6%
36 - 45	48	18.3%	37	15.9%	40	17.4%
46 - 55	84	31.9%	70	30.0%	64	27.8%
56 - 65	69	26.2%	70	30.0%	61	26.5%
66 - 75	28	10.6%	24	10.3%	29	12.6%
76 and over	7	2.7%	3	1.3%	4	1.7%
Unknown	1	0.4%	0	0.0%	0	0.0%
<b>Total</b>	<b>263</b>	<b>100.0%</b>	<b>233</b>	<b>100.0%</b>	<b>230</b>	<b>100.0%</b>
Average Age (Years)	52.6		51.7		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, 2017**

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%
18 - 25	2	1.3%	1	1.4%	0	—	3	1.3%
26 - 35	19	12.2%	10	13.5%	0	—	29	12.6%
36 - 45	21	13.5%	19	25.7%	0	—	40	17.4%
46 - 55	41	26.3%	23	31.1%	0	—	64	27.8%
56 - 65	44	28.2%	17	23.0%	0	—	61	26.5%
66 - 75	25	16.0%	4	5.4%	0	—	29	12.6%
76 and over	4	2.6%	0	0.0%	0	—	4	1.7%
Unknown	0	0.0%	0	0.0%	0	—	0	0.0%
<b>Total</b>	<b>156</b>	<b>100.0%</b>	<b>74</b>	<b>100.0%</b>	<b>0</b>	<b>—</b>	<b>230</b>	<b>100.0%</b>
Average Age (Years)	53.2		48.1		—		51.6	

— Not applicable.

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

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

**People Table 11. Persons Killed in Crashes Involving Large Trucks by Time of Day, 2015-2017**

Time of Day	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	323	7.9%	383	8.8%	354	7.4%
3am - 6am	384	9.4%	508	11.6%	468	9.8%
6am - 9am	651	15.9%	648	14.8%	695	14.6%
9am - 12pm	664	16.2%	722	16.5%	715	15.0%
12pm - 3pm	728	17.8%	729	16.7%	897	18.8%
3pm - 6pm	624	15.2%	645	14.8%	782	16.4%
6pm - 9pm	373	9.1%	398	9.1%	476	10.0%
9pm - 12am	340	8.3%	330	7.6%	369	7.8%
Unknown	7	0.2%	6	0.1%	5	0.1%
<i>Daytime (6am - 6pm)</i>	<i>2,667</i>	<i>65.1%</i>	<i>2,744</i>	<i>62.8%</i>	<i>3,089</i>	<i>64.9%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,420</i>	<i>34.7%</i>	<i>1,619</i>	<i>37.1%</i>	<i>1,667</i>	<i>35.0%</i>
<b>Total</b>	<b>4,094</b>	<b>100.0%</b>	<b>4,369</b>	<b>100.0%</b>	<b>4,761</b>	<b>100.0%</b>

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

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

**People Table 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2017**

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	354	7.4%	5,000	3.4%
3am - 6am	468	9.8%	7,000	4.7%
6am - 9am	695	14.6%	23,000	15.4%
9am - 12pm	715	15.0%	27,000	18.0%
12pm - 3pm	897	18.8%	37,000	24.7%
3pm - 6pm	782	16.4%	29,000	19.8%
6pm - 9pm	476	10.0%	12,000	8.3%
9pm - 12am	369	7.8%	8,000	5.7%
Unknown	5	0.1%	*	*
<i>Daytime (6am - 6pm)</i>	<i>3,089</i>	<i>64.9%</i>	<i>115,000</i>	<i>77.9%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,667</i>	<i>35.0%</i>	<i>33,000</i>	<i>22.1%</i>
<b>Total</b>	<b>4,761</b>	<b>100.0%</b>	<b>148,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

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

**People Table 13. Persons Killed in Crashes Involving Large Trucks, 2015-2017**

Person Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	591	14.4%	642	14.7%	717	15.1%
Driver of Other Motor Vehicle	2,327	56.8%	2,439	55.8%	2,644	55.5%
Passenger of Large Truck in Transport	74	1.8%	81	1.9%	124	2.6%
Passenger of Other Motor Vehicle in Transport	685	16.7%	720	16.5%	802	16.8%
Occupant of Motor Vehicle Not in Transport	9	0.2%	8	0.2%	5	0.1%
Occupant of Non-Motor Vehicle Transport Device**	6	0.1%	3	0.1%	6	0.1%
Pedestrian	337	8.2%	368	8.4%	372	7.8%
Bicyclist	55	1.3%	87	2.0%	75	1.6%
Other Cyclist	0	0.0%	2	*	1	*
Other Person on Personal Conveyance/In Building	7	0.2%	5	0.1%	11	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	3	0.1%	14	0.3%	4	0.1%
<b>Total</b>	<b>4,094</b>	<b>100.0%</b>	<b>4,369</b>	<b>100.0%</b>	<b>4,761</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

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



**People Table 14. Persons Killed and Injured in Crashes Involving Large Trucks by Number of Vehicles Involved, 2017**

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
<b>Persons Killed</b>						
Driver of Large Truck	425	48.0%	292	7.5%	717	15.1%
Driver of Other Motor Vehicle	0	0.0%	2,644	68.2%	2,644	55.5%
Passenger of Large Truck in Transport	73	8.2%	51	1.3%	124	2.6%
Passenger of Other Motor Vehicle in Transport	0	0.0%	802	20.7%	802	16.8%
Occupant of Motor Vehicle Not in Transport	5	0.6%	0	0.0%	5	0.1%
Occupant of Non-Motor Vehicle Transport Device**	6	0.7%	0	0.0%	6	0.1%
Pedestrian	290	32.8%	82	2.1%	372	7.8%
Bicyclist	74	8.4%	1	*	75	1.6%
Other Cyclist	1	0.1%	0	0.0%	1	*
Other Person on Personal Conveyance/In Building	11	1.2%	0	0.0%	11	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	0	0.0%	4	0.1%	4	0.1%
<b>Total Persons Killed</b>	<b>885</b>	<b>100.0%</b>	<b>3,876</b>	<b>100.0%</b>	<b>4,761</b>	<b>100.0%</b>
<b>Persons Injured</b>						
Driver of Large Truck	12,000	73.8%	20,000	14.9%	32,000	21.6%
Driver of Other Motor Vehicle	*	*	74,000	56.2%	74,000	49.8%
Passenger of Large Truck in Transport	2,000	12.1%	6,000	4.4%	8,000	5.3%
Passenger of Other Motor Vehicle in Transport	*	*	32,000	24.0%	32,000	21.3%
Occupant of Motor Vehicle Not in Transport	1,000	3.9%	*	*	1,000	0.5%
Occupant of Non-Motor Vehicle Transport Device**	1,000	5.4%	*	*	1,000	0.6%
Pedestrian	1,000	3.7%	*	0.3%	1,000	0.7%
Bicyclist	*	0.7%	*	*	*	0.1%
Other Nonoccupant	*	*	*	*	*	*
Unknown Occupant Type in Motor Vehicle in Transport	*	0.4%	*	*	*	*
<b>Total Persons Injured</b>	<b>17,000</b>	<b>100.0%</b>	<b>131,000</b>	<b>100.0%</b>	<b>148,000</b>	<b>100.0%</b>

\*Less than 500 or less than 0.05 percent.

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

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

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

**People Table 15. Large Truck Occupants Killed by Person Type, 2015-2017**

Person Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Driver	591	88.9%	642	88.6%	717	85.3%
Passenger	74	11.1%	81	11.2%	124	14.7%
Unknown Occupant Type	0	0.0%	2	0.3%	0	0.0%
<b>Total</b>	<b>665</b>	<b>100.0%</b>	<b>725</b>	<b>100.0%</b>	<b>841</b>	<b>100.0%</b>

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

**People Table 16. Large Truck Occupants Killed and Injured by Person Type, 2017**

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	717	85.3%	32,000	80.1%
Passenger	124	14.7%	8,000	19.7%
Unknown Occupant Type	0	0.0%	*	0.2%
<b>Total</b>	<b>841</b>	<b>100.0%</b>	<b>40,000</b>	<b>100.0%</b>

\*Less than 500.

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

Sources: 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, 2017**

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
<b>Vehicles/Vehicle Occupants</b>						
Passenger Car	2,009	22.6%	3,013	24.2%	1,687	35.4%
Light Truck	1,859	20.9%	2,998	24.1%	1,448	30.4%
Large Truck (Single-Vehicle Crash)	859	9.7%	1,051	8.4%	498	10.5%
Large Truck (Multiple-Vehicle Crash)	3,798	42.7%	4,372	35.1%	343	7.2%
Bus	11	0.1%	97	0.8%	17	0.4%
Motorcycle	280	3.1%	299	2.4%	275	5.8%
Other Vehicle Type	79	0.9%	56	0.5%	23	0.5%
<b>Total Vehicles/Vehicle Occupants</b>	<b>8,895</b>	<b>100.0%</b>	<b>11,886</b>	<b>95.5%</b>	<b>4,291</b>	<b>90.1%</b>
<b>Nonmotorists</b>						
Occupant of a Motor Vehicle Not In Transport	—	—	52	0.3%	5	0.1%
Occupant of a Non-Motor Vehicle Transport Device	—	—	11	0.1%	6	0.1%
Pedestrian	—	—	403	2.6%	372	7.8%
Bicyclist	—	—	76	0.5%	76	1.6%
Person on a Personal Conveyance	—	—	12	0.1%	11	0.2%
Person in or on a Building	—	—	1	*	0	0.0%
<b>Total Nonmotorists</b>	<b>—</b>	<b>—</b>	<b>555</b>	<b>3.5%</b>	<b>470</b>	<b>9.9%</b>
<b>Total</b>	<b>8,895</b>	<b>100.0%</b>	<b>15,773</b>	<b>100.0%</b>	<b>4,761</b>	<b>100.0%</b>

— 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. Vehicles with unknown numbers of occupants are assumed here to have one occupant.

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

**People Table 18. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Bus Crashes, 2017**

Vehicle/Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
<b>Vehicles/Vehicle Occupants</b>						
Passenger Car	109	23.4%	165	9.5%	95	34.7%
Light Truck	72	15.5%	101	5.8%	56	20.4%
Large Truck	26	5.6%	30	1.7%	2	0.7%
Bus (Single-Vehicle Crash)	57	12.2%	265	15.2%	17	6.2%
Bus (Multiple-Vehicle Crash)	175	37.6%	1,095	62.9%	27	9.9%
Motorcycle	24	5.2%	25	1.4%	23	8.4%
Other Vehicle Type	3	0.6%	2	0.1%	1	0.4%
<b>Total Vehicles/Vehicle Occupants</b>	<b>466</b>	<b>100.0%</b>	<b>1,683</b>	<b>96.7%</b>	<b>221</b>	<b>80.7%</b>
<b>Nonmotorists</b>						
Occupant of a Motor Vehicle Not In Transport	—	—	2	0.1%	0	0.0%
Occupant of a Non-Motor Vehicle Transport Device	—	—	0	0.0%	0	0.0%
Pedestrian	—	—	44	2.5%	41	15.0%
Bicyclist	—	—	11	0.6%	11	4.0%
Person on a Personal Conveyance	—	—	1	0.1%	1	0.4%
Person in or on a Building	—	—	0	0.0%	0	0.0%
<b>Total Nonmotorists</b>	<b>—</b>	<b>—</b>	<b>58</b>	<b>3.3%</b>	<b>53</b>	<b>19.3%</b>
<b>Total</b>	<b>466</b>	<b>100.0%</b>	<b>1,741</b>	<b>100.0%</b>	<b>274</b>	<b>100.0%</b>

— Not applicable.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Vehicles with unknown numbers of occupants are assumed here to have one occupant.

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

**People Table 19. Pedestrians and Bicyclists Killed in Large Truck, Bus, and All Crashes, 2015-2017**

Crash Type	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
<b>Pedestrian Fatalities</b>						
Large Truck Crash	337	6.1%	368	6.1%	372	6.2%
Bus Crash	80	1.5%	53	0.9%	41	0.7%
All Crashes	5,495	100.0%	6,080	100.0%	5,977	100.0%
<b>Bicyclist Fatalities</b>						
Large Truck Crash	55	6.6%	87	10.3%	75	9.7%
Bus Crash	9	1.1%	12	1.4%	11	1.4%
All Crashes	828	100.0%	848	100.0%	777	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, 2015-2017**

Restraint Use	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
None	325	8.1%	403	9.6%	434	9.4%
Yes	3,412	84.9%	3,487	83.2%	3,848	83.7%
Shoulder Belt Only	12	0.3%	12	0.3%	8	0.2%
Lap Belt Only	34	0.8%	37	0.9%	29	0.6%
Lap and Shoulder Belt	3,320	82.6%	3,396	81.0%	3,796	82.5%
Type Unknown	46	1.1%	42	1.0%	15	0.3%
Unknown	282	7.0%	303	7.2%	318	6.9%
<b>Total</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

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

**People Table 21. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2017**

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	296	6.7%	102	74.5%	33	67.3%	3	16.7%	<b>434</b>	<b>9.4%</b>
Yes	3,821	86.9%	13	9.5%	11	22.4%	3	16.7%	<b>3,848</b>	<b>83.7%</b>
Shoulder Belt Only	8	0.2%	0	0.0%	0	0.0%	0	0.0%	<b>8</b>	<b>0.2%</b>
Lap Belt Only	29	0.7%	0	0.0%	0	0.0%	0	0.0%	<b>29</b>	<b>0.6%</b>
Lap and Shoulder Belt	3,769	85.7%	13	9.5%	11	22.4%	3	16.7%	<b>3,796</b>	<b>82.5%</b>
Type Unknown	15	0.3%	0	0.0%	0	0.0%	0	0.0%	<b>15</b>	<b>0.3%</b>
Unknown	279	6.3%	22	16.1%	5	10.2%	12	66.7%	<b>318</b>	<b>6.9%</b>
<b>Total</b>	<b>4,396</b>	<b>100.0%</b>	<b>137</b>	<b>100.0%</b>	<b>49</b>	<b>100.0%</b>	<b>18</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

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

**People Table 22. Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2017**

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	322	45.2%	378	8.8%	141	35.3%	<b>841</b>	<b>15.5%</b>
Injury	158	22.2%	590	13.7%	41	10.3%	<b>789</b>	<b>14.5%</b>
Unknown Injury Severity	46	6.5%	508	11.8%	35	8.8%	<b>589</b>	<b>10.9%</b>
No Apparent Injury	187	26.2%	2,833	65.7%	183	45.8%	<b>3,203</b>	<b>59.1%</b>
Died Prior to Crash	0	0.0%	1	*	0	0.0%	<b>1</b>	<b>*</b>
<b>Total</b>	<b>713</b>	<b>100.0%</b>	<b>4,310</b>	<b>100.0%</b>	<b>400</b>	<b>100.0%</b>	<b>5,423</b>	<b>100.0%</b>

\*Less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. 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, 2015-2017**

CDL Status	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,404	84.7%	3,423	81.6%	3,603	78.3%
No CDL	455	11.3%	594	14.2%	788	17.1%
Suspended	22	0.5%	22	0.5%	32	0.7%
Revoked, Expired, Canceled, Disqualified	36	0.9%	39	0.9%	40	0.9%
Other Not Valid	7	0.2%	15	0.4%	12	0.3%
Unknown	95	2.4%	100	2.4%	125	2.7%
<b>Total</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

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

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

**People Table 24. Drivers of Large Trucks in Fatal Crashes by License Compliance, 2015-2017**

License Compliance	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	3,768	93.8%	3,922	93.5%	4,246	92.3%
Not Licensed	13	0.3%	16	0.4%	31	0.7%
No License Required for Class of Vehicle	2	*	0	0.0%	3	0.1%
No Valid License for Class of Vehicle	127	3.2%	132	3.1%	178	3.9%
Unknown if Required for Class of Vehicle	11	0.3%	21	0.5%	19	0.4%
Unknown	98	2.4%	102	2.4%	123	2.7%
<b>Total</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**People Table 25. Large Truck Drivers in Fatal Crashes by License Compliance and Commercial Drivers License (CDL) Status, 2015-2017**

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
<b>2015</b>										
Valid License for Class of Vehicle	3,381	99.3%	366	80.4%	18	27.7%	3	3.2%	<b>3,768</b>	<b>93.8%</b>
Not Licensed	0	0.0%	13	2.9%	0	0.0%	0	0.0%	<b>13</b>	<b>0.3%</b>
No License Required for Class of Vehicle	2	0.1%	0	0.0%	0	0.0%	0	0.0%	<b>2</b>	<b>*</b>
No Valid License for Class of Vehicle	11	0.3%	69	15.2%	47	72.3%	0	0.0%	<b>127</b>	<b>3.2%</b>
Unknown if Required for Class of Vehicle	5	0.1%	6	1.3%	0	0.0%	0	0.0%	<b>11</b>	<b>0.3%</b>
Unknown	5	0.1%	1	0.2%	0	0.0%	92	96.8%	<b>98</b>	<b>2.4%</b>
<b>Total</b>	<b>3,404</b>	<b>100.0%</b>	<b>455</b>	<b>100.0%</b>	<b>65</b>	<b>100.0%</b>	<b>95</b>	<b>100.0%</b>	<b>4,019</b>	<b>100.0%</b>
<b>2016</b>										
Valid License for Class of Vehicle	3,401	99.4%	499	84.0%	21	27.6%	1	1.0%	<b>3,922</b>	<b>93.5%</b>
Not Licensed	0	0.0%	16	2.7%	0	0.0%	0	0.0%	<b>16</b>	<b>0.4%</b>
No License Required for Class of Vehicle	0	0.0%	0	0.0%	0	0.0%	0	0.0%	<b>0</b>	<b>0.0%</b>
No Valid License for Class of Vehicle	8	0.2%	70	11.8%	53	69.7%	1	1.0%	<b>132</b>	<b>3.1%</b>
Unknown if Required for Class of Vehicle	12	0.4%	8	1.3%	1	1.3%	0	0.0%	<b>21</b>	<b>0.5%</b>
Unknown	2	0.1%	1	0.2%	1	1.3%	98	98.0%	<b>102</b>	<b>2.4%</b>
<b>Total</b>	<b>3,423</b>	<b>100.0%</b>	<b>594</b>	<b>100.0%</b>	<b>76</b>	<b>100.0%</b>	<b>100</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>
<b>2017</b>										
Valid License for Class of Vehicle	3,572	99.1%	647	82.1%	23	27.4%	4	3.2%	<b>4,246</b>	<b>92.3%</b>
Not Licensed	0	0.0%	31	3.9%	0	0.0%	0	0.0%	<b>31</b>	<b>0.7%</b>
No License Required for Class of Vehicle	1	0.0%	2	0.3%	0	0.0%	0	0.0%	<b>3</b>	<b>0.1%</b>
No Valid License for Class of Vehicle	17	0.5%	99	12.6%	61	72.6%	1	0.8%	<b>178</b>	<b>3.9%</b>
Unknown if Required for Class of Vehicle	10	0.3%	9	1.1%	0	0.0%	0	0.0%	<b>19</b>	<b>0.4%</b>
Unknown	3	0.1%	0	0.0%	0	0.0%	120	96.0%	<b>123</b>	<b>2.7%</b>
<b>Total</b>	<b>3,603</b>	<b>100.0%</b>	<b>788</b>	<b>100.0%</b>	<b>84</b>	<b>100.0%</b>	<b>125</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**People Table 26. Large Truck Injury Crash Data by Injury Severity, 2017**

Injury Severity	Injury Crashes		Large Trucks Involved in Injury Crashes		Persons Injured in Large Truck Crashes	
	Number	Percent	Number	Percent	Number	Percent
Suspected Serious Injury	13,000	12.3%	13,000	12.1%	15,000	10.0%
Suspected Minor Injury	34,000	33.2%	36,000	33.5%	48,000	32.8%
Possible Injury	55,000	53.9%	57,000	53.7%	84,000	56.7%
Injured, Severity Unknown	1,000	0.7%	1,000	0.6%	1,000	0.6%
<b>Total</b>	<b>102,000</b>	<b>100.0%</b>	<b>107,000</b>	<b>100.0%</b>	<b>148,000</b>	<b>100.0%</b>

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

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

**People Table 27. Drug Test Results for Large Truck Drivers in Fatal Crashes, 2015-2017**

Drug Test Result	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,548	63.4%	2,575	61.4%	2,733	59.4%
No Drugs Reported/Negative	951	23.7%	947	22.6%	862	18.7%
Unknown	156	3.9%	258	6.2%	606	13.2%
Tested for Drugs, Results Unknown	95	2.4%	121	2.9%	83	1.8%
Unknown if Tested	53	1.3%	55	1.3%	64	1.4%
At Least One Positive Drug Test Result:	216	5.4%	237	5.7%	252	5.5%
<i>Narcotic</i>	44	1.1%	54	1.3%	43	0.9%
<i>Depressant</i>	31	0.8%	32	0.8%	29	0.6%
<i>Stimulant</i>	81	2.0%	116	2.8%	131	2.8%
<i>Hallucinogen</i>	1	*	2	*	5	0.1%
<i>Cannabinoid</i>	70	1.7%	72	1.7%	86	1.9%
<i>Phencyclidine (PCP)</i>	0	0.0%	0	0.0%	0	0.0%
<i>Inhalant</i>	0	0.0%	0	0.0%	0	0.0%
<i>Other Drugs</i>	93	2.3%	85	2.0%	80	1.7%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	9	0.2%	8	0.2%	9	0.2%
<b>Total</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2015-2017**

Drug Test Result	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	25,654	52.2%	27,346	52.2%	25,918	49.6%
No Drugs Reported/Negative	11,114	22.6%	11,486	21.9%	9,916	19.0%
Unknown	2,569	5.2%	3,288	6.3%	7,335	14.0%
Tested for Drugs, Results Unknown	1,244	2.5%	1,053	2.0%	788	1.5%
Unknown if Tested	843	1.7%	843	1.6%	623	1.2%
At Least One Positive Drug Test Result:	7,738	15.7%	8,383	16.0%	7,694	14.7%
<i>Narcotic</i>	2,039	4.1%	2,082	4.0%	1,913	3.7%
<i>Depressant</i>	2,183	4.4%	2,119	4.0%	1,673	3.2%
<i>Stimulant</i>	2,702	5.5%	3,331	6.4%	3,418	6.5%
<i>Hallucinogen</i>	89	0.2%	96	0.2%	166	0.3%
<i>Cannabinoid</i>	3,865	7.9%	4,518	8.6%	4,053	7.8%
<i>Phencyclidine (PCP)</i>	28	0.1%	48	0.1%	36	0.1%
<i>Anabolic Steroid</i>	2	*	0	0.0%	1	*
<i>Inhalant</i>	7	*	11	*	5	*
<i>Other Drugs</i>	1,946	4.0%	1,919	3.7%	1,993	3.8%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	369	0.8%	514	1.0%	339	0.6%
<b>Total</b>	<b>49,162</b>	<b>100.0%</b>	<b>52,399</b>	<b>100.0%</b>	<b>52,274</b>	<b>100.0%</b>

\*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, 2015-2017**

Driver-Related Factors	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind.....	305	7.6%	296	7.1%	299	6.5%
Distraction / Inattention (Cell Phone, Lost in Thought, Eating, etc.) <sup>a</sup> .....	247	6.1%	261	6.2%	263	5.7%
Failure to Yield Right of Way.....	163	4.1%	186	4.4%	208	4.5%
Impairment (Fatigue, Alcohol, Illness, etc.) <sup>a</sup> .....	135	3.4%	160	3.8%	184	4.0%
Careless Driving.....	127	3.2%	145	3.5%	183	4.0%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.).....	203	5.1%	149	3.6%	167	3.6%
Failure to Keep in Proper Lane.....	110	2.7%	124	3.0%	136	3.0%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws.....	78	1.9%	82	2.0%	125	2.7%
Following Improperly.....	77	1.9%	77	1.8%	95	2.1%
Overcorrecting.....	47	1.2%	75	1.8%	77	1.7%
Driver has a Driving Record or Driver's License from More than One State....	43	1.1%	53	1.3%	49	1.1%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds.....	35	0.9%	45	1.1%	48	1.0%
Improper or Erratic Lane Changing.....	30	0.7%	43	1.0%	42	0.9%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)..	48	1.2%	58	1.4%	39	0.8%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road.....	78	1.9%	37	0.9%	39	0.8%
Stopping in Roadway (Vehicle Not Abandoned).....	32	0.8%	31	0.7%	37	0.8%
Making Improper Turn.....	41	1.0%	26	0.6%	33	0.7%
Driving on Wrong Side of Road (Intentional or Unintentional).....	31	0.8%	36	0.9%	28	0.6%
Starting or Backing Improperly.....	25	0.6%	15	0.4%	25	0.5%
Operating Without Required Equipment.....	22	0.5%	13	0.3%	25	0.5%
Vehicle in Road.....	14	0.3%	21	0.5%	18	0.4%
Overloading or Improper Loading of Vehicle with Passenger or Cargo.....	15	0.4%	12	0.3%	16	0.3%
Tire Blowout or Flat.....	15	0.4%	19	0.5%	15	0.3%
Driver Has Not Complied With Physical or Other Imposed Restrictions.....	18	0.4%	22	0.5%	11	0.2%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle.....	3	0.1%	8	0.2%	9	0.2%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road.....	11	0.3%	12	0.3%	8	0.2%
Aggressive Driving / Road Rage.....	0	0.0%	5	0.1%	8	0.2%
Unfamiliar With Roadway.....	5	0.1%	7	0.2%	7	0.2%
Live Animals in Road.....	3	0.1%	1	*	7	0.2%
Locked Wheel.....	0	0.0%	0	0.0%	7	0.2%
Alcohol and/or Drug Test Refused <sup>b</sup> .....	—	—	—	—	7	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass.....	4	0.1%	5	0.1%	6	0.1%
Operator Inexperience.....	7	0.2%	7	0.2%	5	0.1%
Driving Less Than Posted Minimum.....	7	0.2%	4	0.1%	4	0.1%
Debris or Objects in Road.....	4	0.1%	3	0.1%	4	0.1%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them.....	4	0.1%	3	0.1%	4	0.1%
At Least One Driver-Related Factor Recorded.....	1,338	33.3%	1,343	32.0%	1,468	31.9%
No Driver-Related Factors Recorded.....	2,681	66.7%	2,850	68.0%	3,132	68.1%
<b>Total<sup>c</sup>.....</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>
At Least One Moving Violation Recorded.....	335	8.3%	352	8.4%	399	8.7%
No Moving Violations Recorded.....	3,684	91.7%	3,841	91.6%	4,201	91.3%
<b>Total<sup>c</sup>.....</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

<sup>c</sup>The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.

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

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



**People Table 30. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved, Driver-Related Factors, and Violations Recorded, 2017**

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind.....	97	11.4%	202	5.4%	299	6.5%
Distraction/Inattention (Cell Phone, Lost in Thought, Eating, etc.) <sup>a</sup> .....	71	8.3%	192	5.1%	263	5.7%
Failure to Yield Right of Way.....	44	5.2%	164	4.4%	208	4.5%
Impairment (Fatigue, Alcohol, Illness, etc.) <sup>a</sup> .....	92	10.8%	92	2.5%	184	4.0%
Careless Driving.....	62	7.3%	121	3.2%	183	4.0%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.).....	45	5.3%	122	3.3%	167	3.6%
Failure to Keep in Proper Lane.....	38	4.5%	98	2.6%	136	3.0%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws.....	14	1.6%	111	3.0%	125	2.7%
Following Improperly.....	1	0.1%	94	2.5%	95	2.1%
Overcorrecting.....	60	7.1%	17	0.5%	77	1.7%
Driver has a Driving Record or Driver's License from More than One State....	10	1.2%	39	1.0%	49	1.1%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds.....	17	2.0%	31	0.8%	48	1.0%
Improper or Erratic Lane Changing.....	19	2.2%	23	0.6%	42	0.9%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)..	8	0.9%	31	0.8%	39	0.8%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road.....	9	1.1%	30	0.8%	39	0.8%
Stopping in Roadway (Vehicle Not Abandoned).....	1	0.1%	36	1.0%	37	0.8%
Making Improper Turn.....	10	1.2%	23	0.6%	33	0.7%
Driving on Wrong Side of Road (Intentional or Unintentional).....	4	0.5%	24	0.6%	28	0.6%
Starting or Backing Improperly.....	7	0.8%	18	0.5%	25	0.5%
Operating Without Required Equipment.....	3	0.4%	22	0.6%	25	0.5%
Vehicle in Road.....	3	0.4%	15	0.4%	18	0.4%
Overloading or Improper Loading of Vehicle with Passenger or Cargo.....	4	0.5%	12	0.3%	16	0.3%
Tire Blowout or Flat.....	12	1.4%	3	0.1%	15	0.3%
Driver Has Not Complied With Physical or Other Imposed Restrictions.....	3	0.4%	8	0.2%	11	0.2%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle.....	0	0.0%	9	0.2%	9	0.2%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road.....	7	0.8%	1	*	8	0.2%
Aggressive Driving / Road Rage.....	4	0.5%	4	0.1%	8	0.2%
Unfamiliar With Roadway.....	3	0.4%	4	0.1%	7	0.2%
Live Animals in Road.....	3	0.4%	4	0.1%	7	0.2%
Locked Wheel.....	2	0.2%	5	0.1%	7	0.2%
Alcohol and/or Drug Test Refused.....	0	0.0%	7	0.2%	7	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass.....	0	0.0%	6	0.2%	6	0.1%
Operator Inexperience.....	4	0.5%	1	*	5	0.1%
Driving Less Than Posted Minimum.....	0	0.0%	4	0.1%	4	0.1%
Debris or Objects in Road.....	2	0.2%	2	0.1%	4	0.1%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them.....	1	0.1%	3	0.1%	4	0.1%
<b>At Least One Driver-Related Factor Recorded.....</b>	<b>449</b>	<b>52.8%</b>	<b>1,019</b>	<b>27.2%</b>	<b>1,468</b>	<b>31.9%</b>
<b>No Driver-Related Factors Recorded.....</b>	<b>402</b>	<b>47.2%</b>	<b>2,730</b>	<b>72.8%</b>	<b>3,132</b>	<b>68.1%</b>
<b>Total<sup>b</sup>.....</b>	<b>851</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>
At Least One Moving Violation Recorded.....	66	7.8%	333	8.9%	399	8.7%
No Moving Violations Recorded.....	785	92.2%	3,416	91.1%	4,201	91.3%
<b>Total<sup>b</sup>.....</b>	<b>851</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

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

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

**People Table 31. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2015-2017**

Driver Distraction-Related Factors	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown .....	72	1.8%	71	1.7%	70	1.5%
Looked But Did Not See .....	22	0.5%	29	0.7%	32	0.7%
Distraction/Inattention.....	39	1.0%	34	0.8%	28	0.6%
Distracted, Details Unknown.....	18	0.4%	30	0.7%	21	0.5%
Other Distraction.....	19	0.5%	24	0.6%	20	0.4%
Distracted by Outside Person, Object, or Event.....	10	0.2%	19	0.5%	20	0.4%
Using or Reaching For Device/Object Brought Into Vehicle .....	7	0.2%	5	0.1%	16	0.3%
Talking or Listening to Cellular Phone .....	10	0.2%	10	0.2%	9	0.2%
Other Cellular Phone Related.....	21	0.5%	13	0.3%	8	0.2%
Dialing Cellular Phone.....	10	0.2%	8	0.2%	8	0.2%
Using Other Device/Controls Integral to Vehicle .....	8	0.2%	7	0.2%	7	0.2%
Eating or Drinking .....	3	0.1%	4	0.1%	7	0.2%
Distracted By Other Occupant(s) .....	2	*	3	0.1%	6	0.1%
Careless/Inattentive.....	5	0.1%	3	0.1%	5	0.1%
Distraction/Careless .....	0	0.0%	0	0.0%	3	*
Adjusting Audio and/or Climate Controls .....	1	*	1	*	2	*
Distracted By Moving Object in Vehicle .....	0	0.0%	1	*	1	*
Lost in Thought/Day Dreaming.....	2	*	2	*	0	0.0%
Smoking Related.....	0	0.0%	1	*	0	0.0%
At Least One Driver Distraction-Related Factor Recorded .....	247	6.1%	261	6.2%	263	5.7%
No Driver Distraction-Related Factors Recorded .....	3,772	93.9%	3,932	93.8%	4,337	94.3%
<b>Total .....</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

Driver Impairment-Related Factors	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Under the Influence of Alcohol, Drugs or Medication .....	40	1.0%	48	1.1%	76	1.7%
Asleep or Fatigued .....	56	1.4%	72	1.7%	60	1.3%
Ill, Blackout.....	20	0.5%	23	0.5%	21	0.5%
Other Physical Impairment .....	13	0.3%	7	0.2%	14	0.3%
Emotional (Depressed, Angry, Disturbed, etc.).....	2	*	8	0.2%	7	0.2%
Physical Impairment – No Details .....	7	0.2%	5	0.1%	6	0.1%
Impaired Due to Previous Injury .....	1	*	0	0.0%	0	0.0%
At Least One Driver Impairment-Related Factor Recorded.....	135	3.4%	160	3.8%	184	4.0%
No Driver Impairment-Related Factors Recorded.....	3,884	96.6%	4,033	96.2%	4,416	96.0%
<b>Total.....</b>	<b>4,019</b>	<b>100.0%</b>	<b>4,193</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**People Table 32. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved and Distraction-Related and Impairment-Related Factors, 2017**

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown .....	18	2.1%	52	1.4%	70	1.5%
Looked But Did Not See .....	12	1.4%	20	0.5%	32	0.7%
Distraction/Inattention.....	10	1.2%	18	0.5%	28	0.6%
Distracted, Details Unknown.....	5	0.6%	16	0.4%	21	0.5%
Other Distraction.....	3	0.4%	17	0.5%	20	0.4%
Distracted by Outside Person, Object or Event .....	4	0.5%	16	0.4%	20	0.4%
Using or Reaching For Device/Object Brought Into Vehicle .....	3	0.4%	13	0.3%	16	0.3%
Talking or Listening to Cellular Phone.....	1	0.1%	8	0.2%	9	0.2%
Other Cellular Phone Related.....	4	0.5%	4	0.1%	8	0.2%
Dialing Cellular Phone.....	1	0.1%	7	0.2%	8	0.2%
Using Other Device/Controls Integral to Vehicle .....	2	0.2%	5	0.1%	7	0.2%
Eating or Drinking .....	2	0.2%	5	0.1%	7	0.2%
Distracted By Other Occupant(s) .....	3	0.4%	3	0.1%	6	0.1%
Careless/Inattentive.....	0	0.0%	5	0.1%	5	0.1%
Distraction/Careless .....	3	0.4%	0	0.0%	3	0.1%
Adjusting Audio and/or Climate Controls .....	0	0.0%	2	0.1%	2	*
Distracted By Moving Object in Vehicle .....	0	0.0%	1	*	1	*
Lost In Thought/Day Dreaming.....	0	0.0%	0	0.0%	0	0.0%
Smoking Related.....	0	0.0%	0	0.0%	0	0.0%
At Least One Driver Distraction-Related Factor Recorded .....	71	8.3%	192	5.1%	263	5.7%
No Driver Distraction-Related Factors Recorded .....	780	91.7%	3,557	94.9%	4,337	94.3%
<b>Total</b> .....	<b>851</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Under the Influence of Alcohol, Drugs, or Medication .....	31	3.6%	45	1.2%	76	1.7%
Asleep or Fatigued .....	36	4.2%	24	0.6%	60	1.3%
Ill, Blackout.....	15	1.8%	6	0.2%	21	0.5%
Other Physical Impairment .....	5	0.6%	9	0.2%	14	0.3%
Emotional (Depressed, Angry, Disturbed, etc.).....	1	0.1%	6	0.2%	7	0.2%
Physical Impairment, No Details.....	4	0.5%	2	0.1%	6	0.1%
Impaired Due to Previous Injury .....	0	0.0%	0	0.0%	0	0.0%
At Least One Driver Impairment-Related Factor Recorded.....	92	10.8%	92	2.5%	184	4.0%
No Driver Impairment-Related Factors Recorded .....	759	89.2%	3,657	97.5%	4,416	96.0%
<b>Total</b> .....	<b>851</b>	<b>100.0%</b>	<b>3,749</b>	<b>100.0%</b>	<b>4,600</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

**People Table 33. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2015-2017**

Driver-Related Factors	2015		2016		2017	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind.....	6,736	17.5%	7,077	17.2%	6,662	16.4%
Impairment (Fatigue, Alcohol, Illness, etc.) .....	6,397	16.6%	6,697	16.3%	6,470	15.9%
Failure to Keep in Proper Lane.....	3,011	7.8%	3,505	8.5%	3,358	8.2%
Failure to Yield Right of Way.....	3,162	8.2%	3,269	8.0%	3,266	8.0%
Distraction / Inattention (Cell Phone, Lost in Thought, Eating, etc.) .....	3,136	8.2%	2,999	7.3%	2,792	6.9%
Careless Driving .....	2,019	5.3%	2,158	5.3%	2,335	5.7%
Failure to Obey Actual Traffic Sign, Traffic Control Devices .....						
or Traffic Officers; Failure to Obey Safety Zone Traffic Laws.....	1,676	4.4%	1,795	4.4%	1,752	4.3%
Overcorrecting .....	1,723	4.5%	1,828	4.5%	1,677	4.1%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner .....						
or Operating at Erratic or Suddenly Changing Speeds .....	1,395	3.6%	1,601	3.9%	1,612	4.0%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.) .....	1,244	3.2%	1,264	3.1%	1,237	3.0%
Driving on Wrong Side of Road (Intentional or Unintentional) .....	895	2.3%	969	2.4%	987	2.4%
Improper or Erratic Lane Changing.....	571	1.5%	626	1.5%	870	2.1%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault..	872	2.3%	874	2.1%	676	1.7%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road .....	633	1.6%	505	1.2%	471	1.2%
Following Improperly .....	350	0.9%	355	0.9%	414	1.0%
Making Improper Turn.....	824	2.1%	295	0.7%	411	1.0%
Aggressive Driving / Road Rage .....	331	0.9%	349	0.9%	313	0.8%
Driver has a Driving Record or Driver's License from More than One State...	281	0.7%	321	0.8%	287	0.7%
Passing with Insufficient Distance or Inadequate Visibility or Failing .....						
to Yield to Overtaking Vehicle.....	200	0.5%	237	0.6%	222	0.5%
Police Pursuing this Driver or Police Officer in Pursuit.....	205	0.5%	206	0.5%	212	0.5%
Driver Has Not Complied With Physical or Other Imposed Restrictions.....	188	0.5%	200	0.5%	176	0.4%
Passing Where Prohibited by Posted Signs, Pavement Markings, .....						
Hill, or Curve, or School Bus Displaying Warning Not to Pass.....	130	0.3%	139	0.3%	163	0.4%
Driver Has Not Complied with Learners Permit or Intermediate .....						
Driver License Restrictions (GDL Restrictions) .....	136	0.4%	146	0.4%	132	0.3%
Stopping in Roadway (Vehicle Not Abandoned).....	141	0.4%	166	0.4%	130	0.3%
Tire Blowout or Flat .....	67	0.2%	109	0.3%	100	0.2%
Driving Wrong Way on One-Way Trafficway .....	82	0.2%	109	0.3%	98	0.2%
Operator Inexperience .....	109	0.3%	91	0.2%	97	0.2%
Operating Without Required Equipment.....	177	0.5%	142	0.3%	94	0.2%
Alcohol and/or Drug Test Refused <sup>a</sup> .....	—	—	—	—	76	0.2%
Vehicle in Road.....	75	0.2%	71	0.2%	70	0.2%
Live Animals in Road.....	70	0.2%	58	0.1%	57	0.1%
Phantom Vehicle .....	58	0.2%	73	0.2%	54	0.1%
Police or Law Enforcement Officer.....	44	0.1%	45	0.1%	53	0.1%
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median.....	25	0.1%	58	0.1%	52	0.1%
Starting or Backing Improperly .....	64	0.2%	58	0.1%	47	0.1%
At Least One Driver-Related Factor Recorded.....	21,921	57.0%	22,538	54.9%	21,899	53.8%
No Driver-Related Factors Recorded.....	16,519	43.0%	18,513	45.1%	18,824	46.2%
<b>Total<sup>b</sup></b> .....	<b>38,440</b>	<b>100.0%</b>	<b>41,051</b>	<b>100.0%</b>	<b>40,723</b>	<b>100.0%</b>
At Least One Moving Violation Recorded.....	4,744	12.3%	4,699	11.4%	4,424	10.9%
No Moving Violations Recorded .....	33,696	87.7%	36,352	88.6%	36,299	89.1%
<b>Total<sup>b</sup></b> .....	<b>38,440</b>	<b>100.0%</b>	<b>41,051</b>	<b>100.0%</b>	<b>40,723</b>	<b>100.0%</b>

<sup>a</sup>"Alcohol and/or Drug Test Refused" was listed as a driver-related factor for the first time in 2017.

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

Note: A 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, 2017**

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind.....	4,172	26.7%	2,490	9.9%	<b>6,662</b>	<b>16.4%</b>
Impairment (Fatigue, Alcohol, Illness, etc.).....	3,709	23.7%	2,761	11.0%	<b>6,470</b>	<b>15.9%</b>
Failure to Keep in Proper Lane.....	931	6.0%	2,427	9.7%	<b>3,358</b>	<b>8.2%</b>
Failure to Yield Right of Way.....	389	2.5%	2,877	11.5%	<b>3,266</b>	<b>8.0%</b>
Distraction / Inattention (Cell Phone, Lost in Thought, Eating, etc.).....	1,295	8.3%	1,497	6.0%	<b>2,792</b>	<b>6.9%</b>
Careless Driving.....	1,247	8.0%	1,088	4.3%	<b>2,335</b>	<b>5.7%</b>
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws.....	267	1.7%	1,485	5.9%	<b>1,752</b>	<b>4.3%</b>
Overcorrecting.....	1,402	9.0%	275	1.1%	<b>1,677</b>	<b>4.1%</b>
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds.....	945	6.0%	667	2.7%	<b>1,612</b>	<b>4.0%</b>
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.).....	495	3.2%	742	3.0%	<b>1,237</b>	<b>3.0%</b>
Driving on Wrong Side of Road (Intentional or Unintentional).....	109	0.7%	878	3.5%	<b>987</b>	<b>2.4%</b>
Improper or Erratic Lane Changing.....	495	3.2%	375	1.5%	<b>870</b>	<b>2.1%</b>
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault..	297	1.9%	379	1.5%	<b>676</b>	<b>1.7%</b>
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road.....	223	1.4%	248	1.0%	<b>471</b>	<b>1.2%</b>
Following Improperly.....	33	0.2%	381	1.5%	<b>414</b>	<b>1.0%</b>
Making Improper Turn.....	126	0.8%	285	1.1%	<b>411</b>	<b>1.0%</b>
Aggressive Driving / Road Rage.....	166	1.1%	147	0.6%	<b>313</b>	<b>0.8%</b>
Driver has a Driving Record or Driver's License from More than One State....	110	0.7%	177	0.7%	<b>287</b>	<b>0.7%</b>
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle.....	47	0.3%	175	0.7%	<b>222</b>	<b>0.5%</b>
Police Pursuing this Driver or Police Officer in Pursuit.....	122	0.8%	90	0.4%	<b>212</b>	<b>0.5%</b>
Driver Has Not Complied With Physical or Other Imposed Restrictions.....	89	0.6%	87	0.3%	<b>176</b>	<b>0.4%</b>
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass.....	35	0.2%	128	0.5%	<b>163</b>	<b>0.4%</b>
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions).....	75	0.5%	57	0.2%	<b>132</b>	<b>0.3%</b>
Stopping in Roadway (Vehicle Not Abandoned).....	4	*	126	0.5%	<b>130</b>	<b>0.3%</b>
Tire Blowout or Flat.....	65	0.4%	35	0.1%	<b>100</b>	<b>0.2%</b>
Driving Wrong Way on One-Way Trafficway.....	15	0.1%	83	0.3%	<b>98</b>	<b>0.2%</b>
Operator Inexperience.....	62	0.4%	35	0.1%	<b>97</b>	<b>0.2%</b>
Operating Without Required Equipment.....	49	0.3%	45	0.2%	<b>94</b>	<b>0.2%</b>
Alcohol and/or Drug Test Refused.....	29	0.2%	47	0.2%	<b>76</b>	<b>0.2%</b>
Vehicle in Road.....	16	0.1%	54	0.2%	<b>70</b>	<b>0.2%</b>
Live Animals in Road.....	41	0.3%	16	0.1%	<b>57</b>	<b>0.1%</b>
Phantom Vehicle.....	29	0.2%	25	0.1%	<b>54</b>	<b>0.1%</b>
Police or Law Enforcement Officer.....	19	0.1%	34	0.1%	<b>53</b>	<b>0.1%</b>
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median.....	35	0.2%	17	0.1%	<b>52</b>	<b>0.1%</b>
Starting or Backing Improperly.....	23	0.1%	24	0.1%	<b>47</b>	<b>0.1%</b>
At Least One Driver-Related Factor Recorded.....	9,882	63.2%	12,017	47.9%	<b>21,899</b>	<b>53.8%</b>
No Driver-Related Factors Recorded.....	5,762	36.8%	13,062	52.1%	<b>18,824</b>	<b>46.2%</b>
<b>Total<sup>a</sup></b> .....	<b>15,644</b>	<b>100.0%</b>	<b>25,079</b>	<b>100.0%</b>	<b>40,723</b>	<b>100.0%</b>
At Least One Moving Violation Recorded.....	1,611	10.3%	2,813	11.2%	<b>4,424</b>	<b>10.9%</b>
No Moving Violations Recorded.....	14,033	89.7%	22,266	88.8%	<b>36,299</b>	<b>89.1%</b>
<b>Total<sup>a</sup></b> .....	<b>15,644</b>	<b>100.0%</b>	<b>25,079</b>	<b>100.0%</b>	<b>40,723</b>	<b>100.0%</b>

\*Less than 0.05 percent.

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

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

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

For more information, contact the Analysis Division at (202) 366-4869,  
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