



U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2014



**Federal Motor Carrier Safety Administration
Analysis Division**

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Federal Motor Carrier Safety Administration
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Analysis Division
Federal Motor Carrier Safety Administration

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Introduction

This annual edition of *Large Truck and Bus Crash Facts* contains descriptive statistics about fatal, injury, and property damage only crashes involving large trucks and buses in 2014. 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 2014 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 2013 are reflected in this report. Updated final counts for 2014 will be reflected in the 2015 annual report. For more information on FARS, go to www.nhtsa.gov/FARS.
- ◆ **General Estimates System (GES).** GES, also maintained by NHTSA, is a probability-based nationally representative sample of police-reported fatal, injury, and property damage only crashes. The data from GES yield national estimates, calculated using a weighting procedure, but cannot give State-level estimates. Because GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand; however, associated percentages and rates are based on the unrounded data. The GES definitions of a large truck and a bus are the same as the FARS definitions. For more information on GES, go to www.nhtsa.gov/NASS.
- ◆ **Motor Carrier Management Information System (MCMIS) Crash File.** The MCMIS Crash File, maintained by FMCSA, contains data on trucks and buses in crashes that meet the SAFETYNET recommended threshold. A SAFETYNET reportable crash must involve a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds; a commercial bus designed to transport nine or more persons, including the driver; or any vehicle carrying hazardous material that requires placarding, regardless of the vehicle's weight. The crash must result in at least one fatality, at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. The crashes are reported by the States to FMCSA through the SAFETYNET computer software. The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury, and towaway crashes; however, some States do not report all FMCSA-eligible crashes, and some report more than those that are eligible. FMCSA continues to work with the States to improve data quality and reporting of eligible large truck and bus crashes to the MCMIS crash file.

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

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

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

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2014 in the context of available historical data for past years. In the other chapters, the 2014 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 truck, occupants of another vehicle, or nonmotorists (pedestrians or pedalcyclists).
- ◆ **Drivers in Crashes:** Numbers of vehicle drivers involved in crashes. These counts generally are equal to the numbers of vehicles involved in crashes.

Note: Data Revisions

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

Trends

The tables in this chapter present crash statistics for large trucks and buses over time. Fatal crash statistics generally are available from 1975, the first year of FARS data, through 2014. In some cases, such as for roadway function class or alcohol involvement, data are available only from 1981 or 1982 through 2014. Nonfatal crash statistics are presented for 1994 through 2014. 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 2014, 3,978 large trucks and buses were involved in fatal crashes, a 5-percent decrease from 2013. From 2013 to 2014, large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles decreased by 4 percent, from 0.143 to 0.138.
- ◆ There was a 33-percent decrease in the number of fatal crashes involving large trucks or buses between 2004 and 2009, followed by an increase of 20 percent between 2009 and 2013. From 2013 to 2014, the number of fatal crashes involving large trucks or buses decreased by 4.5 percent.
- ◆ The number of injury crashes involving large trucks or buses decreased steadily from 95,000 in 2004 to 60,000 in 2009 (a decline of 37 percent). This decline was followed by an increase of 55 percent from 2009 to 2014.
- ◆ On average, from 2004 to 2014, intercity buses accounted for 13 percent, and school buses and transit buses accounted for 41 percent and 33 percent, respectively, of all buses involved in fatal crashes.
- ◆ Over the past year (from 2013 to 2014):
 - ❖ The number of large trucks involved in fatal crashes decreased by 5 percent, from 3,921 to 3,744, and the large truck involvement rate (large trucks involved in fatal crashes per 100 million miles traveled by large trucks) declined by 6 percent, from 1.43 to 1.34.
 - ❖ The number of large trucks involved in injury crashes increased by 21 percent, from 73,000 to 88,000, and the large truck involvement rate in injury crashes increased by 21 percent.
 - ❖ The number of large trucks involved in property damage only crashes increased by 31 percent, from 265,000 to 346,000, and the large truck involvement rate in property damage only crashes increased by 29 percent.
 - ❖ The number of buses involved in fatal crashes decreased from 282 to 234, a decrease of 17 percent, and the bus involvement rate in fatal crashes decreased by 21 percent.
 - ❖ Vehicle miles traveled (VMT) by large trucks increased by 1.5 percent, and bus VMT increased by 5.5 percent.

Note: Data Revisions

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

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2014

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	3,649	3,978	701	4,161	3,025,656	0.121	0.131	0.138	11,777,983

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

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

Trends Table 2. Large Truck and Bus Injury Crash Statistics, 1994-2014

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	
1994	104,000	110,000	160,000	2,357,588	4.41	4.64	6.81	7,258,307
1995	94,000	98,000	148,000	2,422,696	3.87	4.05	6.10	7,404,923
1996	104,000	109,000	163,000	2,485,848	4.17	4.39	6.54	7,707,396
1997	104,000	108,000	157,000	2,561,695	4.06	4.22	6.12	7,780,874
1998	98,000	101,000	156,000	2,631,522	3.71	3.85	5.91	8,447,810
1999	109,000	115,000	176,000	2,691,056	4.04	4.28	6.53	8,520,203
2000	108,000	114,000	166,000	2,746,925	3.94	4.14	6.04	8,768,774
2001	96,000	101,000	153,000	2,795,610	3.45	3.63	5.49	8,607,223
2002	102,000	107,000	158,000	2,855,508	3.56	3.74	5.52	8,687,997
2003	97,000	103,000	150,000	2,890,221	3.37	3.55	5.21	8,533,438
2004	95,000	100,000	145,000	2,964,788	3.22	3.36	4.88	8,966,638
2005	89,000	95,000	136,000	2,989,430	2.98	3.17	4.56	9,289,052
2006	87,000	91,000	126,000	3,014,371	2.88	3.02	4.17	9,640,966
2007	82,000	86,000	124,000	3,031,124	2.72	2.85	4.09	11,586,455
2008	74,000	77,000	113,000	2,976,528	2.50	2.59	3.81	11,716,583
2009	60,000	63,000	93,000	2,956,764	2.03	2.14	3.15	11,815,207
2010	67,000	70,000	106,000	2,967,266	2.25	2.35	3.58	11,616,105
2011	73,000	76,000	112,000	2,950,402	2.49	2.58	3.78	10,936,757
2012	85,000	89,000	126,000	2,969,433	2.85	3.00	4.25	11,423,889
2013	86,000	91,000	133,000	2,988,280	2.89	3.04	4.44	11,461,905
2014	93,000	100,000	132,000	3,025,656	3.06	3.29	4.36	11,777,983

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

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

Trends Table 3. Large Truck and Bus Property Damage Only (PDO) Crash Statistics, 1994-2014

Year	PDO Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in PDO Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per Million Vehicle Miles Traveled by All Motor Vehicles		Large Trucks and Buses Registered
				PDO Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in PDO Crashes	
1994	390,000	402,000	2,357,588	16.6	17.1	7,258,307
1995	322,000	334,000	2,422,696	13.3	13.8	7,404,923
1996	325,000	337,000	2,485,848	13.1	13.6	7,707,396
1997	363,000	378,000	2,561,695	14.2	14.7	7,780,874
1998	341,000	359,000	2,631,522	13.0	13.6	8,447,810
1999	396,000	417,000	2,691,056	14.7	15.5	8,520,203
2000	378,000	394,000	2,746,925	13.8	14.3	8,768,774
2001	360,000	377,000	2,795,610	12.9	13.5	8,607,223
2002	366,000	381,000	2,855,508	12.8	13.3	8,687,997
2003	389,000	407,000	2,890,221	13.5	14.1	8,533,438
2004	349,000	364,000	2,964,788	11.8	12.3	8,966,638
2005	377,000	393,000	2,989,430	12.6	13.1	9,289,052
2006	324,000	340,000	3,014,371	10.7	11.3	9,640,966
2007	360,000	379,000	3,031,124	11.9	12.5	11,586,455
2008	342,000	358,000	2,976,528	11.5	12.0	11,716,583
2009	278,000	287,000	2,956,764	9.4	9.7	11,815,207
2010	247,000	256,000	2,967,266	8.3	8.6	11,616,105
2011	252,000	265,000	2,950,402	8.5	9.0	10,936,757
2012	282,000	295,000	2,969,433	9.5	9.9	11,423,889
2013	299,000	313,000	2,988,280	10.0	10.5	11,461,905
2014	379,000	404,000	3,025,656	12.5	13.3	11,777,983

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

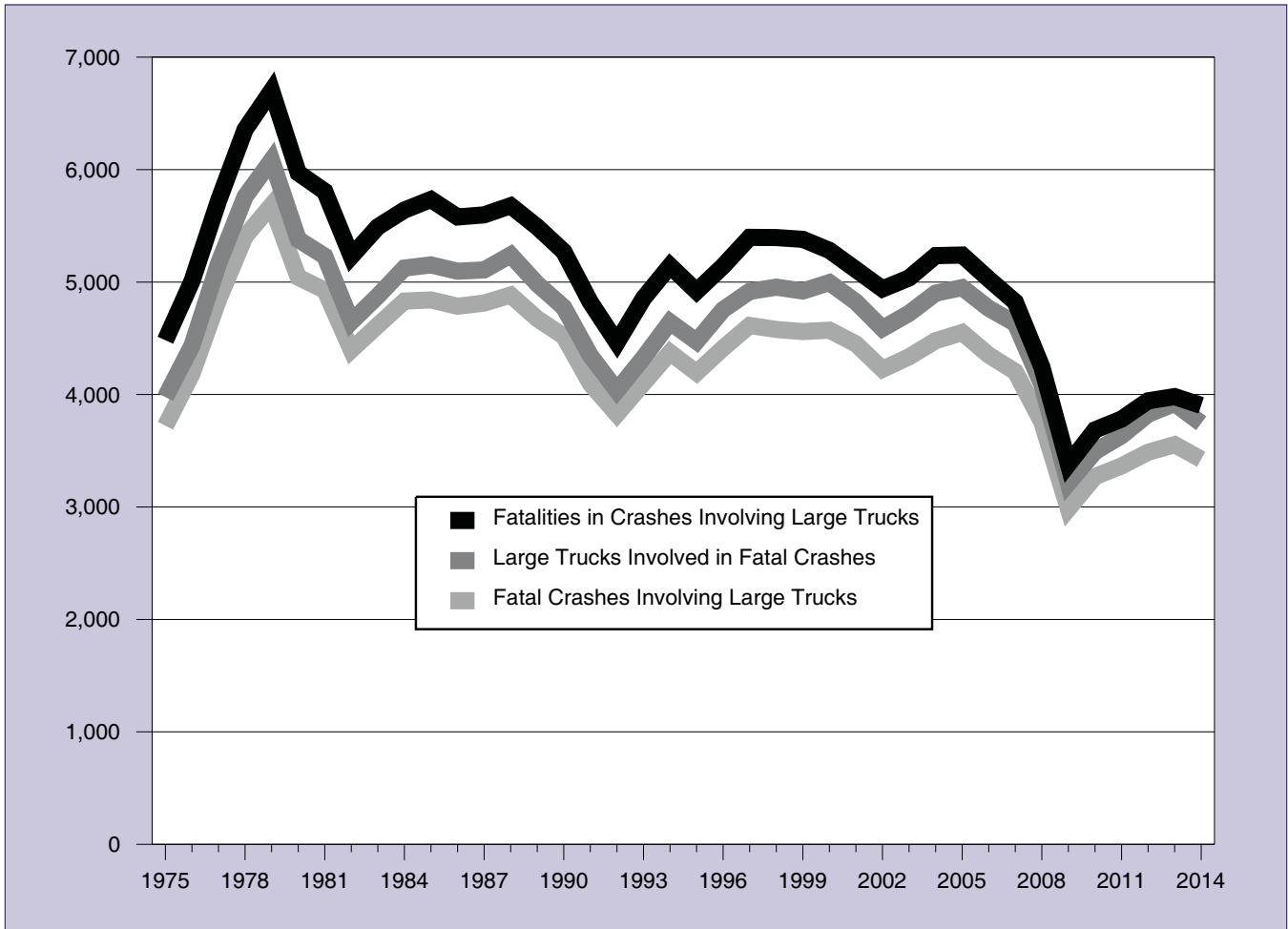
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2014*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2014

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	3,424	3,744	657	3,903	279,132	1.23	1.34	1.40	10,905,956

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2014



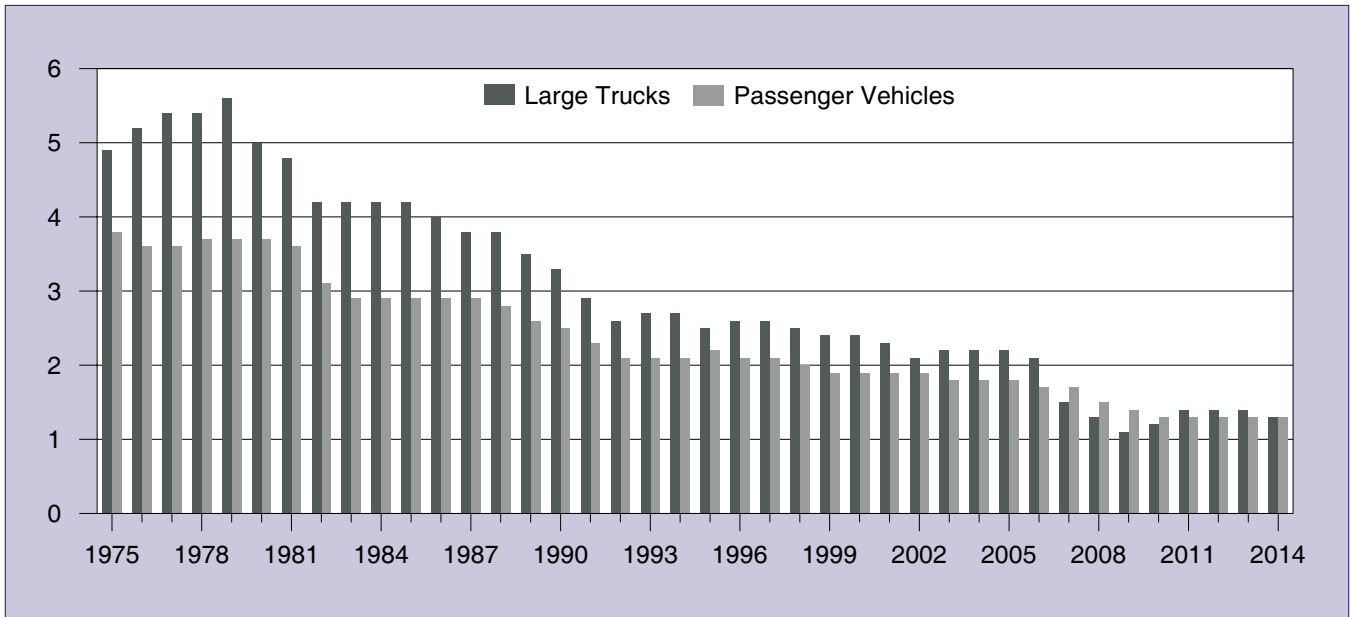
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2014

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	26,000	34,984	21,022	28,559	2,710,556	0.96	1.29	1.05	240,155,238

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2014*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

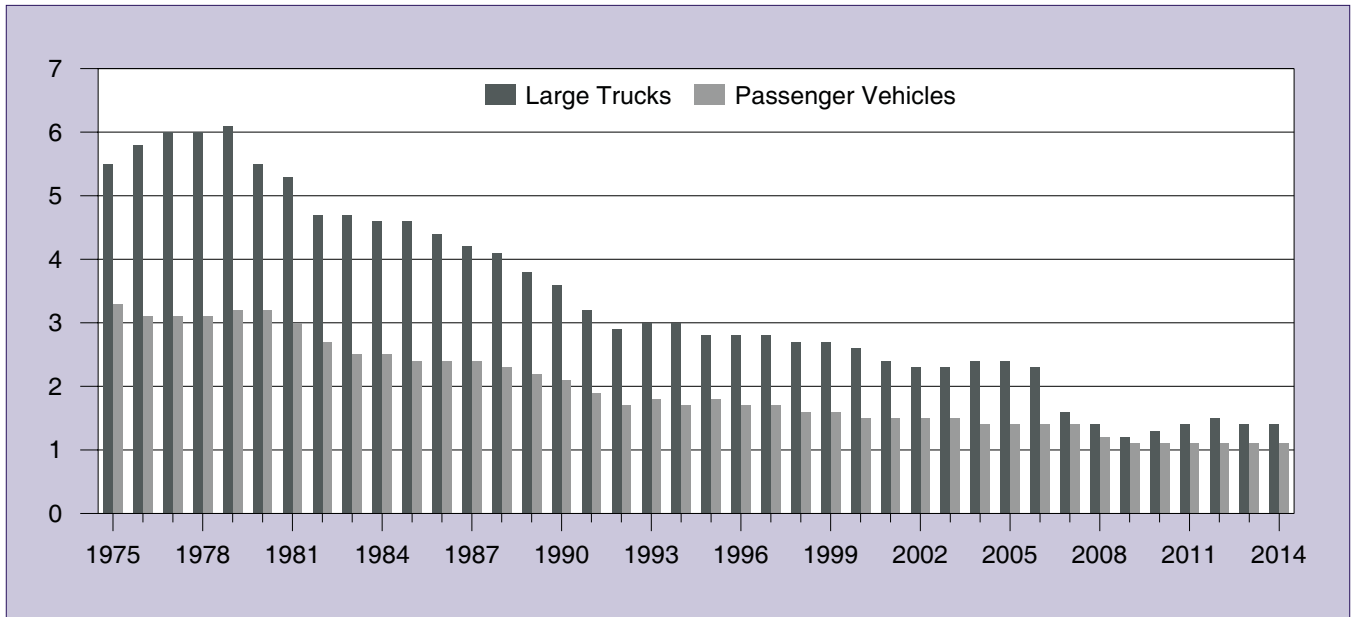
Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2014



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

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

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



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: Vehicle Miles Traveled: Federal Highway Administration, *Highway Statistics 2014*. 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, 1975-2014

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						Fatal Crashes	Vehicles All Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	31,006	45,960	28,003	33,782	2,969,433	1.04	1.55	1.14	253,639,386
2013	30,203	45,102	27,176	32,894	2,988,280	1.01	1.51	1.10	255,876,822
2014	29,989	44,858	26,862	32,675	3,025,656	0.99	1.48	1.08	260,350,938

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

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

Trends Table 7. Large Truck Injury Crash Statistics, 1994-2014

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	
1994	91,000	96,000	133,000	170,216	53.3	56.2	78.1	6,587,884
1995	80,000	84,000	117,000	178,156	44.7	46.9	65.7	6,719,420
1996	89,000	94,000	129,000	182,971	48.6	51.3	70.7	7,012,615
1997	92,000	96,000	131,000	191,477	48.0	49.9	68.3	7,083,326
1998	85,000	89,000	127,000	196,380	43.3	45.1	64.8	7,732,270
1999	95,000	101,000	142,000	202,688	46.9	49.6	69.9	7,791,426
2000	96,000	101,000	140,000	205,520	46.9	48.9	68.0	8,022,649
2001	86,000	90,000	131,000	208,928	41.0	43.0	62.5	7,857,675
2002	90,000	94,000	130,000	214,603	41.9	43.9	60.4	7,927,280
2003	85,000	89,000	122,000	217,876	38.8	40.8	56.0	7,756,888
2004	83,000	87,000	116,000	220,811	37.5	39.3	52.6	8,171,364
2005	78,000	82,000	114,000	222,523	34.8	37.0	51.2	8,481,999
2006	77,000	80,000	106,000	222,513	34.5	36.1	47.5	8,819,007
2007	72,000	76,000	101,000	304,178	23.8	24.9	33.2	10,752,019
2008	64,000	66,000	90,000	310,680	20.5	21.3	28.8	10,873,275
2009	51,000	53,000	74,000	288,306	17.8	18.5	25.6	10,973,214
2010	56,000	58,000	80,000	286,527	19.5	20.3	27.9	10,770,054
2011	60,000	63,000	88,000	267,594	22.5	23.4	32.9	10,270,693
2012	73,000	77,000	104,000	269,207	27.1	28.5	38.6	10,659,380
2013	69,000	73,000	95,000	275,017	25.1	26.6	34.6	10,597,356
2014	82,000	88,000	111,000	279,132	29.4	31.7	39.8	10,905,956

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

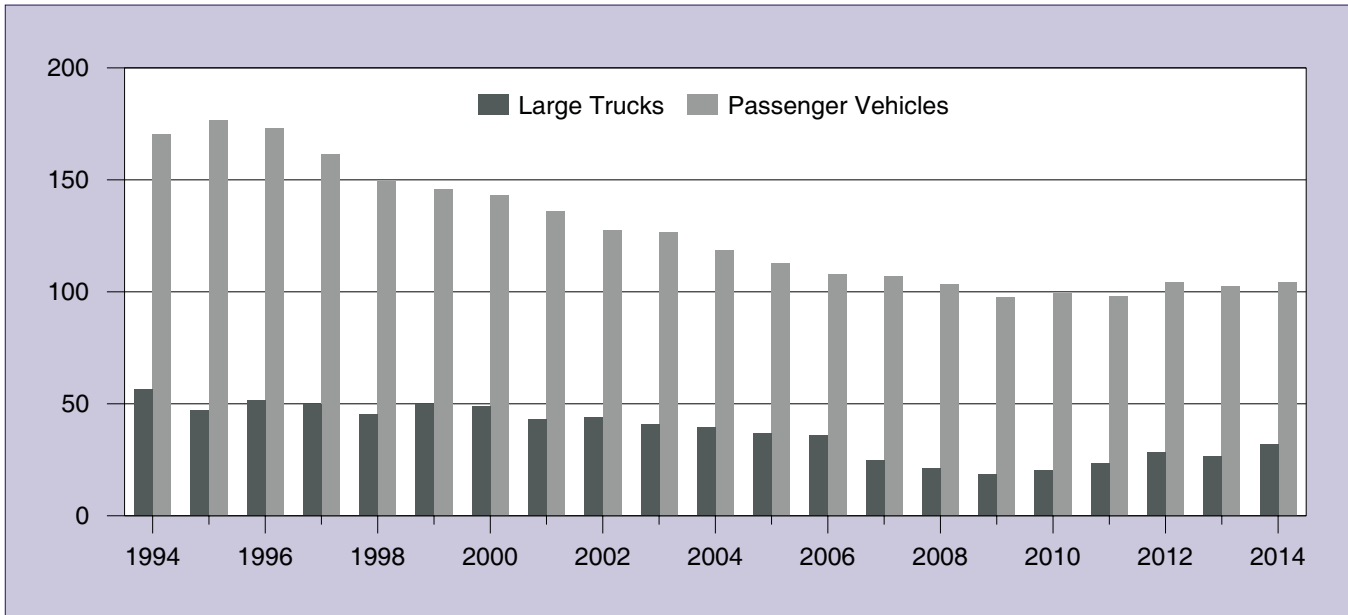
Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1994-2014

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	
1994	2,080,000	3,697,000	3,214,000	2,170,723	95.8	170.3	148.1	181,482,575
1995	2,170,000	3,938,000	3,410,000	2,228,323	97.4	176.7	153.0	185,762,753
1996	2,192,000	3,954,000	3,413,000	2,286,394	95.9	173.0	149.3	190,051,664
1997	2,104,000	3,801,000	3,295,000	2,353,295	89.4	161.5	140.0	191,960,390
1998	1,987,000	3,604,000	3,141,000	2,417,852	82.2	149.1	129.9	195,749,209
1999	2,005,000	3,603,000	3,175,000	2,470,122	81.2	145.9	128.5	200,012,521
2000	2,017,000	3,605,000	3,123,000	2,523,346	79.9	142.9	123.8	212,706,399
2001	1,954,000	3,496,000	2,974,000	2,569,980	76.0	136.0	115.7	221,821,103
2002	1,877,000	3,346,000	2,863,000	2,624,508	71.5	127.5	109.1	220,931,982
2003	1,873,000	3,362,000	2,828,000	2,655,987	70.5	126.6	106.5	222,856,560
2004	1,802,000	3,236,000	2,718,000	2,727,054	66.1	118.7	99.7	228,275,978
2005	1,754,000	3,102,000	2,625,000	2,749,472	63.8	112.8	95.5	231,904,922
2006	1,681,000	2,995,000	2,500,000	2,773,025	60.6	108.0	90.2	234,524,720
2007	1,642,000	2,871,000	2,412,000	2,691,034	61.0	106.7	89.6	235,678,150
2008	1,561,000	2,719,000	2,266,000	2,630,213	59.3	103.4	86.1	236,448,155
2009	1,456,000	2,573,000	2,149,000	2,633,248	55.3	97.7	81.6	234,467,679
2010	1,483,000	2,632,000	2,171,000	2,648,456	56.0	99.4	82.0	230,444,440
2011	1,476,000	2,597,000	2,155,000	2,650,458	55.7	98.0	81.3	233,841,422
2012	1,568,000	2,771,000	2,290,000	2,664,060	58.9	104.0	85.9	233,760,558
2013	1,531,000	2,738,000	2,241,000	2,677,730	57.2	102.3	83.7	236,010,230
2014	1,585,000	2,823,000	2,266,000	2,710,556	58.5	104.2	83.6	240,155,238

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

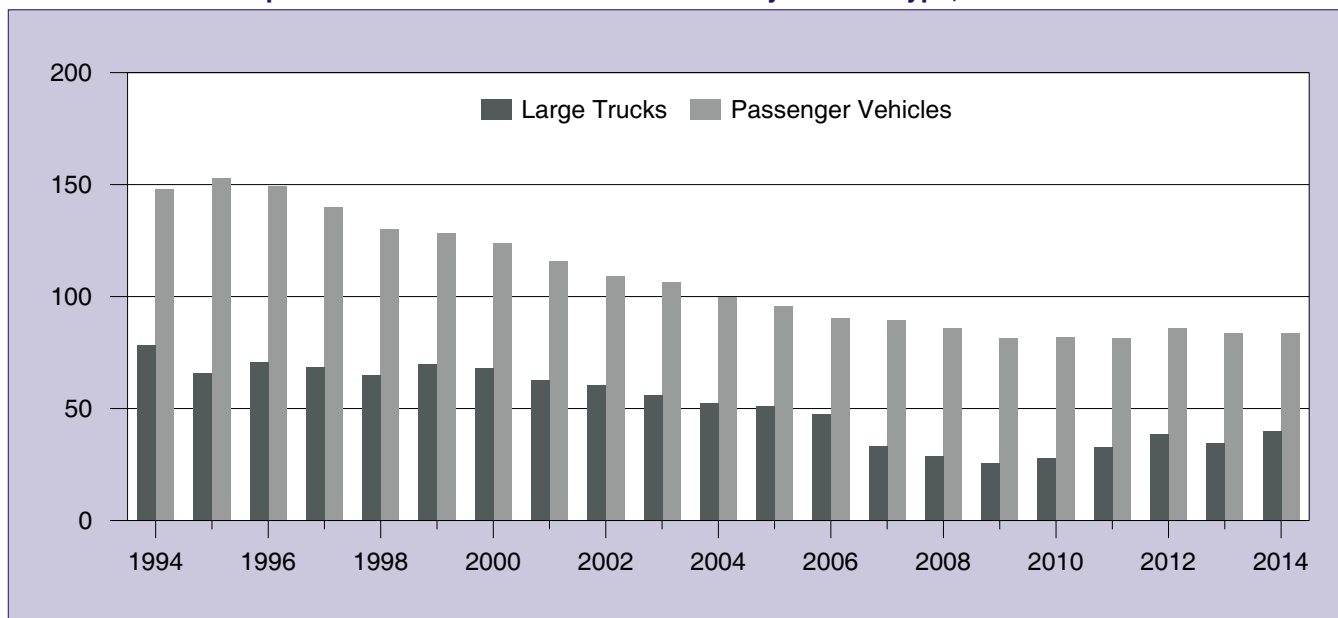
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2014*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1994-2014



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES data.
 Sources: Vehicle Miles Traveled: Federal Highway Administration, *Highway Statistics 2014*. Injury Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1994-2014



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES data.

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

Trends Table 9. All Motor Vehicle Injury Crash Statistics, 1994-2014

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	
1994	2,123,000	3,865,000	3,266,000	2,357,588	90.1	163.9	138.5	192,497,438
1995	2,217,000	4,094,000	3,465,000	2,422,696	91.5	169.0	143.0	197,064,868
1996	2,238,000	4,120,000	3,468,000	2,485,848	90.0	165.7	139.5	201,630,659
1997	2,149,000	3,966,000	3,348,000	2,561,695	83.9	154.8	130.7	203,567,637
1998	2,029,000	3,757,000	3,192,000	2,631,522	77.1	142.8	121.3	208,076,469
1999	2,054,000	3,773,000	3,236,000	2,691,056	76.3	140.2	120.3	212,685,157
2000	2,070,000	3,783,000	3,189,000	2,746,925	75.4	137.7	116.1	225,821,241
2001	2,003,000	3,663,000	3,033,000	2,795,610	71.6	131.0	108.5	235,331,382
2002	1,929,000	3,520,000	2,926,000	2,855,508	67.6	123.3	102.5	234,624,135
2003	1,925,000	3,536,000	2,889,000	2,890,221	66.6	122.4	99.9	236,760,033
2004	1,862,000	3,415,000	2,788,000	2,964,788	62.8	115.2	94.0	243,010,550
2005	1,816,000	3,287,000	2,699,000	2,989,430	60.8	110.0	90.3	247,421,120
2006	1,746,000	3,181,000	2,575,000	3,014,371	57.9	105.5	85.4	250,844,644
2007	1,711,000	3,064,000	2,491,000	3,031,124	56.5	101.1	82.2	254,403,081
2008	1,630,000	2,894,000	2,346,000	2,976,528	54.8	97.2	78.8	255,917,664
2009	1,517,000	2,727,000	2,217,000	2,956,764	51.3	92.2	75.0	254,212,610
2010	1,542,000	2,785,000	2,239,000	2,967,266	52.0	93.9	75.5	250,070,048
2011	1,530,000	2,763,000	2,217,000	2,950,402	51.9	93.7	75.1	253,215,681
2012	1,634,000	2,963,000	2,362,000	2,969,433	55.0	99.8	79.5	253,639,386
2013	1,591,000	2,927,000	2,313,000	2,988,280	53.2	98.0	77.4	255,876,822
2014	1,648,000	3,025,000	2,338,000	3,025,656	54.5	100.0	77.3	260,350,938

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

Trends Table 10. Large Truck Property Damage Only (PDO) Crash Statistics, 1994-2014

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	
1994	350,000	360,000	170,216	205.4	211.6	6,587,884
1995	279,000	289,000	178,156	156.7	162.4	6,719,420
1996	285,000	295,000	182,971	155.8	161.3	7,012,615
1997	325,000	337,000	191,477	169.6	176.1	7,083,326
1998	302,000	318,000	196,380	153.8	162.0	7,732,270
1999	353,000	369,000	202,688	174.1	182.2	7,791,426
2000	337,000	351,000	205,520	163.9	170.9	8,022,649
2001	319,000	335,000	208,928	152.8	160.3	7,857,675
2002	322,000	336,000	214,603	150.2	156.3	7,927,280
2003	347,000	363,000	217,876	159.4	166.7	7,756,888
2004	312,000	324,000	220,811	141.2	146.9	8,171,364
2005	341,000	354,000	222,523	153.2	159.2	8,481,999
2006	287,000	300,000	222,513	128.9	134.7	8,819,007
2007	317,000	333,000	304,178	104.3	109.5	10,752,019
2008	297,000	309,000	310,680	95.7	99.6	10,873,275
2009	232,000	239,000	288,306	80.5	83.0	10,973,214
2010	207,000	214,000	286,527	72.3	74.7	10,770,054
2011	210,000	221,000	267,594	78.5	82.7	10,270,693
2012	241,000	253,000	269,207	89.6	93.9	10,659,380
2013	254,000	265,000	275,017	92.3	96.3	10,597,356
2014	326,000	346,000	279,132	116.6	123.9	10,905,956

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

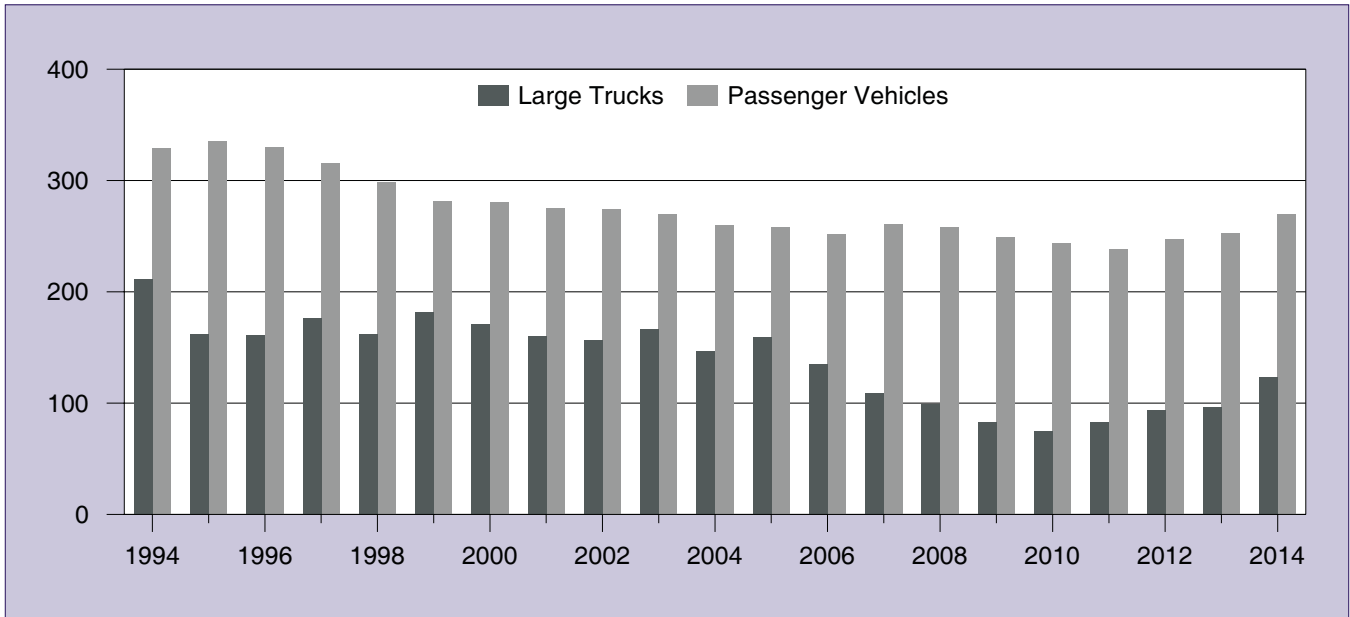
Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1994-2014

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	
1994	4,205,000	7,149,000	2,170,723	193.7	329.3	181,482,575
1995	4,347,000	7,484,000	2,228,323	195.1	335.8	185,762,753
1996	4,403,000	7,555,000	2,286,394	192.6	330.4	190,051,664
1997	4,331,000	7,430,000	2,353,295	184.0	315.7	191,960,390
1998	4,168,000	7,211,000	2,417,852	172.4	298.2	195,749,209
1999	4,058,000	6,961,000	2,470,122	164.3	281.8	200,012,521
2000	4,151,000	7,088,000	2,523,346	164.5	280.9	212,706,399
2001	4,168,000	7,079,000	2,569,980	162.2	275.4	221,821,103
2002	4,228,000	7,199,000	2,624,508	161.1	274.3	220,931,982
2003	4,230,000	7,160,000	2,655,987	159.3	269.6	222,856,560
2004	4,170,000	7,102,000	2,727,054	152.9	260.4	228,275,978
2005	4,174,000	7,088,000	2,749,472	151.8	257.8	231,904,922
2006	4,084,000	6,979,000	2,773,025	147.3	251.7	234,524,720
2007	4,141,000	7,022,000	2,691,034	153.9	260.9	235,678,150
2008	4,027,000	6,779,000	2,630,213	153.1	257.8	236,448,155
2009	3,850,000	6,552,000	2,633,248	146.2	248.8	234,467,679
2010	3,776,000	6,458,000	2,648,456	142.6	243.8	230,444,440
2011	3,709,000	6,321,000	2,650,458	139.9	238.5	233,841,422
2012	3,870,000	6,581,000	2,664,060	145.3	247.0	233,760,558
2013	3,978,000	6,765,000	2,677,730	148.6	252.6	236,010,230
2014	4,265,000	7,307,000	2,710,556	157.4	269.6	240,155,238

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

Trends Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only (PDO) Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1994-2014



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES data.

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

Trends Table 12. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1994-2014

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	
1994	4,336,000	7,576,000	2,357,588	183.9	321.3	192,497,438
1995	4,446,000	7,844,000	2,422,696	183.5	323.8	197,064,868
1996	4,494,000	7,918,000	2,485,848	180.8	318.5	201,630,659
1997	4,438,000	7,830,000	2,561,695	173.2	305.6	203,567,637
1998	4,269,000	7,587,000	2,631,522	162.2	288.3	208,076,469
1999	4,188,000	7,402,000	2,691,056	155.6	275.1	212,685,157
2000	4,286,000	7,510,000	2,746,925	156.0	273.4	225,821,241
2001	4,282,000	7,480,000	2,795,610	153.2	267.6	235,331,381
2002	4,348,000	7,608,000	2,855,508	152.3	266.4	234,624,135
2003	4,365,000	7,594,000	2,890,221	151.0	262.7	236,760,033
2004	4,281,000	7,489,000	2,964,788	144.4	252.6	243,010,550
2005	4,304,000	7,511,000	2,989,430	144.0	251.3	247,421,120
2006	4,189,000	7,345,000	3,014,371	139.0	243.7	250,844,644
2007	4,275,000	7,431,000	3,031,124	141.0	245.2	254,403,081
2008	4,146,000	7,166,000	2,976,528	139.3	240.8	255,917,664
2009	3,957,000	6,868,000	2,956,764	133.8	232.3	254,212,610
2010	3,847,000	6,737,000	2,967,266	129.6	227.1	250,070,048
2011	3,778,000	6,637,000	2,950,402	128.1	225.0	253,215,681
2012	3,950,000	6,932,000	2,969,433	133.0	233.5	253,639,386
2013	4,066,000	7,134,000	2,988,280	136.1	238.7	255,876,822
2014	4,387,000	7,775,000	3,025,656	145.0	257.0	260,350,938

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

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

Trends Table 13. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2014

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	1,441	1,162	406	251	221	15	18	3,514

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, 1975-2014

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	305	60	24	389	3,514	3,903

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, 1994-2014

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1994	4,592	3.2%	2.1%	30,103	28.1%	23.8%
1995	4,410	3.6%	2.3%	30,773	26.9%	22.6%
1996	4,688	3.1%	2.1%	30,451	27.2%	22.7%
1997	4,859	2.7%	1.7%	29,896	25.6%	21.6%
1998	4,905	2.5%	1.5%	28,907	25.6%	21.3%
1999	4,868	2.5%	1.5%	27,878	25.2%	21.3%
2000	4,948	2.8%	1.5%	27,661	28.1%	23.6%
2001	4,779	2.5%	1.2%	27,444	27.0%	22.7%
2002	4,550	2.5%	1.7%	27,236	26.6%	22.4%
2003	4,658	2.1%	1.4%	26,422	26.1%	22.0%
2004	4,837	2.2%	1.1%	25,568	27.0%	22.9%
2005	4,900	2.6%	1.4%	25,046	27.8%	23.5%
2006	4,729	2.0%	1.1%	24,162	27.2%	22.6%
2007	4,601	1.7%	1.0%	22,765	27.0%	22.6%
2008	4,040	2.8%	1.6%	20,379	27.4%	23.0%
2009	3,175	3.0%	1.7%	18,268	27.1%	23.2%
2010	3,456	2.4%	1.5%	17,710	27.4%	23.5%
2011	3,594	2.6%	1.2%	17,401	27.2%	23.6%
2012	3,774	3.3%	2.1%	18,171	26.4%	22.7%
2013	3,872	3.7%	2.3%	17,850	27.3%	22.8%
2014	3,697	3.0%	1.8%	17,757	26.3%	22.1%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1994	16,235	29.3%	25.2%	2,330	40.9%	33.0%
1995	17,483	28.7%	24.6%	2,262	41.6%	33.0%
1996	18,057	27.7%	24.0%	2,172	43.5%	35.3%
1997	18,502	26.3%	22.6%	2,159	40.8%	32.4%
1998	19,247	26.2%	22.2%	2,333	41.1%	34.4%
1999	19,865	26.4%	22.3%	2,528	40.1%	32.8%
2000	20,393	26.0%	22.2%	2,971	40.0%	31.8%
2001	20,704	26.7%	22.7%	3,261	36.9%	29.2%
2002	21,562	26.8%	23.1%	3,363	38.7%	30.9%
2003	22,172	25.3%	21.5%	3,800	36.3%	29.1%
2004	22,367	25.0%	21.5%	4,116	33.9%	27.1%
2005	22,879	25.2%	21.6%	4,679	34.5%	27.0%
2006	22,307	27.9%	24.0%	4,961	34.1%	26.2%
2007	21,719	27.3%	23.4%	5,306	35.2%	26.9%
2008	19,095	26.3%	22.6%	5,405	36.1%	28.9%
2009	17,806	26.9%	23.2%	4,592	36.3%	28.6%
2010	17,385	25.2%	21.6%	4,647	36.0%	27.6%
2011	16,706	24.7%	21.3%	4,761	36.9%	29.3%
2012	17,230	24.9%	21.3%	5,108	35.3%	27.7%
2013	16,811	24.9%	21.4%	4,795	36.9%	32.9%
2014	17,017	25.4%	21.7%	4,692	36.3%	29.2%

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, 1975-2014

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	2,474	2,717	451	2,839	169,830	1.46	1.60	1.67	2,577,197

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

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

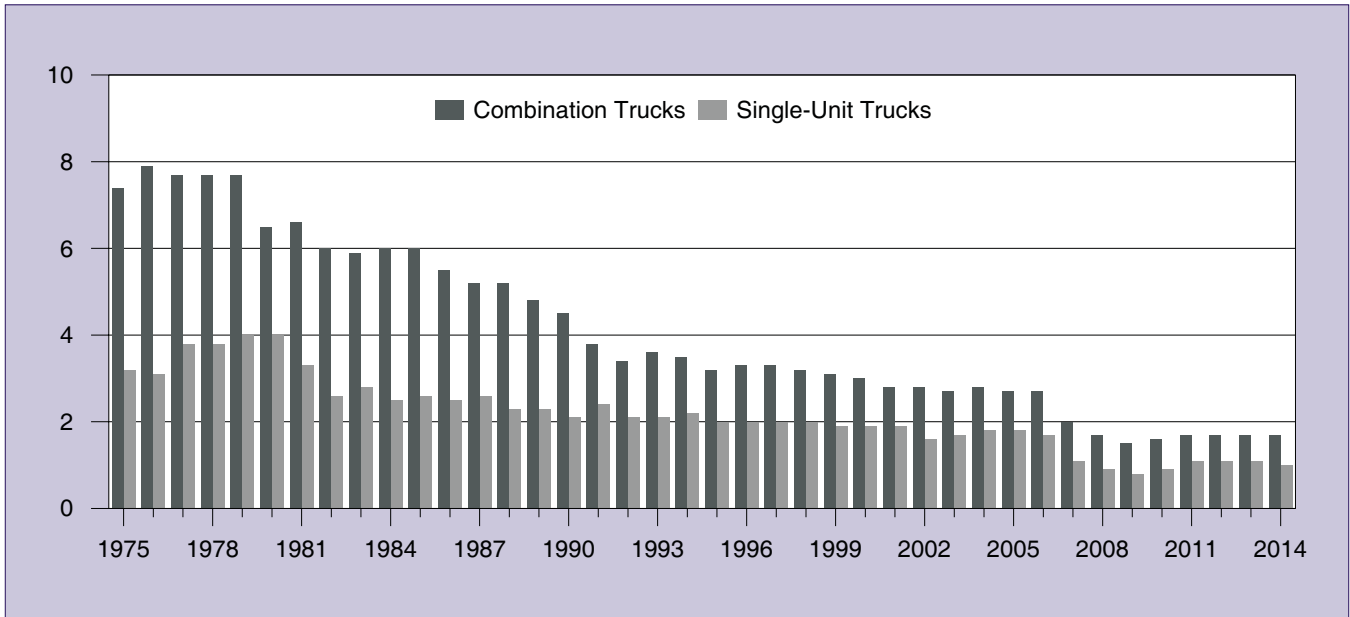
Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2014

Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Single-Unit Truck Occupant Fatalities	Total Fatalities in Single-Unit Trucks Crashes	Million Vehicle Miles Traveled by Single-Unit Trucks	Rates per 100 Million Vehicle Miles Traveled by Single-Unit Trucks			Single-Unit Trucks Registered
						Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Fatalities in Single-Unit Truck Crashes	
1975	948	971	265	1,094	34,606	2.74	2.81	3.16	4,231,622
1976	978	996	294	1,125	36,390	2.69	2.74	3.09	4,350,268
1977	1,306	1,334	355	1,502	39,339	3.32	3.39	3.82	4,450,290
1978	1,419	1,454	394	1,630	42,747	3.32	3.40	3.81	4,518,100
1979	1,472	1,510	391	1,670	42,012	3.50	3.59	3.98	4,505,197
1980	1,388	1,422	358	1,590	39,813	3.49	3.57	3.99	4,373,784
1981	1,130	1,160	283	1,298	39,568	2.86	2.93	3.28	4,455,076
1982	922	938	200	1,056	40,658	2.27	2.31	2.60	4,325,094
1983	1,019	1,038	226	1,182	42,546	2.40	2.44	2.78	4,204,351
1984	986	1,002	202	1,114	44,419	2.22	2.26	2.51	4,060,931
1985	1,016	1,029	205	1,163	45,441	2.24	2.26	2.56	4,593,071
1986	1,018	1,037	208	1,158	45,637	2.23	2.27	2.54	4,313,097
1987	1,118	1,137	177	1,259	48,022	2.33	2.37	2.62	4,188,442
1988	1,014	1,029	180	1,143	49,434	2.05	2.08	2.31	4,469,557
1989	1,056	1,075	187	1,192	50,870	2.08	2.11	2.34	4,519,300
1990	979	996	185	1,106	51,901	1.89	1.92	2.13	4,486,981
1991	1,072	1,081	168	1,251	52,898	2.03	2.04	2.36	4,480,815
1992	987	1,002	156	1,137	53,874	1.83	1.86	2.11	4,369,842
1993	1,054	1,067	159	1,214	56,772	1.86	1.88	2.14	4,407,850
1994	1,188	1,212	193	1,354	61,284	1.94	1.98	2.21	4,906,385
1995	1,133	1,153	176	1,275	62,705	1.81	1.84	2.03	5,023,669
1996	1,160	1,185	173	1,313	64,072	1.81	1.85	2.05	5,266,029
1997	1,194	1,206	211	1,369	66,893	1.78	1.80	2.05	5,293,358
1998	1,185	1,208	211	1,331	68,021	1.74	1.78	1.96	5,734,925
1999	1,193	1,207	185	1,352	70,304	1.70	1.72	1.92	5,762,864
2000	1,199	1,224	213	1,350	70,500	1.70	1.74	1.91	5,926,030
2001	1,247	1,270	205	1,382	72,394	1.72	1.75	1.91	5,703,501
2002	1,089	1,100	181	1,210	75,866	1.44	1.45	1.59	5,650,619
2003	1,174	1,198	202	1,330	77,748	1.51	1.54	1.71	5,848,523
2004	1,228	1,258	230	1,390	78,441	1.57	1.60	1.77	6,161,028
2005	1,257	1,288	243	1,414	78,496	1.60	1.64	1.80	6,395,240
2006	1,224	1,259	239	1,344	80,344	1.52	1.57	1.67	6,649,337
2007	1,168	1,194	254	1,308	119,979	0.97	1.00	1.09	8,116,672
2008	1,070	1,085	215	1,191	126,855	0.84	0.86	0.94	8,288,046
2009	868	883	167	985	120,207	0.72	0.73	0.82	8,356,097
2010	894	910	155	975	110,738	0.81	0.82	0.88	8,217,189
2011	1,054	1,068	208	1,140	103,803	1.02	1.03	1.10	7,819,055
2012	1,061	1,082	229	1,187	105,605	1.00	1.02	1.12	8,190,286
2013	1,071	1,108	245	1,181	106,582	1.00	1.04	1.11	8,126,007
2014	1,003	1,027	206	1,133	109,301	0.92	0.94	1.04	8,328,759

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

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

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



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

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

Trends Table 18. Combination Truck Injury Crash Statistics, 1994-2014

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	
1994	58,000	60,000	82,000	108,932	52.8	55.4	75.5	1,681,500
1995	48,000	50,000	67,000	115,451	41.6	43.5	58.4	1,695,751
1996	55,000	57,000	78,000	118,899	45.9	48.1	65.5	1,746,586
1997	51,000	53,000	72,000	124,584	40.7	42.4	58.1	1,789,968
1998	49,000	51,000	75,000	128,359	37.9	39.4	58.3	1,997,345
1999	54,000	57,000	79,000	132,384	40.5	43.0	59.8	2,028,562
2000	50,000	52,000	73,000	135,020	37.2	38.7	53.9	2,096,619
2001	46,000	49,000	71,000	136,534	34.0	35.6	51.8	2,154,174
2002	48,000	50,000	72,000	138,737	34.8	36.2	51.6	2,276,661
2003	46,000	49,000	65,000	140,128	32.8	34.6	46.7	1,908,365
2004	46,000	47,000	64,000	142,370	32.0	33.3	44.8	2,010,335
2005	43,000	46,000	63,000	144,028	30.0	31.6	43.9	2,086,759
2006	40,000	41,000	56,000	142,169	27.8	29.0	39.2	2,169,670
2007	39,000	41,000	55,000	184,199	21.0	22.0	30.0	2,635,347
2008	36,000	38,000	51,000	183,826	19.6	20.5	27.7	2,585,229
2009	28,000	29,000	41,000	168,100	16.8	17.4	24.3	2,617,118
2010	31,000	32,000	43,000	175,789	17.4	18.5	24.3	2,552,865
2011	32,000	33,000	45,000	163,791	19.3	19.9	27.7	2,451,638
2012	40,000	42,000	56,000	163,602	24.2	25.4	34.0	2,469,094
2013	36,000	38,000	48,000	168,436	21.2	22.6	28.7	2,471,349
2014	42,000	45,000	57,000	169,830	24.6	26.4	33.5	2,577,197

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

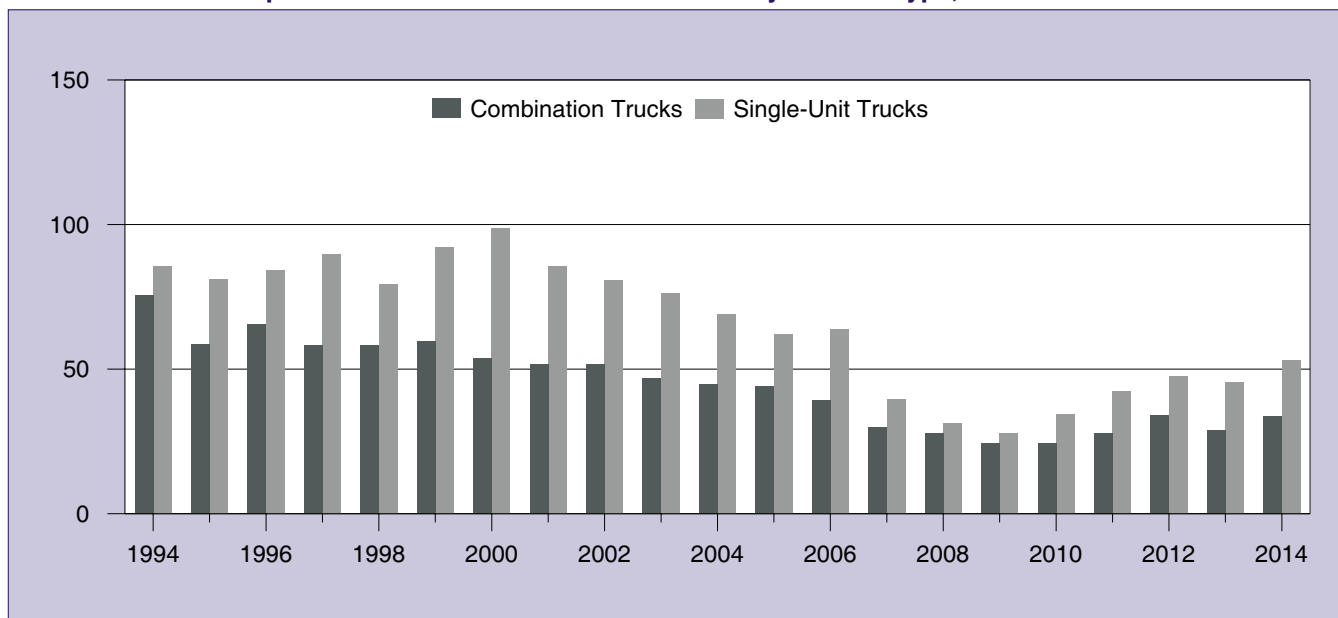
Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1994-2014

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	
1994	34,000	35,000	52,000	61,284	56.1	57.6	85.6	4,906,385
1995	32,000	33,000	51,000	62,705	51.5	53.2	80.9	5,023,669
1996	36,000	37,000	54,000	64,072	56.0	57.3	84.0	5,266,029
1997	42,000	43,000	60,000	66,893	63.2	63.9	89.6	5,293,358
1998	38,000	38,000	54,000	68,021	55.2	56.0	79.4	5,734,925
1999	43,000	44,000	65,000	70,304	60.8	62.2	92.3	5,762,864
2000	48,000	48,000	70,000	70,500	67.5	68.4	98.6	5,926,030
2001	41,000	41,000	62,000	72,394	56.1	56.9	85.7	5,703,501
2002	43,000	44,000	61,000	75,866	40.4	58.0	80.7	5,650,619
2003	40,000	40,000	59,000	77,748	50.9	51.8	76.1	5,848,523
2004	39,000	39,000	54,000	78,441	49.2	50.2	69.0	6,161,028
2005	32,000	34,000	49,000	78,496	41.3	42.8	62.1	6,395,240
2006	38,000	39,000	51,000	80,344	47.6	48.6	63.9	6,649,337
2007	35,000	35,000	48,000	119,979	28.8	29.3	39.7	8,116,672
2008	28,000	28,000	39,000	126,855	22.2	22.4	31.1	8,288,046
2009	24,000	24,000	34,000	120,207	19.7	20.1	27.9	8,356,097
2010	26,000	26,000	38,000	110,738	23.1	23.3	34.3	8,217,189
2011	29,000	30,000	44,000	103,803	28.4	28.8	42.2	7,819,055
2012	34,000	35,000	50,000	105,605	32.6	33.2	47.5	8,190,286
2013	34,000	35,000	48,000	106,582	32.0	32.9	45.4	8,126,007
2014	43,000	44,000	58,000	109,301	38.9	39.9	53.1	8,328,759

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

Trends Figure 8. Persons Injured in Combination Truck and Single-Unit Truck Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1994-2014



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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates depicted in this figure are based on unrounded GES data.

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

Trends Table 20. Combination Truck Property Damage Only (PDO) Crash Statistics, 1994-2014

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	
1994	217,000	223,000	108,932	199.4	204.8	1,681,500
1995	174,000	179,000	115,451	150.9	155.2	1,695,751
1996	168,000	173,000	118,899	141.0	145.8	1,746,586
1997	188,000	197,000	124,584	151.0	157.9	1,789,968
1998	170,000	178,000	128,359	132.3	138.9	1,997,345
1999	176,000	184,000	132,384	132.8	138.9	2,028,562
2000	171,000	179,000	135,020	126.8	132.2	2,096,619
2001	159,000	166,000	136,534	116.1	121.6	2,154,174
2002	153,000	159,000	138,737	110.1	114.9	2,276,661
2003	163,000	172,000	140,128	116.3	122.6	1,908,365
2004	161,000	168,000	142,370	113.2	118.0	2,010,335
2005	169,000	177,000	144,028	117.6	123.1	2,086,759
2006	143,000	150,000	142,169	100.4	105.7	2,169,670
2007	155,000	163,000	184,199	84.3	88.6	2,635,347
2008	142,000	149,000	183,826	77.1	81.0	2,585,229
2009	114,000	118,000	168,100	67.7	70.5	2,617,118
2010	106,000	111,000	175,789	60.5	63.0	2,552,865
2011	107,000	112,000	163,791	65.6	68.4	2,451,638
2012	131,000	135,000	163,602	79.8	82.7	2,469,094
2013	128,000	133,000	168,436	75.9	79.0	2,471,349
2014	167,000	175,000	169,830	98.6	103.3	2,577,197

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

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

Trends Table 21. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1994-2014

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	
1994	135,000	137,000	61,284	220.9	223.6	4,906,385
1995	108,000	110,000	62,705	171.9	175.8	5,023,669
1996	120,000	122,000	64,072	187.7	190.1	5,266,029
1997	140,000	141,000	66,893	208.6	210.1	5,293,358
1998	138,000	140,000	68,021	202.5	205.5	5,734,925
1999	181,000	185,000	70,304	257.3	263.6	5,762,864
2000	171,000	173,000	70,500	242.8	244.9	5,926,030
2001	167,000	169,000	72,394	230.6	233.2	5,703,501
2002	173,000	176,000	75,866	228.0	232.1	5,650,619
2003	189,000	191,000	77,748	242.6	246.0	5,848,523
2004	154,000	156,000	78,441	196.0	199.3	6,161,028
2005	117,000	118,000	78,496	149.0	150.3	6,395,240
2006	147,000	149,000	80,344	182.9	186.0	6,649,337
2007	167,000	170,000	119,979	139.6	141.6	8,116,672
2008	159,000	161,000	126,855	125.4	126.6	8,288,046
2009	119,000	121,000	120,207	99.3	100.5	8,356,097
2010	102,000	103,000	110,738	92.0	93.2	8,217,189
2011	107,000	109,000	103,803	102.9	105.1	7,819,055
2012	116,000	118,000	105,605	109.5	111.3	8,190,286
2013	130,000	132,000	106,582	121.6	123.7	8,126,007
2014	165,000	171,000	109,301	150.9	156.0	8,328,759

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

Trends Table 22. Bus Fatal Crash Statistics, 1975-2014

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	233	234	44	281	15,999	1.46	1.46	1.76	872,027

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

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

Trends Table 23. Bus Injury Crash Statistics, 1994-2014

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	
1994	14,000	14,000	29,000	6,409	215.7	216.5	449.5	670,423
1995	14,000	14,000	32,000	6,420	224.6	225.0	505.5	685,503
1996	15,000	15,000	33,000	6,563	231.9	232.3	509.3	694,781
1997	12,000	13,000	27,000	6,842	181.8	183.8	399.1	697,548
1998	13,000	13,000	30,000	7,007	181.2	181.9	426.5	715,540
1999	14,000	14,000	36,000	7,662	187.2	188.2	464.6	728,777
2000	13,000	13,000	29,000	7,590	169.7	173.2	388.0	746,125
2001	11,000	12,000	25,000	7,070	162.7	163.2	360.2	749,548
2002	13,000	13,000	30,000	6,845	184.3	184.6	434.1	760,717
2003	14,000	14,000	31,000	6,782	202.3	203.9	454.0	776,550
2004	13,000	13,000	29,000	6,801	188.1	189.3	429.3	795,274
2005	12,000	12,000	23,000	6,980	175.0	175.6	335.9	807,053
2006	11,000	11,000	21,000	6,783	156.7	157.5	310.1	821,959
2007	11,000	11,000	24,000	14,516	73.3	73.7	164.4	834,436
2008	11,000	11,000	24,000	14,823	73.5	73.5	164.6	843,308
2009	9,000	10,000	20,000	14,387	64.9	69.3	140.2	841,993
2010	12,000	12,000	27,000	13,770	83.6	83.8	196.7	846,051
2011	13,000	13,000	24,000	13,807	96.8	97.6	176.7	666,064
2012	12,000	12,000	23,000	14,781	80.6	83.7	156.3	764,509
2013	18,000	18,000	38,000	15,167	117.0	118.0	250.6	864,549
2014	11,000	11,000	22,000	15,999	68.7	69.7	139.0	872,027

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

Trends Table 24. Bus Property Damage Only (PDO) Crash Statistics, 1994-2014

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	
1994	42,000	42,000	6,409	651.3	657.3	670,423
1995	44,000	44,000	6,420	687.8	691.9	685,503
1996	42,000	42,000	6,563	634.5	642.9	694,781
1997	41,000	41,000	6,842	594.0	594.0	697,548
1998	40,000	40,000	7,007	576.6	577.4	715,540
1999	48,000	48,000	7,662	625.6	630.0	728,777
2000	42,000	43,000	7,590	558.5	562.0	746,125
2001	42,000	42,000	7,070	600.8	600.8	749,548
2002	45,000	45,000	6,845	658.5	658.5	760,717
2003	44,000	44,000	6,782	643.9	647.5	776,550
2004	39,000	39,000	6,801	574.6	576.6	795,274
2005	38,000	39,000	6,980	543.4	556.5	807,053
2006	41,000	41,000	6,783	598.9	598.9	821,959
2007	45,000	46,000	14,516	311.9	315.4	834,436
2008	48,000	49,000	14,823	325.6	329.2	843,308
2009	47,000	47,000	14,387	327.2	329.4	841,993
2010	42,000	42,000	13,770	304.0	308.3	846,051
2011	43,000	44,000	13,807	315.0	316.6	666,064
2012	42,000	42,000	14,781	285.7	287.5	764,509
2013	48,000	48,000	15,167	319.0	319.0	864,549
2014	57,000	58,000	15,999	358.3	362.8	872,027

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 by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. The rates displayed in this table are based on unrounded GES data.

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

Trends Table 25. Fatal Crashes Involving Buses by Type of Bus, 1975-2014

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1976	122	30	130	—	13	23	318
1977	126	33	123	—	14	25	321
1978	143	52	143	—	14	18	370
1979	150	37	120	—	21	16	344
1980	117	38	149	—	14	11	329
1981	109	48	150	—	20	13	340
1982	104	37	106	—	31	10	288
1983	99	41	105	—	38	22	305
1984	118	48	103	—	33	17	319
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	22	284
1987	132	29	115	—	46	31	353
1988	103	31	102	—	30	18	284
1989	108	32	119	—	25	25	309
1990	111	26	113	—	19	17	286
1991	105	39	86	—	25	16	271
1992	98	35	113	—	20	17	283
1993	112	28	82	—	20	20	262
1994	106	22	105	—	12	11	256
1995	109	23	101	—	23	15	271
1996	124	35	113	—	32	20	324
1997	116	36	109	—	15	19	295
1998	111	38	115	—	16	8	288
1999	137	35	106	—	18	17	313
2000	119	40	127	—	20	17	323
2001	117	38	103	—	16	15	289
2002	95	35	100	—	26	18	274
2003	111	26	104	—	29	18	288
2004	109	35	85	—	25	22	276
2005	110	37	83	—	34	14	278
2006	117	32	105	—	22	27	303
2007	109	35	113	—	15	8	280
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	101	34	78	30	7	2	252
2013	114	44	82	28	10	4	282
2014	90	31	79	8	21	4	233

^a“Van-based bus” was listed as a bus type for the first time in 2011.

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

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

Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2014

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

^a“Van-based bus” was listed as a bus type for the first time in 2011.

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

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

Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2014

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	348
1976	147	35	133	—	49	26	390
1977	143	42	126	—	16	27	354
1978	163	62	153	—	14	20	412
1979	160	46	130	—	21	19	376
1980	136	66	156	—	17	15	390
1981	120	65	165	—	26	17	393
1982	106	45	122	—	39	11	323
1983	126	49	110	—	56	25	366
1984	144	55	110	—	46	19	374
1985	153	40	129	—	42	34	398
1986	110	37	103	—	57	30	337
1987	149	54	120	—	51	35	409
1988	140	37	112	—	34	18	341
1989	143	43	122	—	28	30	366
1990	128	39	124	—	25	24	340
1991	118	46	91	—	31	18	304
1992	105	45	121	—	22	23	316
1993	119	35	87	—	22	23	286
1994	116	25	116	—	14	15	286
1995	123	30	111	—	30	17	311
1996	144	43	123	—	34	23	367
1997	131	46	123	—	17	22	339
1998	118	50	127	—	25	9	329
1999	153	66	110	—	19	25	373
2000	133	48	134	—	20	22	357
2001	130	46	117	—	22	16	331
2002	110	54	112	—	33	22	331
2003	120	36	116	—	40	25	337
2004	116	57	86	—	32	24	315
2005	120	70	92	—	41	17	340
2006	138	39	106	—	23	31	337
2007	130	51	117	—	18	9	325
2008	129	52	102	—	14	14	311
2009	100	46	81	—	16	11	254
2010	119	52	86	—	17	4	278
2011	108	63	69	31	10	3	284
2012	114	45	79	35	7	2	282
2013	123	61	86	33	13	4	320
2014	109	47	83	11	27	4	281

^a“Van-based bus” was listed as a bus type for the first time in 2011.

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

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

Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2014

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

^a“Van-based bus” was listed as a bus type for the first time in 2011.

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

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

Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2004-2014

State	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Alabama	164	122	137	134	131	80	114	100	107	109	84
Alaska	14	5	4	4	5	3	7	0	4	4	5
Arizona	106	118	136	98	98	66	65	68	85	63	67
Arkansas	110	115	91	114	76	79	83	88	91	83	78
California	415	429	394	366	318	275	236	282	261	259	300
Colorado	69	68	67	82	68	40	49	51	58	56	63
Connecticut	25	21	29	28	24	13	23	14	16	20	20
Delaware	19	7	17	6	7	11	9	10	9	10	12
District of Columbia	5	3	2	2	1	1	3	2	1	3	5
Florida	377	400	350	301	264	181	181	213	213	197	190
Georgia	248	229	232	229	180	153	153	174	153	163	155
Hawaii	4	9	12	3	6	5	4	3	6	7	4
Idaho	29	34	29	27	30	20	15	21	13	34	23
Illinois	194	158	191	159	154	146	88	122	122	142	111
Indiana	157	138	140	147	137	96	115	136	112	117	129
Iowa	70	73	75	71	73	65	88	60	60	61	48
Kansas	94	80	69	77	63	59	86	65	64	68	46
Kentucky	124	124	105	104	113	112	100	88	82	78	68
Louisiana	105	122	104	121	111	83	107	80	108	84	80
Maine	21	19	21	21	23	22	14	17	11	18	10
Maryland	83	60	61	69	52	50	44	39	66	58	49
Massachusetts	43	24	34	28	23	20	19	35	18	31	24
Michigan	118	111	116	124	88	67	85	61	73	88	98
Minnesota	74	70	62	86	70	59	90	52	60	75	66
Mississippi	101	91	90	75	70	61	55	73	51	63	81
Missouri	158	166	155	136	124	86	84	101	92	85	100
Montana	16	23	34	31	25	24	14	31	11	20	12
Nebraska	49	48	34	43	43	43	55	31	44	29	52
Nevada	29	53	51	29	22	19	15	35	19	18	17
New Hampshire	15	11	7	12	13	8	6	8	6	13	12
New Jersey	86	98	74	64	47	69	52	53	60	60	74
New Mexico	63	63	80	57	45	36	46	48	42	54	71
New York	140	145	174	155	119	107	120	114	100	118	98
North Carolina	200	204	152	168	162	128	117	117	127	139	121
North Dakota	15	17	19	12	20	31	18	40	48	63	49
Ohio	190	177	158	134	143	114	132	117	152	131	130
Oklahoma	114	121	140	112	115	94	91	112	124	112	134
Oregon	53	66	62	53	37	30	46	50	28	33	32
Pennsylvania	189	183	193	194	192	134	164	160	166	155	162
Rhode Island	5	1	8	7	2	5	2	1	4	5	2
South Carolina	110	124	95	91	85	82	65	89	84	64	63
South Dakota	18	13	19	14	14	16	25	12	20	18	21
Tennessee	155	163	148	149	95	92	92	108	112	127	110
Texas	483	506	500	502	453	318	400	432	573	535	553
Utah	31	32	39	39	29	21	35	22	18	20	18
Vermont	15	9	11	5	7	6	10	6	5	8	11
Virginia	99	112	107	108	81	77	77	76	84	89	90
Washington	57	69	65	79	55	31	30	33	45	40	36
West Virginia	64	55	48	48	47	34	50	34	45	46	30
Wisconsin	107	87	76	85	63	55	56	71	65	83	55
Wyoming	41	31	42	24	30	11	27	26	26	25	34
Total	5,235	5,240	5,027	4,822	4,245	3,380	3,686	3,781	3,944	3,981	3,903

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, 2004-2014

State	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Alabama	132	107	118	120	114	73	102	88	100	101	74
Alaska	13	4	4	4	5	3	5	0	4	3	5
Arizona	88	99	112	88	83	58	52	57	66	56	59
Arkansas	89	106	84	97	69	70	74	82	82	74	68
California	359	357	358	326	283	240	219	249	233	240	265
Colorado	60	62	60	67	53	35	42	42	47	50	57
Connecticut	25	18	26	22	23	13	23	13	16	20	16
Delaware	18	7	17	6	7	7	9	9	8	10	11
District of Columbia	5	3	2	2	1	1	3	2	1	3	4
Florida	322	341	309	259	237	170	170	194	182	179	168
Georgia	214	211	208	197	168	129	138	155	139	142	128
Hawaii	4	4	7	3	6	4	4	3	6	7	4
Idaho	28	27	24	24	26	18	15	18	13	31	20
Illinois	139	171	136	137	126	85	100	109	106	123	102
Indiana	139	125	120	125	114	82	101	111	101	99	113
Iowa	58	61	66	62	63	56	79	48	52	57	46
Kansas	76	67	61	69	53	50	68	56	55	63	42
Kentucky	110	108	93	95	93	101	84	82	76	69	63
Louisiana	94	107	90	104	97	68	88	71	90	70	72
Maine	18	17	18	19	20	20	13	16	10	16	10
Maryland	67	56	56	59	48	45	39	37	54	53	47
Massachusetts	39	22	32	27	21	18	19	33	17	30	23
Michigan	110	100	106	109	82	62	80	58	67	74	87
Minnesota	65	59	59	67	62	48	74	49	53	70	60
Mississippi	81	77	74	67	66	53	52	58	39	55	66
Missouri	132	142	120	120	107	79	76	90	84	71	85
Montana	14	22	25	29	24	21	12	23	11	19	7
Nebraska	39	39	27	37	38	40	45	27	34	25	41
Nevada	25	44	37	25	20	18	15	24	19	17	15
New Hampshire	13	11	7	10	12	7	6	8	6	11	12
New Jersey	82	93	67	60	44	60	52	51	55	57	69
New Mexico	52	50	62	53	40	33	41	41	38	47	55
New York	121	127	155	137	109	100	111	107	90	108	91
North Carolina	174	182	136	143	140	112	98	108	117	122	109
North Dakota	14	10	14	12	19	28	14	30	40	54	41
Ohio	160	158	141	116	129	101	114	105	138	120	114
Oklahoma	92	103	117	87	100	71	87	95	108	104	109
Oregon	46	59	47	46	35	27	42	48	27	32	27
Pennsylvania	165	170	169	179	174	120	152	150	149	144	146
Rhode Island	5	1	8	6	2	4	2	1	3	5	2
South Carolina	97	110	80	78	73	76	57	77	79	60	59
South Dakota	17	13	17	14	13	12	19	10	15	17	19
Tennessee	128	134	129	129	83	82	82	97	97	109	93
Texas	396	429	409	430	392	273	349	386	496	456	481
Utah	26	26	32	34	28	21	27	20	16	19	17
Vermont	12	8	10	4	6	6	9	6	5	7	9
Virginia	90	102	96	96	70	68	72	69	75	81	82
Washington	50	55	62	69	52	29	27	28	41	34	33
West Virginia	56	48	43	41	38	29	39	32	44	44	23
Wisconsin	90	76	70	74	59	46	51	68	57	75	50
Wyoming	29	23	30	20	27	11	19	24	25	21	25
Total	4,478	4,551	4,350	4,204	3,754	2,983	3,271	3,365	3,486	3,554	3,424

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, 2004-2014

State	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Alabama	135	118	126	127	124	81	105	96	111	107	76
Alaska	13	4	4	5	5	3	5	0	4	4	5
Arizona	102	107	129	95	100	67	54	65	73	69	61
Arkansas	93	129	97	110	76	80	79	101	88	86	75
California	381	377	384	394	304	263	240	265	251	265	281
Colorado	64	65	73	77	58	40	46	46	51	51	60
Connecticut	27	19	28	25	28	15	23	14	16	20	18
Delaware	19	7	18	6	7	7	9	10	10	10	11
District of Columbia	5	3	2	2	1	1	3	2	1	3	4
Florida	359	383	336	287	270	179	179	201	193	187	179
Georgia	233	240	227	212	180	135	145	169	149	157	135
Hawaii	4	4	7	3	6	4	4	3	6	7	4
Idaho	29	31	24	26	32	18	15	18	17	31	21
Illinois	151	196	158	148	138	90	113	120	115	136	115
Indiana	166	137	137	143	129	108	111	130	115	116	139
Iowa	60	65	73	70	69	63	90	49	65	59	47
Kansas	85	72	64	74	57	51	71	58	59	66	47
Kentucky	123	117	104	103	98	109	90	88	88	71	67
Louisiana	103	121	97	115	104	74	93	81	102	74	84
Maine	18	18	18	20	21	21	13	17	10	16	10
Maryland	76	57	60	63	49	52	39	38	57	60	49
Massachusetts	42	24	33	27	22	19	19	33	17	30	24
Michigan	121	106	113	115	90	64	83	61	70	88	90
Minnesota	67	61	60	74	62	50	77	53	54	74	63
Mississippi	84	80	81	70	70	54	55	62	44	57	72
Missouri	145	152	130	138	117	83	76	95	89	77	95
Montana	15	22	26	29	28	21	13	24	11	19	7
Nebraska	41	46	28	44	41	42	49	29	42	27	45
Nevada	28	48	43	25	21	19	16	28	21	24	15
New Hampshire	13	11	7	10	12	7	6	8	6	11	12
New Jersey	94	106	75	70	48	65	59	59	62	64	81
New Mexico	58	57	67	60	43	33	43	44	39	55	66
New York	128	137	163	145	113	101	116	112	97	114	104
North Carolina	184	193	148	151	143	116	104	118	132	125	111
North Dakota	14	10	17	13	21	28	17	32	44	64	45
Ohio	179	174	152	124	133	108	123	113	145	151	130
Oklahoma	97	111	134	96	108	78	88	100	124	116	123
Oregon	47	60	50	52	39	29	49	48	28	34	31
Pennsylvania	209	188	183	214	195	131	159	163	175	170	164
Rhode Island	5	1	9	6	2	4	2	1	3	5	2
South Carolina	102	119	90	81	81	78	61	79	81	66	61
South Dakota	17	15	17	14	13	12	19	10	16	18	19
Tennessee	141	150	144	147	92	86	89	101	108	121	107
Texas	436	457	450	465	432	299	376	414	548	492	532
Utah	26	28	32	36	32	25	28	24	17	21	20
Vermont	12	10	10	4	6	6	11	6	6	7	9
Virginia	97	106	105	103	74	75	87	74	88	100	90
Washington	52	58	68	71	54	30	27	35	43	38	35
West Virginia	61	49	45	45	46	29	40	32	47	48	25
Wisconsin	94	78	72	78	67	46	53	77	60	85	52
Wyoming	47	24	48	21	28	12	22	27	27	25	26
Total	4,902	4,951	4,766	4,633	4,089	3,211	3,494	3,633	3,825	3,921	3,744

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, 2004-2014

State	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Alabama	18	10	17	17	18	15	9	11	13	24	15
Alaska	5	1	1	2	1	1	0	0	1	0	1
Arizona	19	15	22	22	15	18	6	14	19	15	16
Arkansas	16	22	20	24	13	15	16	18	20	20	11
California	71	70	72	73	56	48	60	63	57	70	64
Colorado	8	17	13	18	14	10	6	12	8	17	12
Connecticut	7	2	3	5	7	2	8	2	5	4	5
Delaware	2	3	2	0	0	3	1	1	3	3	2
District of Columbia	3	2	1	2	1	1	3	1	1	1	1
Florida	49	58	54	49	43	34	35	54	38	39	34
Georgia	39	30	34	33	34	33	19	29	25	32	31
Hawaii	0	0	1	0	3	1	0	1	2	6	4
Idaho	6	6	1	6	7	4	5	3	1	7	6
Illinois	20	35	23	23	21	9	18	26	17	20	21
Indiana	22	25	20	19	15	12	9	20	15	17	20
Iowa	12	5	8	11	12	8	12	12	7	11	9
Kansas	9	10	13	4	7	5	9	9	19	12	4
Kentucky	20	21	25	18	20	16	10	19	16	12	11
Louisiana	15	18	12	21	24	8	16	11	21	12	13
Maine	3	3	6	4	7	0	4	3	2	3	1
Maryland	13	11	8	13	7	9	6	9	8	8	8
Massachusetts	12	2	7	10	9	6	5	6	7	11	9
Michigan	14	10	19	8	10	13	16	7	8	8	12
Minnesota	11	10	11	4	13	10	11	10	10	8	8
Mississippi	16	13	17	13	13	10	5	9	5	16	14
Missouri	15	25	25	26	13	12	15	25	22	20	18
Montana	8	8	7	13	7	8	1	2	4	4	1
Nebraska	2	4	3	2	3	2	10	2	3	7	5
Nevada	2	10	5	6	3	7	3	9	4	4	1
New Hampshire	5	2	0	0	0	1	0	2	0	3	5
New Jersey	20	19	11	15	9	14	12	13	18	11	13
New Mexico	15	12	11	18	15	10	8	12	16	14	18
New York	35	53	53	47	40	31	35	40	27	40	29
North Carolina	34	31	18	30	33	18	23	20	29	28	27
North Dakota	0	3	2	2	4	5	3	4	7	12	5
Ohio	13	20	27	14	23	10	14	18	15	18	15
Oklahoma	18	21	24	18	17	18	21	23	27	23	26
Oregon	10	11	12	8	8	8	14	18	6	9	8
Pennsylvania	31	28	42	33	29	22	38	26	16	28	27
Rhode Island	0	0	3	2	0	1	0	0	0	2	1
South Carolina	19	19	12	15	20	15	9	26	15	10	11
South Dakota	4	1	5	4	1	3	6	2	0	1	4
Tennessee	16	25	23	31	13	21	18	19	18	17	14
Texas	60	84	79	78	77	53	52	75	120	97	101
Utah	10	8	8	10	5	7	3	7	2	7	4
Vermont	2	0	2	1	0	2	1	2	1	1	1
Virginia	20	27	21	15	17	13	20	16	23	17	23
Washington	8	11	12	21	15	9	6	6	9	7	8
West Virginia	10	10	9	6	7	8	6	4	7	13	5
Wisconsin	12	13	4	9	7	2	10	6	9	11	8
Wyoming	6	6	8	7	9	5	3	5	7	3	4
Total	785	850	836	830	745	596	620	732	733	783	714

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, 2004-2014

State	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Alabama	114	97	101	103	96	58	93	77	87	77	59
Alaska	8	3	3	2	4	2	5	0	3	3	4
Arizona	69	84	90	66	68	40	46	43	47	41	43
Arkansas	73	84	64	73	56	55	58	64	62	54	57
California	288	287	286	253	227	192	159	186	176	170	201
Colorado	52	45	47	49	39	25	36	30	39	33	45
Connecticut	18	16	23	17	16	11	15	11	11	16	11
Delaware	16	4	15	6	7	4	8	8	5	7	9
District of Columbia	2	1	1	0	0	0	0	1	0	2	3
Florida	273	283	255	210	194	136	135	140	144	140	134
Georgia	175	181	174	164	134	96	119	126	114	110	97
Hawaii	4	4	6	3	3	3	4	2	4	1	0
Idaho	22	21	23	18	19	14	10	15	12	24	14
Illinois	119	136	113	114	105	76	82	83	89	103	81
Indiana	117	100	100	106	99	70	92	91	86	82	93
Iowa	46	56	58	51	51	48	67	36	45	46	37
Kansas	67	57	48	65	46	45	59	47	36	51	38
Kentucky	90	87	68	77	73	85	74	63	60	57	52
Louisiana	79	89	78	83	73	60	72	60	69	58	59
Maine	15	14	12	15	13	20	9	13	8	13	9
Maryland	54	45	48	46	41	36	33	28	46	45	39
Massachusetts	27	20	25	17	12	12	14	27	10	19	14
Michigan	96	90	87	101	72	49	64	51	59	66	75
Minnesota	54	49	48	63	49	38	63	39	43	62	52
Mississippi	65	64	57	54	53	43	47	49	34	39	52
Missouri	117	117	95	94	94	67	61	65	62	51	67
Montana	6	14	18	16	17	13	11	21	7	15	6
Nebraska	37	35	24	35	35	38	35	25	31	18	36
Nevada	23	34	32	19	17	11	12	15	15	13	14
New Hampshire	8	9	7	10	12	6	6	6	6	8	7
New Jersey	62	74	56	45	35	46	40	38	37	46	56
New Mexico	37	38	51	35	25	23	33	29	22	33	37
New York	86	74	102	90	69	69	76	67	63	68	62
North Carolina	140	151	118	113	107	94	75	88	88	94	82
North Dakota	14	7	12	10	15	23	11	26	33	42	36
Ohio	147	138	114	102	106	91	100	87	123	102	99
Oklahoma	74	82	93	69	83	53	66	72	81	81	83
Oregon	36	48	35	38	27	19	28	30	21	23	19
Pennsylvania	134	142	127	146	145	98	114	124	133	116	119
Rhode Island	5	1	5	4	2	3	2	1	3	3	1
South Carolina	78	91	68	63	53	61	48	51	64	50	48
South Dakota	13	12	12	10	12	9	13	8	15	16	15
Tennessee	112	109	106	98	70	61	64	78	79	92	79
Texas	336	345	330	352	315	220	297	311	376	359	380
Utah	16	18	24	24	23	14	24	13	14	12	13
Vermont	10	8	8	3	6	4	8	4	4	6	8
Virginia	70	75	75	81	53	55	52	53	52	64	59
Washington	42	44	50	48	37	20	21	22	32	27	25
West Virginia	46	38	34	35	31	21	33	28	37	31	18
Wisconsin	78	63	66	65	52	44	41	62	48	64	42
Wyoming	23	17	22	13	18	6	16	19	18	18	21
Total	3,693	3,701	3,514	3,374	3,009	2,387	2,651	2,633	2,753	2,771	2,710

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

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

Crashes

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

- ◆ Of the approximately 411,000 police-reported crashes involving large trucks in 2014, 3,424 (1 percent) resulted in at least one fatality, and 82,000 (20 percent) resulted in at least one nonfatal injury.
- ◆ Single-vehicle crashes (including crashes that involved a bicyclist, pedestrian, nonmotorized vehicle, etc.) made up 21 percent of all fatal crashes, 14 percent of all injury crashes, and 23 percent of all property damage only crashes involving large trucks in 2014. The majority (63 percent) of fatal large truck crashes involved two vehicles.
- ◆ Approximately 61 percent of all fatal crashes involving large trucks occurred on rural roads and 26 percent on rural or urban Interstate highways.
- ◆ Thirty-seven percent of all fatal crashes, 19 percent of all injury crashes, and 20 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- ◆ The vast majority of fatal crashes (84 percent) and nonfatal crashes (88 percent) involving large trucks occurred on weekdays (Monday through Friday).
- ◆ Collision with a vehicle in transport was the first harmful event (the first event during a crash that resulted in injury or property damage) in 73 percent of fatal crashes involving large trucks, 83 percent of injury crashes involving large trucks, and 75 percent of property damage only crashes involving large trucks.
- ◆ Overturn (rollover) was the first harmful event in 5 percent of all fatal crashes involving large trucks and 2 percent of all nonfatal crashes involving large trucks.
- ◆ In 2014, 30 percent of work zone fatal crashes and 9 percent of work zone injury crashes involved at least one large truck.
- ◆ There were 10.7 fatal large truck crashes per million people in the United States in 2014, a 1-percent increase from 2010.
- ◆ On average, there were 1.14 fatalities in fatal crashes involving large trucks. In the majority of those crashes (90 percent), there was only one fatality.

Crashes Table 1. Fatal Crashes Involving Large Trucks by First Harmful Event, 2012-2014

First Harmful Event	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,574	73.8%	2,574	72.4%	2,494	72.8%
Collision with Fixed Object	350	10.0%	349	9.8%	335	9.8%
Collision with Pedestrian	253	7.3%	284	8.0%	257	7.5%
Overturn (Rollover)	153	4.4%	166	4.7%	156	4.6%
Collision with Pedalcycle or Other Personal Conveyance	72	2.1%	89	2.5%	70	2.0%
Collision with Parked Motor Vehicle	34	1.0%	33	0.9%	41	1.2%
Collision with Train	9	0.3%	14	0.4%	19	0.6%
Collision with Other Object	7	0.2%	9	0.3%	7	0.2%
Collision with Animal	8	0.2%	6	0.2%	7	0.2%
Explosion/Fire	0	0.0%	1	*	0	0.0%
Jackknife	2	0.1%	9	0.3%	8	0.2%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	1	*	3	0.1%	10	0.3%
Other	23	0.7%	17	0.5%	20	0.6%
Total	3,486	100.0%	3,544	100.0%	3,424	100.0%

*Less than 0.05 percent.

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

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

Crashes Table 2. Crashes Involving Large Trucks by First Harmful Event, Number of Vehicles Involved, and Crash Severity, 2014

First Harmful Event	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
Collision with Vehicle in Transport	0	0.0%	2,494	92.0%	2,494	72.8%
Collision with Fixed Object	224	31.4%	111	4.1%	335	9.8%
Collision with Pedestrian	221	31.0%	36	1.3%	257	7.5%
Overturn (Rollover)	111	15.5%	45	1.7%	156	4.6%
Collision with Pedalcycle or Other Personal Conveyance	70	9.8%	0	0.0%	70	2.0%
Collision with Parked Motor Vehicle	39	5.5%	2	0.1%	41	1.2%
Collision with Train	19	2.7%	0	0.0%	19	0.6%
Collision with Other Object	4	0.6%	3	0.1%	7	0.2%
Collision with Animal	4	0.6%	3	0.1%	7	0.2%
Explosion/Fire	0	0.0%	0	0.0%	0	0.0%
Jackknife	5	0.7%	3	0.1%	8	0.2%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	7	1.0%	3	0.1%	10	0.3%
Other	10	1.4%	10	0.4%	20	0.6%
Total	714	100.0%	2,710	100.0%	3,424	100.0%
Injury Crashes						
Collision with Vehicle in Transport	*	*	68,000	95.8%	68,000	82.6%
Collision with Fixed Object	4,000	33.6%	2,000	3.0%	6,000	7.2%
Collision with Pedestrian	1,000	5.2%	*	0.1%	1,000	0.8%
Overturn (Rollover)	4,000	36.3%	*	0.7%	5,000	5.6%
Collision with Pedalcycle or Other Personal Conveyance	1,000	6.7%	*	*	1,000	0.9%
Collision with Parked Motor Vehicle	2,000	14.7%	*	*	2,000	2.0%
Collision with Train	*	*	*	*	*	*
Collision with Other Object	*	0.4%	*	*	*	0.1%
Collision with Animal	*	1.1%	*	*	*	0.2%
Explosion/Fire	*	*	*	*	*	*
Jackknife	*	0.9%	*	0.2%	*	0.3%
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	*	*	0.2%	*	0.1%
Other	*	1.0%	*	0.2%	*	0.3%
Total	11,000	100.0%	71,000	100.0%	82,000	100.0%
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	244,000	98.0%	244,000	75.1%
Collision with Fixed Object	31,000	41.3%	3,000	1.1%	34,000	10.5%
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	4,000	4.9%	*	0.1%	4,000	1.2%
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	0.1%	*	0.1%
Collision with Parked Motor Vehicle	27,000	35.5%	*	*	27,000	8.3%
Collision with Train	1,000	0.8%	*	*	1,000	0.2%
Collision with Other Object	2,000	2.8%	1,000	0.2%	3,000	0.8%
Collision with Animal	5,000	7.1%	*	0.1%	6,000	1.7%
Explosion/Fire	1,000	1.1%	*	*	1,000	0.2%
Jackknife	4,000	4.8%	*	*	4,000	1.1%
Pavement Surface Irregularity	*	0.1%	*	*	*	*
Cargo Equipment Loss or Shift	*	*	*	*	*	*
Other	1,000	1.8%	1,000	0.3%	2,000	0.7%
Total	76,000	100.0%	249,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 3. Fatal Crashes Involving Large Trucks by Speed Limit, 2012-2014

Speed Limit	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	73	2.1%	88	2.5%	78	2.3%
30 - 35 mph	236	6.8%	271	7.6%	236	6.9%
40 - 45 mph	519	14.9%	493	13.9%	452	13.2%
50 - 55 mph	1,217	34.9%	1,276	35.9%	1,174	34.3%
60 - 65 mph	701	20.1%	727	20.5%	751	21.9%
70 - 75 mph	597	17.1%	585	16.5%	621	18.1%
80 - 85 mph	7	0.2%	12	0.3%	9	0.3%
No Statutory Limit	25	0.7%	33	0.9%	13	0.4%
Unknown	111	3.2%	69	1.9%	90	2.6%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%
Average Speed Limit	55.2 mph		55.0 mph		55.9 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, 2014

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	52	7.3%	26	1.0%	78	2.3%
30 - 35 mph	99	13.9%	137	5.1%	236	6.9%
40 - 45 mph	75	10.5%	377	13.9%	452	13.2%
50 - 55 mph	189	26.5%	985	36.3%	1,174	34.3%
60 - 65 mph	135	18.9%	616	22.7%	751	21.9%
70 - 75 mph	139	19.5%	482	17.8%	621	18.1%
80 - 85 mph	1	0.1%	8	0.3%	9	0.3%
No Statutory Limit	2	0.3%	11	0.4%	13	0.4%
Unknown	22	3.1%	68	2.5%	90	2.6%
Total	714	100.0%	2,710	100.0%	3,424	100.0%
Average Speed Limit	52.6 mph		55.6 mph		55.0 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 Roadway Function Class, 2012-2014

Roadway Function Class	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	439	12.6%	488	13.7%	439	12.8%
Other Principal Arterial	735	21.1%	716	20.1%	708	20.7%
Minor Arterial	444	12.7%	475	13.4%	436	12.7%
Major Collector	384	11.0%	371	10.4%	335	9.8%
Minor Collector	59	1.7%	52	1.5%	38	1.1%
Local Roads	126	3.6%	147	4.1%	115	3.4%
Unknown	12	0.3%	4	0.1%	5	0.1%
Total Rural Crashes	2,199	63.1%	2,253	63.4%	2,076	60.6%
Urban Crashes						
Interstate	389	11.2%	394	11.1%	452	13.2%
Freeway/Expressway	117	3.4%	115	3.2%	107	3.1%
Other Principal Arterial	415	11.9%	425	12.0%	368	10.7%
Minor Arterial	171	4.9%	170	4.8%	181	5.3%
Collector	59	1.7%	56	1.6%	65	1.9%
Local Roads	132	3.8%	136	3.8%	140	4.1%
Unknown	3	0.1%	2	0.1%	4	0.1%
Total Urban Crashes	1,286	36.9%	1,298	36.5%	1,317	38.5%
Unknown Roadway Function Class	1	*	3	0.1%	31	0.9%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

*Less than 0.05 percent.

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

Crashes Table 6. Fatal Crashes Involving Large Trucks by Roadway Function Class and Number of Vehicles Involved, 2014

Roadway Function Class	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Rural Crashes						
Interstate	105	14.7%	334	12.3%	439	12.8%
Other Principal Arterial	94	13.2%	614	22.7%	708	20.7%
Minor Arterial	54	7.6%	382	14.1%	436	12.7%
Major Collector	80	11.2%	255	9.4%	335	9.8%
Minor Collector	17	2.4%	21	0.8%	38	1.1%
Local Roads	45	6.3%	70	2.6%	115	3.4%
Unknown	3	0.4%	2	0.1%	5	0.1%
Total Rural Crashes	398	55.7%	1,678	61.9%	2,076	60.6%
Urban Crashes						
Interstate	105	14.7%	347	12.8%	452	13.2%
Freeway/Expressway	18	2.5%	89	3.3%	107	3.1%
Other Principal Arterial	66	9.2%	302	11.1%	368	10.7%
Minor Arterial	41	5.7%	140	5.2%	181	5.3%
Collector	18	2.5%	47	1.7%	65	1.9%
Local Roads	54	7.6%	86	3.2%	140	4.1%
Unknown	3	0.4%	1	*	4	0.1%
Total Urban Crashes	305	42.7%	1,012	37.3%	1,317	38.5%
Unknown Roadway Function Class	11	1.5%	20	0.7%	31	0.9%
Total	714	100.0%	2,710	100.0%	3,424	100.0%

*Less than 0.05 percent.

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

Crashes Table 7. Fatal Crashes Involving Large Trucks by Time of Day, 2012-2014

Time of Day	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	294	8.4%	269	7.6%	244	7.1%
3am - 6am	344	9.9%	337	9.5%	369	10.8%
6am - 9am	518	14.9%	550	15.5%	527	15.4%
9am - 12pm	558	16.0%	588	16.5%	542	15.8%
12pm - 3pm	630	18.1%	677	19.0%	563	16.4%
3pm - 6pm	530	15.2%	529	14.9%	539	15.7%
6pm - 9pm	334	9.6%	317	8.9%	349	10.2%
9pm - 12am	277	7.9%	285	8.0%	285	8.3%
Unknown	1	*	2	0.1%	6	0.2%
<i>Daytime (6am - 6pm)</i>	<i>2,236</i>	<i>64.1%</i>	<i>2,344</i>	<i>66.0%</i>	<i>2,171</i>	<i>63.4%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,250</i>	<i>35.9%</i>	<i>1,210</i>	<i>34.0%</i>	<i>1,253</i>	<i>36.6%</i>
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

*Less than 0.05 percent.

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

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

Crashes Table 8. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2014

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	244	7.1%	2,000	2.2%	9,000	2.9%
3am - 6am	369	10.8%	4,000	4.5%	11,000	3.3%
6am - 9am	527	15.4%	14,000	16.5%	51,000	15.7%
9am - 12pm	542	15.8%	17,000	20.1%	71,000	21.9%
12pm - 3pm	563	16.4%	18,000	21.7%	75,000	23.0%
3pm - 6pm	539	15.7%	18,000	22.3%	63,000	19.2%
6pm - 9pm	349	10.2%	6,000	7.7%	30,000	9.1%
9pm - 12am	285	8.3%	4,000	4.9%	16,000	4.8%
Unknown	6	0.2%	*	*	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,171</i>	<i>63.4%</i>	<i>66,000</i>	<i>80.7%</i>	<i>260,000</i>	<i>79.8%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,253</i>	<i>36.6%</i>	<i>16,000</i>	<i>19.3%</i>	<i>66,000</i>	<i>20.2%</i>
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 9. Fatal Crashes Involving Large Trucks by Day of Week, 2012-2014

Day of Week	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Sunday	246	7.1%	230	6.5%	221	6.5%
Monday	592	17.0%	575	16.2%	592	17.3%
Tuesday	598	17.2%	634	17.8%	551	16.1%
Wednesday	552	15.8%	593	16.7%	593	17.3%
Thursday	590	16.9%	582	16.4%	585	17.1%
Friday	573	16.4%	591	16.6%	543	15.9%
Saturday	335	9.6%	349	9.8%	339	9.9%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

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

Crashes Table 10. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2014

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	221	6.5%	3,000	4.1%	15,000	4.5%
Monday	592	17.3%	15,000	18.2%	57,000	17.6%
Tuesday	551	16.1%	15,000	18.4%	55,000	16.9%
Wednesday	593	17.3%	16,000	19.9%	66,000	20.2%
Thursday	585	17.1%	13,000	15.5%	51,000	15.7%
Friday	543	15.9%	14,000	17.3%	56,000	17.1%
Saturday	339	9.9%	5,000	6.6%	26,000	7.9%
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

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

Crashes Table 11. Fatal Crashes Involving Large Trucks by Trafficway Flow, 2012-2014

Trafficway Flow	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,851	53.1%	1,826	51.4%	1,702	49.7%
Two-Way, Divided, Unprotected Median	750	21.5%	758	21.3%	721	21.1%
Two-Way, Divided, Positive Median Barrier	643	18.4%	716	20.1%	766	22.4%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	131	3.8%	127	3.6%	126	3.7%
Entrance/Exit Ramp	55	1.6%	51	1.4%	51	1.5%
One-Way Trafficway	28	0.8%	34	1.0%	36	1.1%
Non-Trafficway Area	25	0.7%	31	0.9%	13	0.4%
Unknown	3	0.1%	11	0.3%	9	0.3%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

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

Crashes Table 12. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2014

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,702	49.7%	28,000	34.5%	109,000	33.5%
Two-Way, Divided, Unprotected Median	721	21.1%	10,000	12.6%	38,000	11.6%
Two-Way, Divided, Positive Median Barrier	766	22.4%	21,000	25.4%	73,000	22.4%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	126	3.7%	5,000	6.7%	20,000	6.2%
Entrance/Exit Ramp	51	1.5%	3,000	3.4%	9,000	2.6%
One-Way Trafficway	36	1.1%	4,000	4.7%	14,000	4.5%
Non-Trafficway Area	13	0.4%	1,000	1.2%	7,000	2.2%
Unknown	9	0.3%	9,000	11.5%	55,000	16.9%
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

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

Crashes Table 13. Fatal Crashes Involving Large Trucks by Relation to Junction, 2012-2014

Relation to Junction	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,146	61.6%	2,188	61.6%	2,139	62.5%
Intersection	712	20.4%	746	21.0%	700	20.4%
Intersection Related	196	5.6%	160	4.5%	189	5.5%
Driveway Access	30	0.9%	26	0.7%	28	0.8%
Driveway Access Related	147	4.2%	189	5.3%	123	3.6%
Entrance/Exit Ramp	—	—	2	0.1%	0	0.0%
Entrance/Exit Ramp Related	17	0.5%	9	0.3%	13	0.4%
Railway Grade Crossing	12	0.3%	16	0.5%	19	0.6%
Acceleration/Deceleration Lane	0	0.0%	0	0.0%	0	0.0%
Through Roadway	0	0.0%	0	0.0%	0	0.0%
Crossover Related	25	0.7%	18	0.5%	17	0.5%
Other	0	0.0%	0	0.0%	1	*
Unknown	1	*	0	0.0%	2	0.1%
Total Non-Interchange Area	3,286	94.3%	3,354	94.4%	3,231	94.4%
Interchange Area						
Non-Junction	0	0.0%	0	0.0%	0	0.0%
Intersection	39	1.1%	23	0.6%	46	1.3%
Intersection Related	7	0.2%	9	0.3%	14	0.4%
Driveway Access	0	0.0%	0	0.0%	0	0.0%
Driveway Access Related	1	*	0	0.0%	1	*
Entrance/Exit Ramp	—	—	13	0.4%	13	0.4%
Entrance/Exit Ramp Related	63	1.8%	52	1.5%	38	1.1%
Railway Grade Crossing	0	0.0%	0	0.0%	0	0.0%
Acceleration/Deceleration Lane	4	0.1%	4	0.1%	4	0.1%
Through Roadway	78	2.2%	70	2.0%	52	1.5%
Crossover Related	1	*	0	0.0%	1	*
Other	6	0.2%	27	0.8%	23	0.7%
Unknown	1	*	2	0.1%	0	0.0%
Total Interchange Area	200	5.7%	200	5.6%	192	5.6%
Unknown Relation to Junction	0	0.0%	0	0.0%	1	*
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

*Less than 0.05 percent.

— Not an option for 2012.

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, 2014

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange Area						
Non-Junction	2,139	62.5%	40,000	48.9%	166,000	50.9%
Intersection	700	20.4%	15,000	18.2%	46,000	14.0%
Intersection Related	189	5.5%	17,000	20.2%	73,000	22.3%
Driveway Access	28	0.8%	*	0.5%	1,000	0.2%
Driveway Access Related	123	3.6%	5,000	5.7%	23,000	7.1%
Entrance/Exit Ramp	0	0.0%	*	0.5%	2,000	0.6%
Entrance/Exit Ramp Related	13	0.4%	1,000	1.2%	1,000	0.4%
Railway Grade Crossing	19	0.6%	*	*	1,000	0.3%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	17	0.5%	*	0.1%	1,000	0.2%
Other	1	*	*	*	*	*
Unknown	2	0.1%	*	*	*	*
Total Non-Interchange Area	3,231	94.4%	78,000	95.2%	313,000	96.1%
Interchange Area						
Non-Junction	0	0.0%	*	*	*	*
Intersection	46	1.3%	1,000	0.7%	1,000	0.3%
Intersection Related	14	0.4%	*	0.4%	3,000	0.9%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	1	*	*	*	*	*
Entrance/Exit Ramp	13	0.4%	*	0.3%	2,000	0.7%
Entrance/Exit Ramp Related	38	1.1%	1,000	1.1%	2,000	0.7%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	4	0.1%	*	0.4%	1,000	0.2%
Through Roadway	52	1.5%	1,000	1.6%	3,000	1.0%
Crossover Related	1	*	*	*	*	*
Other	23	0.7%	*	0.3%	*	0.1%
Unknown	0	0.0%	*	*	*	*
Total Interchange Area	192	5.6%	4,000	4.8%	13,000	3.9%
Unknown Relation to Junction	1	*	*	*	*	*
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 15. Fatal Crashes Involving Large Trucks by Relation to Roadway, 2012-2014

Relation to Roadway	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
On Roadway	2,948	84.6%	3,009	84.7%	2,902	84.8%
On Shoulder	81	2.3%	82	2.3%	62	1.8%
On Median	97	2.8%	106	3.0%	108	3.2%
On Roadside	304	8.7%	297	8.4%	311	9.1%
Outside Trafficway	32	0.9%	33	0.9%	24	0.7%
Off Roadway, Location Unknown	10	0.3%	4	0.1%	0	0.0%
In Parking Lane	4	0.1%	0	0.0%	2	0.1%
Gore	4	0.1%	11	0.3%	6	0.2%
Separator	3	0.1%	6	0.2%	9	0.3%
Continuous Left-Turn Lane	3	0.1%	6	0.2%	0	0.0%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

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

Crashes Table 16. Crashes Involving Large Trucks by Relation to Roadway, Number of Vehicles Involved, and Crash Severity, 2014

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	355	49.7%	2,547	94.0%	2,902	84.8%
On Shoulder	29	4.1%	33	1.2%	62	1.8%
On Median	48	6.7%	60	2.2%	108	3.2%
On Roadside	250	35.0%	61	2.3%	311	9.1%
Outside Trafficway	21	2.9%	3	0.1%	24	0.7%
Off Roadway, Location Unknown	0	0.0%	0	0.0%	0	0.0%
In Parking Lane	2	0.3%	0	0.0%	2	0.1%
Gore	5	0.7%	1	*	6	0.2%
Separator	4	0.6%	5	0.2%	9	0.3%
Continuous Left-Turn Lane	0	0.0%	0	0.0%	0	0.0%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	714	100.0%	2,710	100.0%	3,424	100.0%
Injury Crashes						
On Roadway	3,000	30.4%	68,000	96.8%	72,000	87.6%
On Shoulder	*	3.9%	*	0.1%	1,000	0.7%
On Median	1,000	10.4%	1,000	1.6%	2,000	2.8%
On Roadside	5,000	42.3%	1,000	1.5%	6,000	7.1%
Outside Trafficway	*	2.3%	*	*	*	0.3%
Off Roadway, Location Unknown	*	0.5%	*	*	*	0.1%
In Parking Lane	1,000	9.7%	*	*	1,000	1.3%
Gore	*	0.5%	*	*	*	0.1%
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	*	*	*
Unknown	*	*	*	*	*	*
Total	11,000	100.0%	71,000	100.0%	82,000	100.0%
Property Damage Only Crashes						
On Roadway	19,000	25.2%	245,000	98.4%	265,000	81.3%
On Shoulder	*	0.6%	*	*	1,000	0.2%
On Median	4,000	5.6%	1,000	0.4%	5,000	1.6%
On Roadside	25,000	32.5%	1,000	0.5%	26,000	8.0%
Outside Trafficway	2,000	2.6%	*	*	2,000	0.6%
Off Roadway, Location Unknown	*	0.1%	*	*	*	*
In Parking Lane	25,000	32.9%	*	0.1%	25,000	7.8%
Gore	*	0.1%	*	*	*	*
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	1,000	0.4%	1,000	0.3%
Unknown	*	0.3%	*	0.1%	*	0.1%
Total	76,000	100.0%	249,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 17. Fatal Crashes Involving Large Trucks by Intersection Type, 2012-2014

Intersection Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,549	73.1%	2,616	73.6%	2,473	72.2%
Four-Way Intersection	656	18.8%	625	17.6%	660	19.3%
T-Intersection	254	7.3%	289	8.1%	264	7.7%
Y-Intersection	18	0.5%	16	0.5%	14	0.4%
Traffic Circle	1	*	1	*	1	*
Roundabout	0	0.0%	0	0.0%	0	0.0%
Five Point, or More	3	0.1%	4	0.1%	4	0.1%
L-Intersection	0	0.0%	0	0.0%	1	*
Unknown	5	0.1%	3	0.1%	7	0.2%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

*Less than 0.05 percent.

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

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

Crashes Table 18. Crashes Involving Large Trucks by Intersection Type and Crash Severity, 2014

Intersection Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Intersection	2,473	72.2%	50,000	60.5%	203,000	62.4%
Four-Way Intersection	660	19.3%	19,000	22.9%	65,000	20.1%
T-Intersection	264	7.7%	8,000	10.1%	25,000	7.8%
Y-Intersection	14	0.4%	*	0.4%	1,000	0.2%
Traffic Circle	1	*	*	*	*	0.1%
Roundabout	0	0.0%	*	0.1%	1,000	0.4%
Five Point, or More	4	0.1%	*	*	1,000	0.2%
L-Intersection	1	*	*	*	*	*
Unknown	7	0.2%	5,000	5.9%	29,000	8.9%
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 19. Fatal Crashes Involving Large Trucks by Weather Conditions, 2012-2014

Weather Conditions	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,511	72.0%	2,466	69.4%	2,357	68.8%
Cloudy	569	16.3%	577	16.2%	580	16.9%
Rain	242	6.9%	279	7.9%	256	7.5%
Sleet, Hail	6	0.2%	14	0.4%	21	0.6%
Snow	57	1.6%	103	2.9%	104	3.0%
Fog, Smog, Smoke	72	2.1%	64	1.8%	52	1.5%
Severe Crosswinds	7	0.2%	14	0.4%	12	0.4%
Blowing Sand, Soil, Dirt	4	0.1%	3	0.1%	7	0.2%
Blowing Snow	4	0.1%	18	0.5%	12	0.4%
Freezing Rain or Drizzle	—	—	7	0.2%	3	0.1%
Other	9	0.3%	5	0.1%	11	0.3%
Unknown	5	0.1%	4	0.1%	9	0.3%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

— Not an option for 2012.

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, 2014

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,357	68.8%	60,000	72.9%	230,000	70.7%
Cloudy	580	16.9%	13,000	15.8%	55,000	16.8%
Rain	256	7.5%	6,000	7.3%	22,000	6.7%
Sleet, Hail	21	0.6%	*	0.4%	1,000	0.5%
Snow	104	3.0%	1,000	1.8%	10,000	2.9%
Fog, Smog, Smoke	52	1.5%	1,000	0.8%	2,000	0.7%
Severe Crosswinds	12	0.4%	*	0.3%	1,000	0.2%
Blowing Sand, Soil, Dirt	7	0.2%	*	0.1%	*	*
Blowing Snow	12	0.4%	1,000	0.6%	5,000	1.4%
Freezing Rain or Drizzle	3	0.1%	*	*	*	*
Other	11	0.3%	*	*	*	0.1%
Unknown	9	0.3%	*	*	*	*
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 21. Fatal Crashes Involving Large Trucks by Road Surface Conditions, 2012-2014

Road Surface Conditions	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,957	84.8%	2,869	80.7%	2,795	81.6%
Wet	394	11.3%	460	12.9%	406	11.9%
Snow	39	1.1%	72	2.0%	63	1.8%
Ice/Frost	42	1.2%	78	2.2%	102	3.0%
Slush	10	0.3%	20	0.6%	9	0.3%
Water (Standing, Moving)	4	0.1%	7	0.2%	4	0.1%
Mud, Dirt, Gravel	4	0.1%	6	0.2%	2	0.1%
Sand	1	*	1	*	1	*
Non-Trafficway Area	25	0.7%	31	0.9%	13	0.4%
Other	1	*	3	0.1%	5	0.1%
Unknown	9	0.3%	7	0.2%	24	0.7%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

*Less than 0.05 percent.

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

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

Crashes Table 22. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2014

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,795	81.6%	66,000	80.5%	250,000	76.8%
Wet	406	11.9%	10,000	12.0%	39,000	12.0%
Snow	63	1.8%	2,000	2.3%	12,000	3.6%
Ice/Frost	102	3.0%	2,000	2.4%	10,000	3.1%
Slush	9	0.3%	*	0.3%	1,000	0.4%
Water (Standing, Moving)	4	0.1%	*	0.1%	1,000	0.2%
Mud, Dirt, Gravel	2	0.1%	*	0.1%	*	0.1%
Sand	1	*	*	0.1%	*	0.1%
Non-Trafficway Area	13	0.4%	1,000	1.2%	7,000	2.2%
Other	5	0.1%	*	*	*	0.1%
Unknown	24	0.7%	1,000	0.9%	4,000	1.4%
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 23. Fatal Crashes Involving Large Trucks by Light Conditions, 2012-2014

Light Conditions	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,164	62.1%	2,240	63.0%	2,059	60.1%
Dark, Not Lighted	845	24.2%	849	23.9%	846	24.7%
Dark But Lighted	328	9.4%	312	8.8%	345	10.1%
Dark, Unknown Lighting	8	0.2%	9	0.3%	12	0.4%
Dawn	98	2.8%	93	2.6%	99	2.9%
Dusk	40	1.1%	46	1.3%	56	1.6%
Unknown	3	0.1%	5	0.1%	7	0.2%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%

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

Crashes Table 24. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2014

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,059	60.1%	64,000	77.4%	259,000	79.4%
Dark, Not Lighted	846	24.7%	7,000	8.4%	25,000	7.6%
Dark But Lighted	345	10.1%	8,000	9.8%	29,000	9.0%
Dark, Unknown Lighting	12	0.4%	*	0.1%	2,000	0.5%
Dawn	99	2.9%	2,000	2.1%	5,000	1.6%
Dusk	56	1.6%	2,000	2.1%	6,000	1.8%
Unknown	7	0.2%	*	0.1%	*	*
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%

*Less than 500 or less than 0.05 percent.

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

Crashes Table 25. Fatal Crashes by Work Zone, 2012-2014

Work Zone	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Large Trucks						
No	3,354	96.2%	3,403	95.8%	3,241	94.7%
Yes	132	3.8%	151	4.2%	183	5.3%
<i>Construction Zone</i>	96	2.8%	106	3.0%	121	3.5%
<i>Maintenance Zone</i>	19	0.5%	22	0.6%	20	0.6%
<i>Utility Work Zone</i>	1	*	0	0.0%	1	*
<i>Work Zone, Type Unknown</i>	16	0.5%	23	0.6%	41	1.2%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%
All Fatal Crashes						
No	30,451	98.2%	29,667	98.2%	29,382	98.0%
Yes	555	1.8%	536	1.8%	607	2.0%
<i>Construction Zone</i>	392	1.3%	352	1.2%	396	1.3%
<i>Maintenance Zone</i>	47	0.2%	65	0.2%	66	0.2%
<i>Utility Work Zone</i>	15	*	12	*	7	*
<i>Work Zone, Type Unknown</i>	101	0.3%	107	0.4%	138	0.5%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	31,006	100.0%	30,203	100.0%	29,989	100.0%
Percentage of Fatal Work Zone Crashes						
That Involved at Least One Large Truck		23.8%			28.2%	30.1%
Percentage of All Fatal Crashes						
That Involved at Least One Large Truck		11.2%			11.8%	11.4%

*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, 2014

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	3,241	94.7%	80,000	97.6%	312,000	95.7%
Yes	183	5.3%	2,000	2.4%	14,000	4.3%
<i>Construction Zone</i>	121	3.5%	1,000	1.0%	8,000	2.6%
<i>Maintenance Zone</i>	20	0.6%	*	0.2%	1,000	0.3%
<i>Utility Work Zone</i>	1	*	*	0.1%	1,000	0.2%
<i>Work Zone, Type Unknown</i>	41	1.2%	1,000	1.1%	4,000	1.1%
Unknown	0	0.0%	*	*	*	*
Total	3,424	100.0%	82,000	100.0%	326,000	100.0%
All Crashes						
No	29,382	98.0%	1,626,000	98.7%	4,319,000	98.5%
Yes	607	2.0%	22,000	1.3%	67,000	1.5%
<i>Construction Zone</i>	396	1.3%	13,000	0.8%	41,000	0.9%
<i>Maintenance Zone</i>	66	0.2%	1,000	0.1%	5,000	0.1%
<i>Utility Work Zone</i>	7	*	*	*	2,000	*
<i>Work Zone, Type Unknown</i>	138	0.5%	7,000	0.4%	19,000	0.4%
Unknown	0	0.0%	*	*	*	*
Total	29,989	100.0%	1,648,000	100.0%	4,387,000	100.0%
Percentage of Work Zone Crashes						
That Involved at Least One Large Truck		30.1%		9.1%		20.7%
Percentage of All Crashes						
That Involved at Least One Large Truck		11.4%		5.0%		7.4%

*Less than 500 or less than 0.05 percent.

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

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

Crashes Table 27. Fatal Crashes Involving Large Trucks per State Population, 2010 and 2014

State	2010			2014		
	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Crashes Involving Large Trucks per Million People	Fatal Crashes Involving Large Trucks	State Population (2014 Estimate)	Fatal Crashes Involving Large Trucks per Million People
Alabama	102	4,779,736	21.34	74	4,849,377	15.26
Alaska	5	710,231	7.04	5	736,732	6.79
Arizona	52	6,392,017	8.14	59	6,731,484	8.76
Arkansas	74	2,915,918	25.38	68	2,966,369	22.92
California	219	37,253,956	5.88	265	38,802,500	6.83
Colorado	42	5,029,196	8.35	57	5,355,866	10.64
Connecticut	23	3,574,097	6.44	16	3,596,677	4.45
Delaware	9	897,934	10.02	11	935,614	11.76
District of Columbia	3	601,723	4.99	4	658,893	6.07
Florida	170	18,801,310	9.04	168	19,893,297	8.45
Georgia	138	9,687,653	14.24	128	10,097,343	12.68
Hawaii	4	1,360,301	2.94	4	1,419,561	2.82
Idaho	15	1,567,582	9.57	20	1,634,464	12.24
Illinois	100	12,830,632	7.79	102	12,880,580	7.92
Indiana	101	6,483,802	15.58	113	6,596,855	17.13
Iowa	79	3,046,355	25.93	46	3,107,126	14.80
Kansas	68	2,853,118	23.83	42	2,904,021	14.46
Kentucky	84	4,339,367	19.36	63	4,413,457	14.27
Louisiana	88	4,533,372	19.41	72	4,649,676	15.48
Maine	13	1,328,361	9.79	10	1,330,089	7.52
Maryland	39	5,773,552	6.75	47	5,976,407	7.86
Massachusetts	19	6,547,629	2.90	23	6,745,408	3.41
Michigan	80	9,883,640	8.09	87	9,909,877	8.78
Minnesota	74	5,303,925	13.95	60	5,457,173	10.99
Mississippi	52	2,967,297	17.52	66	2,994,079	22.04
Missouri	76	5,988,927	12.69	85	6,063,589	14.02
Montana	12	989,415	12.13	7	1,023,579	6.84
Nebraska	45	1,826,341	24.64	41	1,881,503	21.79
Nevada	15	2,700,551	5.55	15	2,839,099	5.28
New Hampshire	6	1,316,470	4.56	12	1,326,813	9.04
New Jersey	52	8,791,894	5.91	69	8,938,175	7.72
New Mexico	41	2,059,179	19.91	55	2,085,572	26.37
New York	111	19,378,102	5.73	91	19,746,227	4.61
North Carolina	98	9,535,483	10.28	109	9,943,964	10.96
North Dakota	14	672,591	20.82	41	739,482	55.44
Ohio	114	11,536,504	9.88	114	11,594,163	9.83
Oklahoma	87	3,751,351	23.19	109	3,878,051	28.11
Oregon	42	3,831,074	10.96	27	3,970,239	6.80
Pennsylvania	152	12,702,379	11.97	146	12,787,209	11.42
Rhode Island	2	1,052,567	1.90	2	1,055,173	1.90
South Carolina	57	4,625,364	12.32	59	4,832,482	12.21
South Dakota	19	814,180	23.34	19	853,175	22.27
Tennessee	82	6,346,105	12.92	93	6,549,352	14.20
Texas	349	25,145,561	13.88	481	26,956,958	17.84
Utah	27	2,763,885	9.77	17	2,942,902	5.78
Vermont	9	625,741	14.38	9	626,562	14.36
Virginia	72	8,001,024	9.00	82	8,326,289	9.85
Washington	27	6,724,540	4.02	33	7,061,530	4.67
West Virginia	39	1,852,994	21.05	23	1,850,326	12.43
Wisconsin	51	5,686,986	8.97	50	5,757,564	8.68
Wyoming	19	563,626	33.71	25	584,153	42.80
Total	3,271	308,745,538	10.59	3,424	318,857,056	10.74

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; 2014 Annual Estimates of the Resident Population: April 1, 2010, to July 1, 2014.

Crashes Table 28. Fatal Crashes Involving Large Trucks by Number of Vehicles Involved, 2012-2014

Number of Vehicles Involved	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	733	21.0%	783	22.0%	714	20.9%
Two vehicles	2,201	63.1%	2,233	62.8%	2,165	63.2%
Three vehicles	384	11.0%	364	10.2%	380	11.1%
Four vehicles	88	2.5%	92	2.6%	88	2.6%
Five vehicles	40	1.1%	32	0.9%	31	0.9%
Six vehicles	19	0.5%	20	0.6%	23	0.7%
Seven vehicles	9	0.3%	13	0.4%	6	0.2%
Eight vehicles	2	0.1%	5	0.1%	8	0.2%
Nine vehicles	2	0.1%	2	0.1%	3	0.1%
Ten or more vehicles	8	0.2%	10	0.3%	6	0.2%
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%
Average number of vehicles involved	2.06		2.07		2.06	

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, 2012-2014

Number of Vehicles Involved	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
One vehicle	18,824	60.7%	18,157	60.1%	17,885	59.6%
Two vehicles	10,216	32.9%	10,118	33.5%	10,164	33.9%
Three vehicles	1,498	4.8%	1,446	4.8%	1,467	4.9%
Four vehicles	304	1.0%	320	1.1%	308	1.0%
Five vehicles	96	0.3%	91	0.3%	91	0.3%
Six vehicles	37	0.1%	34	0.1%	42	0.1%
Seven vehicles	16	0.1%	17	0.1%	12	*
Eight vehicles	4	*	8	*	8	*
Nine vehicles	2	*	2	*	3	*
Ten or more vehicles	9	*	10	*	9	*
Total	31,006	100.0%	30,203	100.0%	29,989	100.0%
Average number of vehicles involved	1.48		1.49		1.50	

*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, 2012-2014

Number of Fatalities	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
One fatality	3,130	89.8%	3,220	90.6%	3,073	89.7%
Two fatalities	292	8.4%	271	7.6%	268	7.8%
Three fatalities	42	1.2%	48	1.4%	57	1.7%
Four fatalities	12	0.3%	8	0.2%	15	0.4%
Five fatalities	6	0.2%	3	0.1%	8	0.2%
Six fatalities	2	0.1%	1	*	1	*
Seven fatalities	2	0.1%	2	0.1%	1	*
More than seven fatalities	0	0.0%	1	*	1	*
Total	3,486	100.0%	3,554	100.0%	3,424	100.0%
Average number of fatalities	1.13		1.12		1.14	

*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, 2012-2014

Number of Fatalities	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
One fatality	28,766	92.8%	28,005	92.7%	27,842	92.8%
Two fatalities	1,876	6.1%	1,848	6.1%	1,772	5.9%
Three fatalities	254	0.8%	255	0.8%	262	0.9%
Four fatalities	79	0.3%	64	0.2%	75	0.3%
Five fatalities	20	0.1%	20	0.1%	30	0.1%
Six fatalities	3	*	7	*	6	*
Seven fatalities	5	*	2	*	1	*
More than seven fatalities	3	*	2	*	1	*
Total	31,006	100.0%	30,203	100.0%	29,989	100.0%
Average number of fatalities	1.09		1.09		1.09	

*Less than 0.05 percent.

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

Vehicles

This chapter presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the data in this chapter come from the MCMIS Crash File, which contains data on trucks and buses in crashes that meet the SAFETYNET crash severity thresholds. MCMIS data are used for the tables on crashes by vehicle configuration (Vehicles Tables 1 and 2), cargo body type (Vehicles Tables 3 and 4), gross vehicle weight rating (Vehicles Tables 5 and 6), hazardous materials cargo (Vehicles Tables 8 and 9), and hazardous materials released (Vehicles Tables 10 and 11). SAFETYNET nonfatal crashes tend to be more serious than GES nonfatal crashes, because the SAFETYNET threshold requires at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. Below is a summary of some of the vehicle information in this section:

- ◆ In 2014, 3,744 large trucks were involved in fatal crashes, 88,000 were involved in injury crashes, and 346,000 were involved in property damage only crashes.
- ◆ Hazardous materials (HM) placards were 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 12 percent of the placarded trucks in fatal and nonfatal crashes. Flammable liquids (gasoline, fuel oil, etc.) accounted for 49 percent of the HM releases from cargo compartments in fatal crashes and 57 percent of the HM releases in nonfatal crashes.
- ◆ “Collision with vehicle in transport” was recorded as the most harmful event for 73 percent of the large trucks involved in fatal crashes.
- ◆ Singles (truck tractors pulling a single semi-trailer) accounted for 63 percent of the large trucks involved in fatal crashes in 2013; doubles (tractors pulling two trailers) made up 2 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.
- ◆ Vehicle-related factors were coded for 6 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. “Tires” and “Other Working Vehicle” were the most common vehicle-related factors for large trucks in fatal crashes, at 1.3 percent each. “Tires” also was the most frequently coded vehicle-related factor for passenger vehicles in fatal crashes, at 1.4 percent.

Vehicles Table 1. Large Trucks in Fatal Crashes by Vehicle Configuration, 2012-2014

Vehicle Configuration	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	708	18.5%	685	17.5%	565	15.1%
Single-Unit, 3+ Axles	358	9.4%	418	10.7%	436	11.6%
Truck/Trailer(s)	224	5.9%	272	6.9%	190	5.1%
Truck Tractor (Bobtail)	56	1.5%	67	1.7%	73	1.9%
Tractor/Semi-trailer	2,315	60.5%	2,349	59.9%	2,340	62.5%
Tractor/Double	103	2.7%	92	2.3%	92	2.5%
Tractor/Triple	1	*	1	*	4	0.1%
Unknown	60	1.6%	37	0.9%	44	1.2%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

*Less than 0.05 percent.

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

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

Vehicles Table 2. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2014

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	565	15.1%	11,354	21.7%	18,352	20.0%
Single-Unit, 3+ Axles	436	11.6%	6,733	12.9%	9,903	10.8%
Truck/Trailer(s)	190	5.1%	5,146	9.8%	9,684	10.6%
Truck Tractor (Bobtail)	73	1.9%	1,323	2.5%	1,977	2.2%
Tractor/Semi-trailer	2,340	62.5%	25,214	48.2%	46,520	50.8%
Tractor/Double	92	2.5%	889	1.7%	2,019	2.2%
Tractor/Triple	4	0.1%	29	0.1%	81	0.1%
Light Truck (HM Placard)	—	—	10	*	10	*
Unknown	44	1.2%	1,351	2.6%	2,671	2.9%
Missing	—	—	311	0.6%	427	0.5%
Total	3,744	100.0%	52,360	100.0%	91,644	100.0%

*Less than 0.05 percent.

— Not an option in FARS.

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

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

Vehicles Table 3. Large Trucks in Fatal Crashes by Cargo Body Type, 2012-2014

Cargo Body Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,649	43.1%	1,663	42.4%	1,585	42.3%
Cargo Tank	361	9.4%	372	9.5%	366	9.8%
Flatbed	445	11.6%	455	11.6%	461	12.3%
Dump	328	8.6%	315	8.0%	324	8.7%
Concrete Mixer	36	0.9%	45	1.1%	35	0.9%
Auto Transporter	24	0.6%	35	0.9%	28	0.7%
Garbage/Refuse	77	2.0%	88	2.2%	106	2.8%
Grain, Gravel, etc.	124	3.2%	134	3.4%	134	3.6%
Pole	13	0.3%	11	0.3%	9	0.2%
Log	71	1.9%	84	2.1%	73	1.9%
Intermodal Container Chassis	25	0.7%	28	0.7%	34	0.9%
Vehicle Towing Another Vehicle	21	0.5%	9	0.2%	5	0.1%
No Cargo Body	183	4.8%	176	4.5%	144	3.8%
Other	296	7.7%	320	8.2%	259	6.9%
Unknown	172	4.5%	186	4.7%	181	4.8%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

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

Vehicles Table 4. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2014

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,585	42.3%	21,120	40.3%	40,878	44.6%
Cargo Tank	366	9.8%	3,627	6.9%	5,716	6.2%
Flatbed	461	12.3%	6,205	11.9%	10,854	11.8%
Dump	324	8.7%	5,239	10.0%	7,421	8.1%
Concrete Mixer	35	0.9%	588	1.1%	727	0.8%
Auto Transporter	28	0.7%	533	1.0%	1,079	1.2%
Garbage/Refuse	106	2.8%	1,429	2.7%	2,066	2.3%
Grain, Gravel, etc.	134	3.6%	1,219	2.3%	1,883	2.1%
Pole	9	0.2%	258	0.5%	304	0.3%
Log	73	1.9%	714	1.4%	795	0.9%
Intermodal Container Chassis	34	0.9%	549	1.0%	814	0.9%
Vehicle Towing Another Vehicle	5	0.1%	397	0.8%	624	0.7%
No Cargo Body	144	3.8%	2,162	4.1%	3,502	3.8%
Other	259	6.9%	8,052	15.4%	14,649	16.0%
Unknown	181	4.8%	268	0.5%	332	0.4%
Total	3,744	100.0%	52,360	100.0%	91,644	100.0%

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

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

Vehicles Table 5. Large Trucks in Fatal Crashes by Gross Vehicle Weight Rating, 2012-2014

Gross Vehicle Weight Rating	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
≤10,000 lb	0	0.0%	0	0.0%	0	0.0%
10,001 - 26,000 lb	681	17.8%	669	17.1%	545	14.6%
≥26,001 lb	3,136	82.0%	3,250	82.9%	3,190	85.2%
Unknown	8	0.2%	2	0.1%	9	0.2%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

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

Vehicles Table 6. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2014

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%	70	0.1%	117	0.1%
10,001 - 26,000 lb	545	14.6%	11,509	22.0%	19,540	21.3%
≥26,001 lb	3,190	85.2%	40,753	77.8%	71,939	78.5%
Unknown	9	0.2%	28	0.1%	48	0.1%
Total	3,744	100.0%	52,360	100.0%	91,644	100.0%

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

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

Vehicles Table 7. Large Trucks in Fatal Crashes by Truck Weight Rating, 2012-2014

Truck Weight Rating	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Class 1: < 6,000 lb	0	0.0%	1	*	0	0.0%
Class 2: 6,001–10,000 lb	6	0.2%	2	0.1%	2	0.1%
Class 3: 10,001 - 14,000 lb	286	7.5%	256	6.5%	155	4.1%
Class 4: 14,001 - 16,000 lb	77	2.0%	93	2.4%	68	1.8%
Class 5: 16,001 - 19,500 lb	91	2.4%	83	2.1%	78	2.1%
Class 6: 19,501 - 26,000 lb	215	5.6%	221	5.6%	221	5.9%
Class 7: 26,001 - 33,000 lb	212	5.5%	243	6.2%	234	6.3%
Class 8: > 33,000 lb	2,841	74.3%	2,945	75.1%	2,898	77.4%
Unknown	97	2.5%	77	2.0%	88	2.4%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

*Less than 0.05 percent.

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. Starting in 2013, VIN-derived data elements, including Truck Weight Rating, were moved to a separate file in FARS (Vindecode).

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

Vehicles Table 8. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo, 2012-2014

HM Cargo	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Yes	145	3.8%	153	3.9%	112	3.0%
No	3,680	96.2%	3,768	96.1%	3,632	97.0%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

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

Vehicles Table 9. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2014

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	112	3.0%	1,386	2.6%	2,156	2.4%
No	3,632	97.0%	37,809	72.2%	64,058	69.9%
Unknown	0	0.0%	13,165	25.1%	25,430	27.7%
Total	3,744	100.0%	52,360	100.0%	91,644	100.0%

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

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

Vehicles Table 10. Large Trucks in Fatal Crashes by Hazardous Materials (HM) Cargo Type and HM Released, 2012-2014

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2012								
Explosives	2	3.8%	2	2.6%	0	0.0%	4	2.8%
Gases	2	3.8%	14	18.4%	1	5.9%	17	11.7%
Flammable Liquids	28	53.8%	39	51.3%	2	11.8%	69	47.6%
Flammable Solids	1	1.9%	1	1.3%	1	5.9%	3	2.1%
Oxidizing Substances	0	0.0%	1	1.3%	0	0.0%	1	0.7%
Poisonous and Infectious Substances	1	1.9%	1	1.3%	0	0.0%	2	1.4%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	5	9.6%	8	10.5%	1	5.9%	14	9.7%
Miscellaneous Dangerous Goods	5	9.6%	1	1.3%	0	0.0%	6	4.1%
Unknown	8	15.4%	9	11.8%	12	70.6%	29	20.0%
Total	52	100.0%	76	100.0%	17	100.0%	145	100.0%
2013								
Explosives	1	2.2%	1	1.1%	0	0.0%	2	1.3%
Gases	4	8.9%	15	15.8%	2	15.4%	21	13.7%
Flammable Liquids	34	75.6%	50	52.6%	7	53.8%	91	59.5%
Flammable Solids	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Oxidizing Substances	1	2.2%	1	1.1%	1	7.7%	3	2.0%
Poisonous and Infectious Substances	1	2.2%	0	0.0%	0	0.0%	1	0.7%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	2	4.4%	8	8.4%	0	0.0%	10	6.5%
Miscellaneous Dangerous Goods	0	0.0%	9	9.5%	0	0.0%	9	5.9%
Unknown	2	4.4%	11	11.6%	3	23.1%	16	10.5%
Total	45	100.0%	95	100.0%	13	100.0%	153	100.0%
2014								
Explosives	1	2.9%	3	4.4%	0	0.0%	4	3.6%
Gases	2	5.7%	9	13.2%	1	11.1%	12	10.7%
Flammable Liquids	17	48.6%	43	63.2%	2	22.2%	62	55.4%
Flammable Solids	1	2.9%	0	0.0%	0	0.0%	1	0.9%
Oxidizing Substances	2	5.7%	1	1.5%	0	0.0%	3	2.7%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Radioactive Materials	0	0.0%	1	1.5%	0	0.0%	1	0.9%
Corrosives	3	8.6%	5	7.4%	0	0.0%	8	7.1%
Miscellaneous Dangerous Goods	1	2.9%	1	1.5%	0	0.0%	2	1.8%
Unknown	8	22.9%	5	7.4%	6	66.7%	19	17.0%
Total	35	100.0%	68	100.0%	9	100.0%	112	100.0%

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

Vehicles Table 11. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2014

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes								
Explosives	1	2.9%	3	4.4%	0	0.0%	4	3.6%
Gases	2	5.7%	9	13.2%	1	11.1%	12	10.7%
Flammable Liquids	17	48.6%	43	63.2%	2	22.2%	62	55.4%
Flammable Solids	1	2.9%	0	0.0%	0	0.0%	1	0.9%
Oxidizing Substances	2	5.7%	1	1.5%	0	0.0%	3	2.7%
Poisonous and Infectious Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Radioactive Materials	0	0.0%	1	1.5%	0	0.0%	1	0.9%
Corrosives	3	8.6%	5	7.4%	0	0.0%	8	7.1%
Miscellaneous Dangerous Goods	1	2.9%	1	1.5%	0	0.0%	2	1.8%
Unknown	8	22.9%	5	7.4%	6	66.7%	19	17.0%
Total	35	100.0%	68	100.0%	9	100.0%	112	100.0%
Nonfatal Crashes (MCMIS Data)								
Explosives	13	3.1%	77	3.1%	20	2.8%	110	3.1%
Gases	39	9.2%	410	16.8%	120	16.7%	569	15.9%
Flammable Liquids	241	56.7%	1,175	48.0%	428	59.6%	1,844	51.4%
Flammable Solids	1	0.2%	35	1.4%	6	0.8%	42	1.2%
Oxidizing Substances	6	1.4%	26	1.1%	6	0.8%	38	1.1%
Poisonous and Infectious Substances	7	1.6%	13	0.5%	8	1.1%	28	0.8%
Radioactive Materials	1	0.2%	7	0.3%	1	0.1%	9	0.3%
Corrosives	34	8.0%	182	7.4%	63	8.8%	279	7.8%
Miscellaneous Dangerous Goods	27	6.4%	185	7.6%	31	4.3%	243	6.8%
Unknown	56	13.2%	336	13.7%	35	4.9%	427	11.9%
Total	425	100.0%	2,446	100.0%	718	100.0%	3,589	100.0%

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Nonfatal Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 12. Large Trucks in Fatal Crashes by Initial Point of Impact, 2012-2014

Initial Point of Impact	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Front	2,234	58.4%	2,309	58.9%	2,152	57.5%
Rear	641	16.8%	698	17.8%	677	18.1%
Left	390	10.2%	346	8.8%	372	9.9%
Right	261	6.8%	244	6.2%	237	6.3%
Non-Collision	154	4.0%	170	4.3%	159	4.2%
Other	80	2.1%	88	2.2%	70	1.9%
Unknown	65	1.7%	66	1.7%	77	2.1%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

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

Vehicles Table 13. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2014

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,152	57.5%	43,000	48.7%	121,000	34.9%
Rear	677	18.1%	20,000	22.3%	85,000	24.7%
Left	372	9.9%	10,000	11.6%	49,000	14.1%
Right	237	6.3%	9,000	10.4%	64,000	18.4%
Non-Collision	159	4.2%	5,000	5.2%	11,000	3.1%
Other	70	1.9%	2,000	1.8%	17,000	4.9%
Unknown	77	2.1%	*	*	*	*
Total	3,744	100.0%	88,000	100.0%	346,000	100.0%

*Less than 500 or less than 0.05 percent.

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

Vehicles Table 14. Large Trucks in Fatal Crashes by Most Harmful Event for the Large Truck, 2012-2014

Most Harmful Event	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,801	73.2%	2,862	73.0%	2,745	73.3%
Collision with Fixed Object	151	3.9%	188	4.8%	161	4.3%
Collision with Pedestrian	280	7.3%	309	7.9%	274	7.3%
Overturn (Rollover)	281	7.3%	254	6.5%	259	6.9%
Collision with Pedalcycle or Other Personal Conveyance	73	1.9%	88	2.2%	70	1.9%
Collision with Parked Motor Vehicle	18	0.5%	11	0.3%	25	0.7%
Collision with Train	8	0.2%	14	0.4%	18	0.5%
Collision with Other Object	55	1.4%	53	1.4%	53	1.4%
Collision with Animal	3	0.1%	1	*	0	0.0%
Jackknife	2	0.1%	2	0.1%	1	*
Explosion/Fire	127	3.3%	91	2.3%	108	2.9%
Cargo/Equipment Loss or Shift	2	0.1%	6	0.2%	8	0.2%
Other	23	0.6%	16	0.4%	16	0.4%
Unknown	1	*	26	0.7%	6	0.2%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

*Less than 0.05 percent.

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

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

Vehicles Table 15. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2014

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,745	73.3%	75,000	84.6%	257,000	74.4%
Collision with Fixed Object	161	4.3%	3,000	3.6%	31,000	9.1%
Collision with Pedestrian	274	7.3%	1,000	0.7%	*	*
Overturn (Rollover)	259	6.9%	5,000	6.1%	5,000	1.5%
Collision with Pedalcycle or Other Personal Conveyance	70	1.9%	1,000	0.9%	*	0.1%
Collision with Parked Motor Vehicle	25	0.7%	2,000	2.1%	27,000	7.9%
Collision with Train	18	0.5%	*	*	1,000	0.2%
Collision with Other Object	53	1.4%	1,000	1.5%	12,000	3.5%
Collision with Animal	0	0.0%	*	0.1%	6,000	1.6%
Jackknife	1	*	*	0.1%	4,000	1.0%
Explosion/Fire	108	2.9%	*	0.1%	1,000	0.3%
Cargo/Equipment Loss or Shift	8	0.2%	*	0.1%	*	*
Other	16	0.4%	*	0.1%	1,000	0.4%
Unknown	6	0.2%	*	*	*	*
Total	3,744	100.0%	88,000	100.0%	346,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 16. Large Trucks in Fatal Crashes by Jackknife Occurrence, 2012-2014

Jackknife	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,126	29.4%	1,170	29.8%	1,095	29.2%
No	2,535	66.3%	2,567	65.5%	2,456	65.6%
Yes	164	4.3%	184	4.7%	193	5.2%
<i>First Event</i>	24	0.6%	36	0.9%	43	1.1%
<i>Subsequent Event</i>	140	3.7%	148	3.8%	150	4.0%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

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

Vehicles Table 17. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2014

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Not an Articulated Vehicle	1,095	29.2%	44,000	50.2%	177,000	50.2%
No	2,456	65.6%	43,000	48.5%	163,000	46.4%
Yes	193	5.2%	1,000	1.2%	6,000	1.7%
<i>First Event</i>	43	1.1%	1,000	0.7%	4,000	1.2%
<i>Subsequent Event</i>	150	4.0%	1,000	0.6%	2,000	0.4%
Total	3,744	100.0%	88,000	100.0%	352,000	100.0%

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

Vehicles Table 18. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type, 2012-2014

Crash Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	80	4.3%	82	4.2%	88	4.7%
Passenger Vehicle Rear-Ending Large Truck	262	14.0%	265	13.6%	281	14.9%
Large Truck Crossing Center Median (Head-On)	32	1.7%	43	2.2%	39	2.1%
Passenger Vehicle Crossing Center Median (Head-On)	322	17.2%	327	16.8%	292	15.5%
Large Truck Striking Passenger Vehicle (Other)	721	38.4%	776	39.9%	716	38.0%
Passenger Vehicle Striking Large Truck (Other)	333	17.8%	342	17.6%	344	18.2%
Other Collision	126	6.7%	109	5.6%	125	6.6%
Total	1,876	100.0%	1,944	100.0%	1,885	100.0%

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).
 Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Vehicles Table 19. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2014

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	88	4.7%	9,000	18.0%	28,000	13.2%
Passenger Vehicle Rear-Ending Large Truck	281	14.9%	8,000	16.2%	21,000	9.9%
Large Truck Crossing Center Median (Head-On)	39	2.1%	*	0.3%	*	0.1%
Passenger Vehicle Crossing Center Median (Head-On)	292	15.5%	1,000	1.9%	*	0.1%
Large Truck Striking Passenger Vehicle (Other)	716	38.0%	18,000	34.1%	64,000	30.0%
Passenger Vehicle Striking Large Truck (Other)	344	18.2%	10,000	19.8%	61,000	28.8%
Other Collision	125	6.6%	5,000	9.7%	38,000	17.9%
Total	1,885	100.0%	52,000	100.0%	213,000	100.0%

*Less than 500.

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

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

Vehicles Table 20. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2014

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	88	66	75.0%	54	61.4%
Passenger Vehicle Rear-Ending Large Truck	281	58	20.6%	248	88.3%
Large Truck Crossing Center Median (Head-On)	39	34	87.2%	20	51.3%
Passenger Vehicle Crossing Center Median (Head-On)	292	51	17.5%	286	97.9%
Large Truck Striking Passenger Vehicle (Other)	716	204	28.5%	634	88.5%
Passenger Vehicle Striking Large Truck (Other)	344	146	42.4%	273	79.4%
Other Collision	125	31	24.8%	104	83.2%
Total	1,885	590	31.3%	1,619	85.9%

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

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

Vehicles Table 21. Large Trucks in Fatal Crashes by Vehicle Age, 2012-2014

Vehicle Age	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	75	2.0%	70	1.8%	88	2.4%
Model Year Same as Crash Year	306	8.0%	306	7.8%	261	7.0%
1 to 5 Years	1,143	29.9%	974	24.8%	1,033	27.6%
6 to 10 Years	1,116	29.2%	1,363	34.8%	1,188	31.7%
11 to 15 Years	768	20.1%	719	18.3%	654	17.5%
16 to 20 Years	261	6.8%	307	7.8%	324	8.7%
21 to 25 Years	85	2.2%	107	2.7%	87	2.3%
26 Years or Older	50	1.3%	54	1.4%	74	2.0%
Model Year Unknown	21	0.5%	21	0.5%	35	0.9%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%
Average Vehicle Age (Years)	7.92		8.10		8.18	

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, 2012-2014

Vehicle Age	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	197	0.4%	170	0.4%	190	0.4%
Model Year Same as Crash Year	1,658	3.6%	1,693	3.8%	1,693	3.8%
1 to 5 Years	10,103	22.0%	9,132	20.2%	8,815	19.6%
6 to 10 Years	14,651	31.9%	14,312	31.7%	13,470	29.9%
11 to 15 Years	11,329	24.6%	11,300	25.1%	11,792	26.2%
16 to 20 Years	4,625	10.1%	5,042	11.2%	5,295	11.8%
21 to 25 Years	1,559	3.4%	1,581	3.5%	1,652	3.7%
26 Years or Older	938	2.0%	925	2.1%	1,001	2.2%
Model Year Unknown	900	2.0%	947	2.1%	1,133	2.5%
Total	45,960	100.0%	45,102	100.0%	45,041	100.0%
Average Vehicle Age (Years)	9.81		9.99		10.19	

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

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

Vehicles Table 23. Large Trucks in Fatal Crashes by Issuing Authority and Body Type, 2012-2014

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
2012										
FARS State Code	118	10.7%	300	12.0%	3	1.7%	3	8.3%	424	11.1%
US DOT	580	52.5%	2,054	81.8%	17	9.8%	14	38.9%	2,665	69.7%
MC/MX (ICC) ^a	2	0.2%	5	0.2%	0	0.0%	1	2.8%	8	0.2%
Canada	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	236	21.4%	45	1.8%	145	83.3%	10	27.8%	436	11.4%
Unknown	169	15.3%	106	4.2%	9	5.2%	8	22.2%	292	7.6%
Total	1,105	100.0%	2,510	100.0%	174	100.0%	36	100.0%	3,825	100.0%
2013										
FARS State Code	149	12.2%	265	10.5%	5	3.6%	1	3.4%	420	10.7%
US DOT	646	53.0%	2,097	82.7%	13	9.4%	15	51.7%	2,771	70.7%
MC/MX (ICC) ^a	1	0.1%	6	0.2%	0	0.0%	0	0.0%	7	0.2%
Canada	0	0.0%	1	*	0	0.0%	0	0.0%	1	*
Mexico	0	0.0%	1	*	0	0.0%	0	0.0%	1	*
None	236	19.4%	47	1.9%	108	77.7%	4	13.8%	395	10.1%
Unknown	186	15.3%	118	4.7%	13	9.4%	9	31.0%	326	8.3%
Total	1,218	100.0%	2,535	100.0%	139	100.0%	29	100.0%	3,921	100.0%
2014										
FARS State Code	167	15.9%	244	9.7%	5	3.8%	1	2.3%	417	11.1%
US DOT	526	50.0%	2,120	84.2%	31	23.8%	25	58.1%	2,702	72.2%
MC/MX (ICC) ^a	3	0.3%	4	0.2%	1	0.8%	0	0.0%	8	0.2%
Canada	2	0.2%	1	*	0	0.0%	0	0.0%	3	0.1%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	179	17.0%	44	1.7%	84	64.6%	6	14.0%	313	8.4%
Unknown	175	16.6%	106	4.2%	9	6.9%	11	25.6%	301	8.0%
Total	1,052	100.0%	2,519	100.0%	130	100.0%	43	100.0%	3,744	100.0%

*Less than 0.05 percent.

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

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

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

Vehicles Table 24. Vehicles in Fatal Large Truck Crashes by Vehicle Type, 2012-2014

Vehicle Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,599	22.3%	1,738	23.6%	1,606	22.8%
Light Truck	1,445	20.2%	1,457	19.8%	1,434	20.3%
Large Truck	3,825	53.4%	3,921	53.2%	3,744	53.1%
Bus	12	0.2%	15	0.2%	8	0.1%
Motorcycle	251	3.5%	211	2.9%	222	3.1%
Other/Unknown	37	0.5%	27	0.4%	43	0.6%
Total	7,169	100.0%	7,369	100.0%	7,057	100.0%

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a 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, 2014

Vehicle Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	1,606	22.8%	48,000	27.3%	141,000	23.7%
Light Truck	1,434	20.3%	36,000	20.5%	102,000	17.1%
Large Truck	3,744	53.1%	88,000	50.8%	346,000	57.9%
Bus	8	0.1%	*	0.3%	4,000	0.7%
Motorcycle	222	3.1%	1,000	0.5%	*	*
Other/Unknown	43	0.6%	1,000	0.6%	4,000	0.7%
Total	7,057	100.0%	174,000	100.0%	597,000	100.0%

*Less than 500 or less than 0.05 percent.

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers.

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

Vehicles Table 26. Parked and Working Large Truck Fatal Crash Statistics, 2012-2014

Crash Statistic	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes Involving Parked or Working Large Trucks	154	4.3%	159	4.3%	162	4.6%
Fatal Crashes Involving Large Trucks In Transport	3,486	96.7%	3,554	96.4%	3,424	96.3%
Total Fatal Crashes Involving Large Trucks, Including Parked or Working Large Trucks^a	3,604	—	3,687	—	3,556	—
Parked or Working Large Trucks Involved in Fatal Crashes	168	4.2%	165	4.0%	168	4.3%
Large Trucks In Transport Involved in Fatal Crashes	3,825	95.8%	3,921	96.0%	3,744	95.7%
Total Large Trucks, Including Parked or Working Large Trucks, Involved in Fatal Crashes	3,993	100.0%	4,086	100.0%	3,912	100.0%
Occupant Fatalities in Parked or Working Large Trucks	5	0.7%	1	0.1%	3	0.5%
Occupant Fatalities in Large Trucks In Transport	697	99.3%	695	99.9%	657	99.5%
Total Large Truck Occupant Fatalities, Including Those in Parked or Working Large Trucks	702	100.0%	696	100.0%	660	100.0%
Fatalities in Crashes Involving Parked or Working Large Trucks	165	4.1%	190	4.6%	189	4.7%
Fatalities in Crashes Involving Large Trucks In Transport	3,944	96.9%	3,981	96.2%	3,903	96.3%
Total Fatalities in Large Truck Crashes, Including Crashes Involving Parked or Working Large Trucks^a	4,070	—	4,137	—	4,052	—

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

— Not applicable.

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

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

Vehicles Table 27. Large Trucks in Fatal Crashes by Critical Precrash Event, 2012-2014

Critical Precrash Event ^a	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	117	3.1%	168	4.3%	159	4.2%
Large Truck's Movement ^c	770	20.1%	722	18.4%	694	18.5%
Other Vehicle in Large Truck's Lane ^d	908	23.7%	918	23.4%	987	26.4%
Other Vehicle's Encroachment into Large Truck's Lane ^e	1,539	40.2%	1,542	39.3%	1,412	37.7%
Pedestrian	243	6.4%	276	7.0%	248	6.6%
Pedalcyclist	65	1.7%	72	1.8%	55	1.5%
Animal	8	0.2%	10	0.3%	7	0.2%
Foreign Object	17	0.4%	27	0.7%	31	0.8%
Other/Unknown	158	4.1%	186	4.7%	151	4.0%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

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

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

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

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

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

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

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

Vehicles Table 28. Large Trucks in Crashes by Critical Precrash Event and Crash Severity, 2014

Critical Precrash Event ^a	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck's Loss of Control ^b	159	4.2%	5,000	5.2%	13,000	3.8%
Large Truck's Movement ^c	694	18.5%	22,000	25.0%	126,000	36.4%
Other Vehicle in Large Truck's Lane ^d	987	26.4%	31,000	35.4%	77,000	22.2%
Other Vehicle's Encroachment into Large Truck's Lane ^e	1,412	37.7%	25,000	28.2%	80,000	23.3%
Pedestrian	248	6.6%	*	0.5%	*	*
Pedalcyclist	55	1.5%	1,000	0.7%	*	0.1%
Animal	7	0.2%	*	0.3%	6,000	1.8%
Foreign Object	31	0.8%	*	0.4%	6,000	1.6%
Other/Unknown	151	4.0%	4,000	4.3%	38,000	10.9%
Total	3,744	100.0%	88,000	100.0%	346,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

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

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

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

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

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

Vehicles Table 29. Large Trucks in Fatal Crashes by Manner of Collision, 2012-2014

Manner of Collision	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Not a Collision with Motor Vehicle in Transport	937	24.5%	1,016	25.9%	964	25.7%
Front-to-Rear	792	20.7%	822	21.0%	843	22.5%
Front-to-Front	564	14.7%	565	14.4%	520	13.9%
Angle	1,175	30.7%	1,219	31.1%	1,095	29.2%
Sideswipe, Same Direction	147	3.8%	102	2.6%	120	3.2%
Sideswipe, Opposite Direction	145	3.8%	140	3.6%	146	3.9%
Rear-to-Side	16	0.4%	18	0.5%	13	0.3%
Rear-to-Rear	1	*	0	0.0%	0	0.0%
Other	38	1.0%	35	0.9%	31	0.8%
Not Reported	4	0.1%	2	0.1%	10	0.3%
Unknown	6	0.2%	2	0.1%	2	0.1%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

*Less than 0.05 percent.

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

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

Vehicles Table 30. Large Trucks in Crashes by Manner of Collision and Crash Severity, 2014

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	964	25.7%	14,000	16.3%	81,000	23.5%
Front-to-Rear	843	22.5%	34,000	38.2%	79,000	22.9%
Front-to-Front	520	13.9%	3,000	3.1%	4,000	1.2%
Angle	1,095	29.2%	19,000	21.2%	49,000	14.1%
Sideswipe, Same Direction	120	3.2%	13,000	14.5%	97,000	28.1%
Sideswipe, Opposite Direction	146	3.9%	4,000	4.2%	12,000	3.4%
Rear-to-Side	13	0.3%	*	0.2%	8,000	2.4%
Rear-to-Rear	0	0.0%	*	*	*	0.1%
Other	31	0.8%	2,000	2.2%	14,000	4.0%
Not Reported	10	0.3%	*	0.1%	1,000	0.2%
Unknown	2	0.1%	*	0.1%	1,000	0.2%
Total	3,744	100.0%	88,000	100.0%	346,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Vehicles Table 31. Large Trucks in Fatal Crashes by Vehicle-Related Factors, 2012-2014

Vehicle-Related Factors	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Tires	51	1.3%	56	1.4%	50	1.3%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	13	0.3%	15	0.4%	50	1.3%
Brake System	49	1.3%	45	1.1%	42	1.1%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	6	0.2%	8	0.2%	15	0.4%
Power Train	6	0.2%	5	0.1%	8	0.2%
Vehicle Contributing Factors—No Details	4	0.1%	7	0.2%	7	0.2%
Truck Coupling / Trailer Hitch / Safety Chains	5	0.1%	3	0.1%	7	0.2%
Other Lights	5	0.1%	9	0.2%	5	0.1%
Suspension	1	*	0	0.0%	4	0.1%
Police, Fire, or EMS Vehicle at Scene	4	0.1%	4	0.1%	3	0.1%
At Least One Vehicle-Related Factor Recorded	162	4.2%	169	4.3%	210	5.6%
No Vehicle-Related Factors Recorded	3,663	95.8%	3,752	95.7%	3,534	94.4%
Total	3,825	100.0%	3,921	100.0%	3,744	100.0%

*Less than 0.05 percent.

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

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

Vehicles Table 32. Large Trucks in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2014

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	18	2.5%	32	1.1%	50	1.3%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	11	1.5%	39	1.3%	50	1.3%
Brake System	14	2.0%	28	0.9%	42	1.1%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	1	0.1%	14	0.5%	15	0.4%
Power Train	0	0.0%	8	0.3%	8	0.2%
Truck Coupling / Trailer Hitch / Safety Chains	0	0.0%	7	0.2%	7	0.2%
Vehicle Contributing Factors—No Details	1	0.1%	6	0.2%	7	0.2%
Other Lights	0	0.0%	5	0.2%	5	0.1%
Suspension	3	0.4%	1	*	4	0.1%
Police, Fire, or EMS Vehicle at Scene	0	0.0%	3	0.1%	3	0.1%
At Least One Vehicle-Related Factor Recorded	55	7.7%	155	5.1%	210	5.6%
No Vehicle-Related Factors Recorded	659	92.3%	2,875	94.9%	3,534	94.4%
Total	714	100.0%	3,030	100.0%	3,744	100.0%

*Less than 0.05 percent.

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

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

Vehicles Table 33. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors, 2012-2014

Vehicle-Related Factors	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Tires	555	1.6%	467	1.3%	495	1.4%
Vehicle Registration for Handicapped	190	0.5%	301	0.9%	293	0.8%
Brake System	57	0.2%	43	0.1%	42	0.1%
Vehicle Contributing Factors—No Details	17	*	32	0.1%	32	0.1%
Headlights	27	0.1%	24	0.1%	28	0.1%
Power Train	14	*	9	*	19	0.1%
Reconstructed/Altered Vehicle	14	*	23	0.1%	19	0.1%
Other Lights	16	*	8	*	16	*
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	10	*	2	*	13	*
Steering	22	0.1%	16	*	11	*
At Least One Vehicle-Related Factor Recorded	1,098	3.1%	1,182	3.4%	1,061	3.0%
No Vehicle-Related Factors Recorded	34,521	96.9%	33,704	96.6%	33,923	97.0%
Total	35,619	100.0%	34,886	100.0%	34,984	100.0%

*Less than 0.05 percent.

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

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

Vehicles Table 34. Passenger Vehicles in Fatal Crashes by Number of Vehicles Involved and Vehicle-Related Factors, 2014

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	335	2.3%	160	0.8%	495	1.4%
Vehicle Registration for Handicapped	102	0.7%	191	0.9%	293	0.8%
Brake System	20	0.1%	22	0.1%	42	0.1%
Vehicle Contributing Factors—No Details	10	0.1%	22	0.1%	32	0.1%
Headlights	10	0.1%	18	0.1%	28	0.1%
Power Train	7	*	12	0.1%	19	0.1%
Reconstructed/Altered Vehicle	13	0.1%	6	*	19	0.1%
Other Lights	0	*	16	0.1%	16	*
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	4	*	9	*	13	*
Steering	7	*	4	*	11	*
At Least One Vehicle-Related Factor Recorded	554	3.9%	507	2.5%	1,061	3.0%
No Vehicle-Related Factors Recorded	13,830	96.1%	20,093	97.5%	33,923	97.0%
Total	14,384	100.0%	20,600	100.0%	34,984	100.0%

*Less than 0.05 percent.

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

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

People

This chapter contains information on drivers of large trucks 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 drivers in crashes is not exactly equal to the number of large trucks in crashes, because for some crashes no driver information is provided. Below is a summary of some of the information in this section:

- ◆ Of the 3,697 drivers of large trucks involved in fatal crashes in 2014, 202 (5 percent) were 25 years of age or younger, and 216 (6 percent) were 66 years of age or older. In comparison, 8 (3 percent) of the 232 drivers of buses in fatal crashes were 25 years of age or younger, and 35 (15 percent) were 66 years of age or older.
- ◆ About 2 percent of all the drivers of large trucks involved in fatal crashes in 2014 were female, compared with 30 percent of all drivers of buses involved in fatal crashes.
- ◆ Of the 3,697 drivers of large trucks involved in fatal crashes in 2014, 335 (9 percent) were not wearing a safety belt at the time of the crash; of those, 30 percent were completely or partially ejected from the vehicle.
- ◆ In 2014, at least one driver-related factor was recorded for 34 percent of the large truck drivers in fatal crashes, compared to 58 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 657 large truck occupant fatalities in 2014, of which 90 percent were drivers of large trucks and 10 percent were passengers in large trucks.

People Table 1. Persons Killed in Crashes Involving Large Trucks by Age, 2012-2014

Age Group (Years)	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
17 and under	224	5.7%	231	5.8%	206	5.3%
18 - 25	617	15.6%	590	14.8%	631	16.2%
26 - 35	661	16.8%	657	16.5%	655	16.8%
36 - 45	566	14.4%	596	15.0%	548	14.0%
46 - 55	674	17.1%	619	15.5%	644	16.5%
56 - 65	560	14.2%	577	14.5%	550	14.1%
66 - 75	332	8.4%	364	9.1%	356	9.1%
76 and over	306	7.8%	342	8.6%	302	7.7%
Unknown	4	0.1%	5	0.1%	11	0.3%
Total	3,944	100.0%	3,981	100.0%	3,903	100.0%
Average Age (Years)	44.4		45.0		44.6	

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, 2014

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	119	4.3%	87	7.8%	0	0.0%	206	5.3%
18 - 25	422	15.1%	209	18.8%	0	0.0%	631	16.2%
26 - 35	497	17.8%	158	14.2%	0	0.0%	655	16.8%
36 - 45	410	14.7%	137	12.3%	1	100.0%	548	14.0%
46 - 55	497	17.8%	147	13.2%	0	0.0%	644	16.5%
56 - 65	412	14.8%	138	12.4%	0	0.0%	550	14.1%
66 - 75	236	8.5%	120	10.8%	0	0.0%	356	9.1%
76 and over	190	6.8%	112	10.1%	0	0.0%	302	7.7%
Unknown	9	0.3%	2	0.2%	0	0.0%	11	0.3%
Total	2,792	100.0%	1,110	100.0%	1	100.0%	3,903	100.0%
Average Age (Years)	44.7		44.3		41.0		44.6	

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, 2012-2014

Age Group (Years)	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
17 and under	2,123	7.2%	1,944	6.8%	1,934	6.8%
18 - 25	5,942	20.2%	5,641	19.7%	5,585	19.6%
26 - 35	4,843	16.5%	4,743	16.6%	4,839	16.9%
36 - 45	3,744	12.8%	3,596	12.6%	3,533	12.4%
46 - 55	4,289	14.6%	4,153	14.5%	4,117	14.4%
56 - 65	3,485	11.9%	3,525	12.3%	3,488	12.2%
66 - 75	2,300	7.8%	2,328	8.1%	2,366	8.3%
76 and over	2,593	8.8%	2,607	9.1%	2,632	9.2%
Unknown	42	0.1%	42	0.1%	65	0.2%
Total	29,361	100.0%	28,579	100.0%	28,559	100.0%
Average Age (Years)	42.7		43.2		43.3	

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

People Table 4. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2014

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,165	5.9%	769	8.6%	0	0.0%	1,934	6.8%
18 - 25	4,028	20.5%	1,556	17.5%	1	9.1%	5,585	19.6%
26 - 35	3,546	18.0%	1,292	14.5%	1	9.1%	4,839	16.9%
36 - 45	2,504	12.7%	1,028	11.6%	1	9.1%	3,533	12.4%
46 - 55	2,943	15.0%	1,174	13.2%	0	0.0%	4,117	14.4%
56 - 65	2,426	12.3%	1,062	11.9%	0	0.0%	3,488	12.2%
66 - 75	1,496	7.6%	870	9.8%	0	0.0%	2,366	8.3%
76 and over	1,498	7.6%	1,133	12.7%	1	9.1%	2,632	9.2%
Unknown	46	0.2%	12	0.1%	7	63.6%	65	0.2%
Total	19,652	100.0%	8,896	100.0%	11	100.0%	28,559	100.0%
Average Age (Years)	42.5		45.1		44.5		43.3	

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

People Table 5. Persons Injured in Crashes Involving Large Trucks by Age and Sex, 2014

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	6,000	8.7%	4,000	8.7%	10,000	8.7%
18 - 25	8,000	13.0%	9,000	18.6%	17,000	15.4%
26 - 35	12,000	19.2%	10,000	21.0%	22,000	20.0%
36 - 45	12,000	18.2%	9,000	18.7%	20,000	18.4%
46 - 55	13,000	21.0%	7,000	14.3%	20,000	18.1%
56 - 65	8,000	12.9%	5,000	10.3%	13,000	11.8%
66 - 75	3,000	4.8%	2,000	5.1%	5,000	4.9%
76 and over	1,000	2.2%	2,000	3.4%	3,000	2.7%
Total	64,000	100.0%	47,000	100.0%	111,000	100.0%
Average Age (Years)	40.6		38.8		39.8	

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

People Table 6. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex, 2014

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	125,000	11.9%	141,000	11.8%	266,000	11.9%
18 - 25	220,000	20.9%	245,000	20.5%	464,000	20.7%
26 - 35	201,000	19.1%	223,000	18.7%	424,000	18.9%
36 - 45	154,000	14.6%	175,000	14.6%	328,000	14.6%
46 - 55	152,000	14.5%	173,000	14.5%	325,000	14.5%
56 - 65	111,000	10.5%	127,000	10.6%	238,000	10.6%
66 - 75	54,000	5.1%	71,000	5.9%	125,000	5.6%
76 and over	34,000	3.3%	40,000	3.3%	74,000	3.3%
Total	1,051,000	100.0%	1,194,000	100.0%	2,245,000	100.0%
Average Age (Years)	37.4		37.9		37.7	

Notes: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). Individual numbers may not add up to the totals due to independent rounding. Percentages are based on unrounded numbers. Source: National Highway Traffic Safety Administration, General Estimates System (GES).

People Table 7. Drivers of Large Trucks in Fatal Crashes by Age, 2012-2014

Age Group (Years)	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
17 and Under	7	0.2%	3	0.1%	2	0.1%
18 - 25	201	5.3%	167	4.3%	200	5.4%
26 - 35	598	15.8%	627	16.2%	596	16.1%
36 - 45	954	25.3%	919	23.7%	871	23.6%
46 - 55	1,127	29.9%	1,186	30.6%	1,083	29.3%
56 - 65	674	17.9%	751	19.4%	729	19.7%
66 - 75	170	4.5%	173	4.5%	178	4.8%
76 and Over	25	0.7%	29	0.7%	21	0.6%
Unknown	18	0.5%	17	0.4%	17	0.5%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%
Average Age (Years)	46.1		46.5		46.5	

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, 2014

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and Under	2	0.1%	0	0.0%	0	0.0%	2	0.1%
18 - 25	189	5.3%	11	12.6%	0	0.0%	200	5.4%
26 - 35	579	16.1%	17	19.5%	0	0.0%	596	16.1%
36 - 45	852	23.7%	17	19.5%	2	11.8%	871	23.6%
46 - 55	1,051	29.3%	32	36.8%	0	0.0%	1,083	29.3%
56 - 65	720	20.0%	9	10.3%	0	0.0%	729	19.7%
66 - 75	177	4.9%	1	1.1%	0	0.0%	178	4.8%
76 and Over	21	0.6%	0	0.0%	0	0.0%	21	0.6%
Unknown	2	0.1%	0	0.0%	15	88.2%	17	0.5%
Total	3,593	100.0%	87	100.0%	17	100.0%	3,697	100.0%
Average Age (Years)	46.6		43.2		39.5		46.5	

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, 2012-2014

Age Group (Years)	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
17 and Under	0	0.0%	0	0.0%	0	0.0%
18 - 25	9	3.6%	8	2.8%	8	3.4%
26 - 35	28	11.1%	38	13.5%	11	4.7%
36 - 45	56	22.1%	49	17.4%	32	13.8%
46 - 55	72	28.5%	66	23.4%	68	29.3%
56 - 65	65	25.7%	86	30.5%	78	33.6%
66 - 75	19	7.5%	34	12.1%	31	13.4%
76 and Over	3	1.2%	0	0.0%	4	1.7%
Unknown	1	0.4%	1	0.4%	0	0.0%
Total	253	100.0%	282	100.0%	232	100.0%
Average Age (Years)	49.7		50.6		53.5	

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, 2014

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and Under	0	0.0%	0	0.0%	0	0.0%
18 - 25	7	4.3%	1	1.4%	8	3.4%
26 - 35	8	4.9%	3	4.3%	11	4.7%
36 - 45	22	13.6%	10	14.3%	32	13.8%
46 - 55	42	25.9%	26	37.1%	68	29.3%
56 - 65	57	35.2%	21	30.0%	78	33.6%
66 - 75	22	13.6%	9	12.9%	31	13.4%
76 and Over	4	2.5%	0	0.0%	4	1.7%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	162	100.0%	70	100.0%	232	100.0%
Average Age (Years)	53.5		53.4		53.5	

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, 2012-2014

Time of Day	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	336	8.5%	306	7.7%	273	7.0%
3am - 6am	390	9.9%	361	9.1%	404	10.4%
6am - 9am	580	14.7%	596	15.0%	591	15.1%
9am - 12pm	632	16.0%	645	16.2%	595	15.2%
12pm - 3pm	710	18.0%	766	19.2%	648	16.6%
3pm - 6pm	602	15.3%	599	15.0%	634	16.2%
6pm - 9pm	383	9.7%	366	9.2%	424	10.9%
9pm - 12am	310	7.9%	340	8.5%	326	8.4%
Unknown	1	*	2	*	8	0.2%
<i>Daytime (6am - 6pm)</i>	<i>2,524</i>	<i>64.0%</i>	<i>2,606</i>	<i>65.5%</i>	<i>2,468</i>	<i>63.2%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,419</i>	<i>36.0%</i>	<i>1,373</i>	<i>34.5%</i>	<i>1,427</i>	<i>36.6%</i>
Total	3,944	100.0%	3,981	100.0%	3,903	100.0%

*Less than 0.05 percent.

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

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

People Table 12. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2014

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	273	7.0%	2,000	2.1%
3am - 6am	404	10.4%	4,000	4.0%
6am - 9am	591	15.1%	18,000	16.0%
9am - 12pm	595	15.2%	23,000	20.9%
12pm - 3pm	648	16.6%	23,000	20.6%
3pm - 6pm	634	16.2%	26,000	23.4%
6pm - 9pm	424	10.9%	9,000	8.4%
9pm - 12am	326	8.4%	5,000	4.5%
Unknown	8	0.2%	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,468</i>	<i>63.2%</i>	<i>90,000</i>	<i>81.0%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,427</i>	<i>36.6%</i>	<i>21,000</i>	<i>19.0%</i>
Total	3,903	100.0%	111,000	100.0%

*Less than 500 or less than 0.05 percent.

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

Sources: Persons Killed: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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

People Table 13. Persons Killed in Crashes Involving Large Trucks, 2012-2014

Person Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Driver of Large Truck	590	15.0%	602	15.1%	594	15.2%
Driver of Other Motor Vehicle	2,202	55.8%	2,229	56.0%	2,155	55.2%
Passenger of Large Truck in Transport	103	2.6%	93	2.3%	63	1.6%
Passenger of Other Motor Vehicle in Transport	648	16.4%	615	15.4%	698	17.9%
Occupant of Motor Vehicle Not in Transport	11	0.3%	11	0.3%	12	0.3%
Occupant of Non-Motor Vehicle Transport Device**	5	0.1%	4	0.1%	1	*
Pedestrian	305	7.7%	339	8.5%	305	7.8%
Bicyclist	62	1.6%	79	2.0%	60	1.5%
Other Cyclist	0	0.0%	0	0.0%	0	0.0%
Other Person on Personal Conveyance/In Building	7	0.2%	8	0.2%	9	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	11	0.3%	1	*	6	0.2%
Total	3,944	100.0%	3,981	100.0%	3,903	100.0%

*Less than 0.05 percent.

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

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

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

People Table 14. Persons Killed and Injured in Crashes Involving Large Trucks by Number of Vehicles Involved, 2014

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	365	49.9%	229	7.2%	594	15.2%
Driver of Other Motor Vehicle	0	0.0%	2,155	68.0%	2,155	55.2%
Passenger of Large Truck in Transport	41	5.6%	22	0.7%	63	1.6%
Passenger of Other Motor Vehicle in Transport	0	0.0%	698	22.0%	698	17.9%
Occupant of Motor Vehicle Not in Transport	12	1.6%	0	0.0%	12	0.3%
Occupant of Non-Motor Vehicle Transport Device**	1	0.1%	0	0.0%	1	*
Pedestrian	243	33.2%	62	2.0%	305	7.8%
Bicyclist	59	8.1%	1	*	60	1.5%
Other Cyclist	0	0.0%	0	0.0%	0	0.0%
Other Person on Personal Conveyance/In Building	9	1.2%	0	0.0%	9	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	2	0.3%	4	0.1%	6	0.2%
Total	732	100.0%	3,171	100.0%	3,903	100.0%
Persons Injured						
Driver of Large Truck	9,000	77.8%	14,000	14.5%	24,000	21.4%
Driver of Other Motor Vehicle	*	*	62,000	62.3%	62,000	55.5%
Passenger of Large Truck in Transport	1,000	6.6%	2,000	2.2%	3,000	2.7%
Passenger of Other Motor Vehicle in Transport	*	*	20,000	20.6%	20,000	18.4%
Occupant of Motor Vehicle Not in Transport	1,000	4.4%	*	0.1%	1,000	0.5%
Occupant of Non-Motor Vehicle Transport Device**	*	*	*	*	*	*
Pedestrian	1,000	4.8%	*	0.2%	1,000	0.7%
Bicyclist	1,000	5.7%	*	0.2%	1,000	0.8%
Other Nonoccupant	*	0.6%	*	*	*	0.1%
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	*	*
Total	12,000	100.0%	99,000	100.0%	111,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

Sources: Persons Killed: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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

People Table 15. Large Truck Occupants Killed by Person Type, 2012-2014

Person Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Driver	590	84.6%	602	86.6%	594	90.4%
Passenger	103	14.8%	93	13.4%	63	9.6%
Unknown Occupant Type	4	0.6%	0	0.0%	0	0.0%
Total	697	100.0%	695	100.0%	657	100.0%

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

People Table 16. Large Truck Occupants Killed and Injured by Person Type, 2014

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver	594	90.4%	24,000	88.8%
Passenger	63	9.6%	3,000	11.2%
Unknown Occupant Type	0	0.0%	*	*
Total	657	100.0%	27,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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

**People Table 17. Vehicles Involved, Persons Involved, and Persons Killed
in Fatal Large Truck Crashes, 2014**

Vehicle / Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	1,606	22.6%	2,407	24.3%	1,441	36.9%
Light Truck	1,434	20.2%	2,331	23.5%	1,162	29.8%
Large Truck (Single-Vehicle Crash)	714	10.1%	848	8.6%	406	10.4%
Large Truck (Multiple-Vehicle Crash)	3,030	42.7%	3,432	34.6%	251	6.4%
Bus	8	0.1%	108	1.1%	15	0.4%
Motorcycle	222	3.1%	242	2.4%	221	5.7%
Other Vehicle Type	82	1.2%	56	0.6%	18	0.5%
Total Vehicles/Vehicle Occupants	7,096	100.0%	9,424	95.1%	3,514	90.0%
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	50	0.5%	12	0.3%
Occupant of a Non-Motor Vehicle Transport Device	—	—	2	*	1	*
Pedestrian	—	—	356	3.6%	305	7.8%
Bicyclist	—	—	63	0.6%	60	1.5%
Person on a Personal Conveyance	—	—	9	0.1%	9	0.2%
Person in or on a Building	—	—	2	*	2	*
Total Nonmotorists	—	—	482	4.9%	389	10.0%
Total	7,096	100.0%	9,906	100.0%	3,903	100.0%

*Less than 0.05 percent.

— Not applicable.

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

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

People Table 18. Vehicles Involved, Persons Involved, and Persons Killed in Fatal Bus Crashes, 2014

Vehicle / Person Type	Vehicles Involved		Persons Involved		Persons Killed	
	Number	Percent	Number	Percent	Number	Percent
Vehicles/Vehicle Occupants						
Passenger Car	92	22.0%	149	11.8%	74	26.3%
Light Truck	63	15.0%	116	9.2%	51	18.1%
Large Truck	8	1.9%	8	0.6%	1	0.4%
Bus (Single-Vehicle Crash)	100	23.9%	309	24.4%	20	7.1%
Bus (Multiple-Vehicle Crash)	134	32.0%	560	44.3%	24	8.5%
Motorcycle	18	4.3%	19	1.5%	17	6.0%
Other Vehicle Type	4	1.0%	2	0.2%	2	0.7%
Total Vehicles/Vehicle Occupants	419	100.0%	1,163	92.0%	189	67.3%
Nonmotorists						
Occupant of a Motor Vehicle Not In Transport	—	—	3	0.2%	0	0.0%
Occupant of a Non-Motor Vehicle Transport Device	—	—	0	0.0%	0	0.0%
Pedestrian	—	—	84	6.6%	78	27.8%
Bicyclist	—	—	14	1.1%	14	5.0%
Person on a Personal Conveyance	—	—	0	0.0%	0	0.0%
Person in or on a Building	—	—	0	0.0%	0	0.0%
Total Nonmotorists	—	—	101	8.0%	92	32.7%
Total	419	100.0%	1,264	100.0%	281	100.0%

— Not applicable.

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

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

People Table 19. Pedestrians and Bicyclists Killed in Large Truck, Bus, and All Crashes, 2012-2014

Crash Type	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Pedestrian Fatalities						
Large Truck Crash	305	6.3%	339	7.1%	305	6.2%
Bus Crash	77	1.6%	72	1.5%	78	1.6%
All Crashes	4,818	100.0%	4,779	100.0%	4,884	100.0%
Bicyclist Fatalities						
Large Truck Crash	62	8.5%	79	10.6%	60	8.3%
Bus Crash	12	1.6%	13	1.7%	14	1.9%
All Crashes	730	100.0%	747	100.0%	720	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, 2012-2014

Restraint Use	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
None	350	9.3%	348	9.0%	335	9.1%
Yes	3,132	83.0%	3,257	84.1%	3,052	82.6%
Shoulder Belt Only	11	0.3%	10	0.3%	9	0.2%
Lap Belt Only	66	1.7%	52	1.3%	31	0.8%
Lap and Shoulder Belt	3,054	80.9%	3,189	82.4%	2,993	81.0%
Type Unknown	1	*	6	0.2%	19	0.5%
Unknown	292	7.7%	267	6.9%	310	8.4%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%

*Less than 0.05 percent.

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

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

People Table 21. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2014

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	235	6.7%	72	66.1%	27	52.9%	1	3.2%	335	9.1%
Yes	3,025	85.6%	9	8.3%	8	15.7%	10	32.3%	3,052	82.6%
Shoulder Belt Only	9	0.3%	0	0.0%	0	0.0%	0	0.0%	9	0.2%
Lap Belt Only	30	0.8%	0	0.0%	1	2.0%	0	0.0%	31	0.8%
Lap and Shoulder Belt	2,967	84.0%	9	8.3%	7	13.7%	10	32.3%	2,993	81.0%
Type Unknown	19	0.5%	0	0.0%	0	0.0%	0	0.0%	19	0.5%
Unknown	273	7.7%	19	17.4%	8	15.7%	10	32.3%	310	8.4%
Total	3,533	100.0%	109	100.0%	51	100.0%	31	100.0%	3,697	100.0%

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

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

People Table 22. Large Truck Occupants in Fatal Crashes by Injury Severity and Restraint Use, 2014

Injury Severity	Restraint Use							
	None		Yes		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Injury	253	48.3%	287	8.5%	117	32.1%	657	15.4%
Injury	95	18.1%	461	13.6%	46	12.6%	602	14.1%
Unknown Injury Severity	48	9.2%	415	12.2%	36	9.9%	499	11.7%
No Apparent Injury	128	24.4%	2,229	65.7%	165	45.3%	2,522	58.9%
Total	524	100.0%	3,392	100.0%	364	100.0%	4,280	100.0%

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

People Table 23. Drivers of Large Trucks in Fatal Crashes by Commercial Drivers License (CDL) Status, 2012-2014

CDL Status	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Valid	3,114	82.5%	3,226	83.3%	3,132	84.7%
No CDL	529	14.0%	499	12.9%	409	11.1%
Suspended	20	0.5%	21	0.5%	20	0.5%
Revoked, Expired, Canceled, Disqualified	22	0.6%	39	1.0%	46	1.2%
Other Not Valid	2	0.1%	10	0.3%	6	0.2%
Unknown	87	2.3%	77	2.0%	84	2.3%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%

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

People Table 24. Drivers of Large Trucks in Fatal Crashes by License Compliance, 2012-2014

License Compliance	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Valid License for Class of Vehicle	3,558	94.3%	3,653	94.3%	3,459	93.6%
Not Licensed	17	0.5%	12	0.3%	12	0.3%
No License Required for Class of Vehicle	2	0.1%	2	0.1%	3	0.1%
No Valid License for Class of Vehicle	102	2.7%	116	3.0%	121	3.3%
Unknown if Required for Class of Vehicle	6	0.2%	7	0.2%	14	0.4%
Unknown	89	2.4%	82	2.1%	88	2.4%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%

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

People Table 25. Large Trucks in Fatal Crashes by License Compliance and Commercial Drivers License (CDL) Status, 2012-2014

License Compliance	CDL Status									
	Valid		No CDL		Not Valid		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2012										
Valid License for Class of Vehicle	3,094	99.4%	448	84.7%	15	34.1%	1	1.1%	3,558	94.3%
Not Licensed	0	0.0%	17	3.2%	0	0.0%	0	0.0%	17	0.5%
No License Required for Class of Vehicle	2	0.1%	0	0.0%	0	0.0%	0	0.0%	2	0.1%
No Valid License for Class of Vehicle	13	0.4%	60	11.3%	29	65.9%	0	0.0%	102	2.7%
Unknown if Required for Class of Vehicle	3	0.1%	3	0.6%	0	0.0%	0	0.0%	6	0.2%
Unknown	2	0.1%	1	0.2%	0	0.0%	86	98.9%	89	2.4%
Total	3,114	100.0%	529	100.0%	44	100.0%	87	100.0%	3,774	100.0%
2013										
Valid License for Class of Vehicle	3,210	99.5%	421	84.4%	22	31.4%	0	0.0%	3,653	94.3%
Not Licensed	0	0.0%	12	2.4%	0	0.0%	0	0.0%	12	0.3%
No License Required for Class of Vehicle	0	0.0%	1	0.2%	1	1.4%	0	0.0%	2	0.1%
No Valid License for Class of Vehicle	11	0.3%	57	11.4%	46	65.7%	2	2.6%	116	3.0%
Unknown if Required for Class of Vehicle	1	*	5	1.0%	1	1.4%	0	0.0%	7	0.2%
Unknown	4	0.1%	3	0.6%	0	0.0%	75	97.4%	82	2.1%
Total	3,226	100.0%	499	100.0%	70	100.0%	77	100.0%	3,872	100.0%
2014										
Valid License for Class of Vehicle	3,106	99.2%	327	80.0%	25	34.7%	1	1.2%	3,459	93.6%
Not Licensed	0	0.0%	12	2.9%	0	0.0%	0	0.0%	12	0.3%
No License Required for Class of Vehicle	1	*	2	0.5%	0	0.0%	0	0.0%	3	0.1%
No Valid License for Class of Vehicle	12	0.4%	62	15.2%	46	63.9%	1	1.2%	121	3.3%
Unknown if Required for Class of Vehicle	8	0.3%	5	1.2%	1	1.4%	0	0.0%	14	0.4%
Unknown	5	0.2%	1	0.2%	0	0.0%	82	97.6%	88	2.4%
Total	3,132	100.0%	409	100.0%	72	100.0%	84	100.0%	3,697	100.0%

*Less than 0.05 percent.

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

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

People Table 26. Large Truck Injury Crash Data by Injury Severity, 2014

Injury Severity	Injury Crashes		Large Trucks Involved in Injury Crashes		Persons Injured in Large Truck Crashes	
	Number	Percent	Number	Percent	Number	Percent
Suspected Serious Injury	9,000	11.2%	10,000	11.5%	11,000	9.9%
Suspected Minor Injury	29,000	35.1%	31,000	35.3%	38,000	33.8%
Possible Injury	41,000	49.9%	44,000	49.8%	59,000	52.9%
Injured, Severity Unknown	3,000	3.8%	3,000	3.5%	4,000	3.5%
Total	82,000	100.0%	88,000	100.0%	111,000	100.0%

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

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

People Table 27. Drug Test Results for Large Truck Drivers in Fatal Crashes, 2012-2014

Drug Test Result	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	2,385	63.2%	2,454	63.4%	2,334	63.1%
No Drugs Reported/Negative	869	23.0%	871	22.5%	794	21.5%
Unknown	76	2.0%	87	2.2%	164	4.4%
Tested for Drugs, Results Unknown	189	5.0%	135	3.5%	151	4.1%
Unknown if Tested	85	2.3%	120	3.1%	69	1.9%
At Least One Positive Drug Test Result:	170	4.5%	205	5.3%	185	5.0%
<i>Narcotic</i>	39	1.0%	58	1.5%	44	1.2%
<i>Depressant</i>	30	0.8%	39	1.0%	36	1.0%
<i>Stimulant</i>	59	1.6%	73	1.9%	55	1.5%
<i>Hallucinogen</i>	0	0.0%	0	0.0%	1	*
<i>Cannabinoid</i>	32	0.8%	54	1.4%	44	1.2%
<i>Phencyclidine (PCP)</i>	0	0.0%	1	*	0	0.0%
<i>Inhalant</i>	0	0.0%	2	0.1%	0	0.0%
<i>Other Drugs</i>	77	2.0%	74	1.9%	89	2.4%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	12	0.3%	11	0.3%	7	0.2%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%

*Less than 0.05 percent.

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

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

People Table 28. Drug Test Results for All Drivers in Fatal Crashes, 2012-2014

Drug Test Result	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Not Tested for Drugs	23,879	52.3%	23,787	53.1%	23,722	53.2%
No Drugs Reported/Negative	11,181	24.5%	10,503	23.4%	9,942	22.3%
Unknown	1,101	2.4%	1,158	2.6%	2,445	5.5%
Tested for Drugs, Results Unknown	1,736	3.8%	1,516	3.4%	1,236	2.8%
Unknown if Tested	1,195	2.6%	1,300	2.9%	856	1.9%
At Least One Positive Drug Test Result:	6,572	14.4%	6,540	14.6%	6,382	14.3%
<i>Narcotic</i>	1,790	3.9%	1,713	3.8%	1,653	3.7%
<i>Depressant</i>	1,877	4.1%	1,983	4.4%	1,769	4.0%
<i>Stimulant</i>	1,864	4.1%	2,121	4.7%	2,036	4.6%
<i>Hallucinogen</i>	36	0.1%	54	0.1%	50	0.1%
<i>Cannabinoid</i>	2,695	5.9%	2,793	6.2%	2,998	6.7%
<i>Phencyclidine (PCP)</i>	41	0.1%	35	0.1%	26	0.1%
<i>Anabolic Steroid</i>	5	*	1	*	5	*
<i>Inhalant</i>	16	*	12	*	11	*
<i>Other Drugs</i>	2,112	4.6%	1,951	4.4%	1,860	4.2%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	320	0.7%	303	0.7%	314	0.7%
Total	45,664	100.0%	44,804	100.0%	44,583	100.0%

*Less than 0.05 percent.

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

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

People Table 29. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2012-2014

Driver-Related Factors	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	295	7.8%	318	8.2%	262	7.1%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) ^a	245	6.5%	230	5.9%	230	6.2%
Impairment (Fatigue, Alcohol, Illness, etc.) ^a	151	4.0%	150	3.9%	145	3.9%
Failure to Yield Right of Way	165	4.4%	158	4.1%	138	3.7%
Failure to Keep in Proper Lane	98	2.6%	149	3.8%	133	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	153	4.1%	171	4.4%	120	3.2%
Careless Driving	104	2.8%	94	2.4%	91	2.5%
Following Improperly	67	1.8%	68	1.8%	86	2.3%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	104	2.8%	89	2.3%	85	2.3%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	40	1.1%	81	2.1%	76	2.1%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	42	1.1%	37	1.0%	50	1.4%
Overcorrecting	78	2.1%	64	1.7%	49	1.3%
Operating Without Required Equipment	41	1.1%	27	0.7%	36	1.0%
Making Improper Turn	52	1.4%	34	0.9%	35	0.9%
Driver Has a Driving Record or Driver's License from More than One State	22	0.6%	28	0.7%	35	0.9%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	25	0.7%	32	0.8%	27	0.7%
Improper or Erratic Lane Changing	18	0.5%	29	0.7%	27	0.7%
Stopping in Roadway (Vehicle Not Abandoned)	25	0.7%	38	1.0%	24	0.6%
Driving on Wrong Side of Road (Intentional or Unintentional)	18	0.5%	23	0.6%	24	0.6%
Vehicle in Road	19	0.5%	29	0.7%	23	0.6%
Driver Has Not Complied With Physical or Other Imposed Restrictions	6	0.2%	19	0.5%	17	0.5%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	29	0.8%	24	0.6%	15	0.4%
Starting or Backing Improperly	11	0.3%	23	0.6%	14	0.4%
Overloading or Improper Loading of Vehicle with Passenger or Cargo	11	0.3%	7	0.2%	14	0.4%
Tire Blowout or Flat	13	0.3%	15	0.4%	10	0.3%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	11	0.3%	7	0.2%	8	0.2%
Debris or Objects in Road	2	0.1%	6	0.2%	8	0.2%
Slippery or Loose Surface	2	0.1%	8	0.2%	6	0.2%
Live Animals in Road	7	0.2%	4	0.1%	5	0.1%
Phantom Vehicle	5	0.1%	4	0.1%	5	0.1%
Severe Crosswind	2	0.1%	11	0.3%	4	0.1%
Driving Less Than Posted Minimum	4	0.1%	8	0.2%	4	0.1%
Operator Inexperience	6	0.2%	6	0.2%	4	0.1%
Unfamiliar With Roadway	2	0.1%	2	0.1%	4	0.1%
Locked Wheel	3	0.1%	1	*	4	0.1%
At Least One Driver-Related Factor Recorded	1,259	33.4%	1,310	33.8%	1,244	33.6%
No Driver-Related Factors Recorded	2,515	66.6%	2,562	66.2%	2,453	66.4%
Total^b	3,774	100.0%	3,872	100.0%	3,697	100.0%
At Least One Moving Violation Recorded	358	9.5%	329	8.5%	343	9.3%
No Moving Violations Recorded	3,416	90.5%	3,543	91.5%	3,354	90.7%
Total^b	3,774	100.0%	3,872	100.0%	3,697	100.0%

*Less than 0.05 percent.

^aFor more detail on driver distractions and impairments, see People Tables 31 and 32.

^bThe 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, 2014

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	97	13.7%	165	5.5%	262	7.1%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) ^a	65	9.2%	165	5.5%	230	6.2%
Impairment (Fatigue, Alcohol, Illness, etc.) ^a	83	11.7%	62	2.1%	145	3.9%
Failure to Yield Right of Way	27	3.8%	111	3.7%	138	3.7%
Failure to Keep in Proper Lane	40	5.6%	93	3.1%	133	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	32	4.5%	88	2.9%	120	3.2%
Careless Driving	29	4.1%	62	2.1%	91	2.5%
Following Improperly	4	0.6%	82	2.7%	86	2.3%
Failure to Obey Actual Traffic Sign, Traffic Control Devices, or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	14	2.0%	71	2.4%	85	2.3%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	11	1.6%	65	2.2%	76	2.1%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	14	2.0%	36	1.2%	50	1.4%
Overcorrecting	37	5.2%	12	0.4%	49	1.3%
Operating Without Required Equipment	5	0.7%	31	1.0%	36	1.0%
Making Improper Turn	11	1.6%	24	0.8%	35	0.9%
Driver Has a Driving Record or Driver's License from More than One State	5	0.7%	30	1.0%	35	0.9%
Improper or Erratic Lane Changing	5	0.7%	22	0.7%	27	0.7%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	10	1.4%	17	0.6%	27	0.7%
Driving on Wrong Side of Road (Intentional or Unintentional)	1	0.1%	23	0.8%	24	0.6%
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	24	0.8%	24	0.6%
Vehicle in Road	4	0.6%	19	0.6%	23	0.6%
Driver Has Not Complied With Physical or Other Imposed Restrictions	3	0.4%	14	0.5%	17	0.5%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	14	2.0%	1	*	15	0.4%
Overloading or Improper Loading of Vehicle with Passengers or Cargo	6	0.8%	8	0.3%	14	0.4%
Starting or Backing Improperly	6	0.8%	8	0.3%	14	0.4%
Tire Blowout or Flat	3	0.4%	7	0.2%	10	0.3%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	2	0.3%	6	0.2%	8	0.2%
Debris or Objects in Road	2	0.3%	6	0.2%	8	0.2%
Slippery or Loose Surface	2	0.3%	4	0.1%	6	0.2%
Live Animals in Road	4	0.6%	1	*	5	0.1%
Phantom Vehicle	3	0.4%	2	0.1%	5	0.1%
Driving Less Than Posted Minimum	0	0.0%	4	0.1%	4	0.1%
Operator Inexperience	3	0.4%	1	*	4	0.1%
Unfamiliar With Roadway	4	0.6%	0	0.0%	4	0.1%
Locked Wheel	1	0.1%	3	0.1%	4	0.1%
Severe Crosswind	4	0.6%	0	0.0%	4	0.1%
At Least One Driver-Related Factor Recorded	396	55.9%	848	28.4%	1,244	33.6%
No Driver-Related Factors Recorded	313	44.1%	2,140	71.6%	2,453	66.4%
Total^b	709	100.0%	2,988	100.0%	3,697	100.0%
At Least One Moving Violation Recorded	59	8.3%	284	9.5%	343	9.3%
No Moving Violations Recorded	650	91.7%	2,704	90.5%	3,354	90.7%
Total^b	709	100.0%	2,988	100.0%	3,697	100.0%

*Less than 0.05 percent.

^aFor more detail on driver distractions and impairments, see People Tables 31 and 32.

^bThe 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, 2012-2014

Driver Distraction-Related Factors	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	81	2.1%	84	2.2%	77	2.1%
Distraction/Inattention	27	0.7%	22	0.6%	31	0.8%
Looked But Did Not See	29	0.8%	35	0.9%	28	0.8%
Distracted, Details Unknown	33	0.9%	20	0.5%	20	0.5%
Using or Reaching For Device/Object Brought Into Vehicle	3	0.1%	3	0.1%	14	0.4%
Other Cellular Phone Related	11	0.3%	16	0.4%	12	0.3%
Other Distraction	14	0.4%	10	0.3%	11	0.3%
Distracted by Outside Person, Object, or Event	14	0.4%	14	0.4%	10	0.3%
Talking or Listening to Cellular Phone	11	0.3%	7	0.2%	9	0.2%
Dialing Cellular Phone	4	0.1%	3	0.1%	7	0.2%
Eating or Drinking	3	0.1%	7	0.2%	3	0.1%
Careless/Inattentive	6	0.2%	4	0.1%	3	0.1%
Adjusting Audio and/or Climate Controls	2	0.1%	2	0.1%	2	0.1%
Using Other Device/Controls Integral to Vehicle	1	*	0	0.0%	2	0.1%
Distracted by Other Occupant(s)	2	0.1%	0	0.0%	1	*
Distracted by Moving Object in Vehicle	2	0.1%	3	0.1%	0	0.0%
Lost In Thought/Day Dreaming	1	*	0	0.0%	0	0.0%
Smoking Related	1	*	0	0.0%	0	0.0%
At Least One Driver Distraction-Related Factor Recorded	245	6.5%	230	5.9%	230	6.2%
No Driver Distraction-Related Factors Recorded	3,529	93.5%	3,642	94.1%	3,467	93.8%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%

Driver Impairment-Related Factors	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued	64	1.7%	56	1.4%	68	1.8%
Under the Influence of Alcohol, Drugs, or Medication	58	1.5%	49	1.3%	38	1.0%
Ill, Blackout	19	0.5%	29	0.7%	20	0.5%
Other Physical Impairment	6	0.2%	12	0.3%	9	0.2%
Physical Impairment, No Details	1	*	2	0.1%	6	0.2%
Emotional (Depressed, Angry, Disturbed, etc.)	3	0.1%	0	0.0%	4	0.1%
Deaf	0	0.0%	1	*	0	0.0%
Blind	0	0.0%	1	*	0	0.0%
At Least One Driver Impairment-Related Factor Recorded	151	4.0%	150	3.9%	145	3.9%
No Driver Impairment-Related Factors Recorded	3,623	96.0%	3,722	96.1%	3,552	96.1%
Total	3,774	100.0%	3,872	100.0%	3,697	100.0%

*Less than 0.05 percent.

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

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

People Table 32. Drivers of Large Trucks in Fatal Crashes by Number of Vehicles Involved and Distraction-Related and Impairment-Related Factors, 2014

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Inattentive, Details Unknown	30	4.2%	47	1.6%	77	2.1%
Distraction/Inattention	10	1.4%	21	0.7%	31	0.8%
Looked But Did Not See	6	0.8%	22	0.7%	28	0.8%
Distracted, Details Unknown	6	0.8%	14	0.5%	20	0.5%
Using or Reaching For Device/Object Brought Into Vehicle	3	0.4%	11	0.4%	14	0.4%
Other Cellular Phone Related	1	0.1%	11	0.4%	12	0.3%
Other Distraction	3	0.4%	8	0.3%	11	0.3%
Distracted by Outside Person, Object, or Event	1	0.1%	9	0.3%	10	0.3%
Talking or Listening to Cellular Phone	4	0.6%	5	0.2%	9	0.2%
Dialing Cellular Phone	1	0.1%	6	0.2%	7	0.2%
Eating or Drinking	0	0.0%	3	0.1%	3	0.1%
Careless/Inattentive	0	0.0%	3	0.1%	3	0.1%
Adjusting Audio and/or Climate Controls	0	0.0%	2	0.1%	2	0.1%
Using Other Device/Controls Integral to Vehicle	0	0.0%	2	0.1%	2	0.1%
Distracted By Other Occupant(s)	0	0.0%	1	*	1	*
At Least One Driver Distraction-Related Factor Recorded	65	9.2%	165	5.5%	230	6.2%
No Driver Distraction-Related Factors Recorded	644	90.8%	2,823	94.5%	3,467	93.8%
Total	709	100.0%	2,988	100.0%	3,697	100.0%

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued	40	5.6%	28	0.9%	68	1.8%
Under the Influence of Alcohol, Drugs, or Medication	19	2.7%	19	0.6%	38	1.0%
Ill, Blackout	12	1.7%	8	0.3%	20	0.5%
Other Physical Impairment	5	0.7%	4	0.1%	9	0.2%
Physical Impairment, No Details	5	0.7%	1	*	6	0.2%
Emotional (Depressed, Angry, Disturbed, etc.)	2	0.3%	2	0.1%	4	0.1%
At Least One Driver Impairment-Related Factor Recorded	83	11.7%	62	2.1%	145	3.9%
No Driver Impairment-Related Factors Recorded	626	88.3%	2,926	97.9%	3,552	96.1%
Total	709	100.0%	2,988	100.0%	3,697	100.0%

*Less than 0.05 percent.

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

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

People Table 33. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2012-2014

Driver-Related Factors	2012		2013		2014	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	7,155	20.2%	6,752	19.5%	6,391	18.4%
Impairment (Fatigue, Alcohol, Illness, etc.)	6,778	19.2%	6,546	18.9%	6,176	17.8%
Failure to Keep in Proper Lane	2,969	8.4%	3,244	9.4%	3,288	9.5%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	2,941	8.3%	2,817	8.1%	2,782	8.0%
Failure to Yield Right of Way	2,876	8.1%	2,826	8.2%	2,762	7.9%
Overcorrecting	2,086	5.9%	1,855	5.4%	1,688	4.9%
Careless Driving	1,634	4.6%	1,677	4.8%	1,688	4.9%
Failure to Obey Actual Traffic Sign,Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	1,544	4.4%	1,512	4.4%	1,503	4.3%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	1,352	3.8%	1,237	3.6%	1,242	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	1,023	2.9%	1,205	3.5%	1,000	2.9%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	730	2.1%	736	2.1%	775	2.2%
Driving on Wrong Side of Road (Intentional or Unintentional)	853	2.4%	704	2.0%	732	2.1%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	527	1.5%	687	2.0%	715	2.1%
Making Improper Turn	790	2.2%	578	1.7%	606	1.7%
Improper or Erratic Lane Changing	264	0.7%	266	0.8%	363	1.0%
Following Improperly	336	0.9%	348	1.0%	324	0.9%
Aggressive Driving / Road Rage	232	0.7%	242	0.7%	289	0.8%
Driver Has Not Complied With Physical or Other Imposed Restrictions	281	0.8%	300	0.9%	270	0.8%
Police Pursuing this Driver or Police Officer in Pursuit	196	0.6%	192	0.6%	233	0.7%
Driver Has a Driving Record or Driver's License from More than One State	182	0.5%	242	0.7%	223	0.6%
Operating Without Required Equipment	384	1.1%	318	0.9%	190	0.5%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	176	0.5%	183	0.5%	177	0.5%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	287	0.8%	224	0.6%	152	0.4%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill, or Curve, or School Bus Displaying Warning Not to Pass	111	0.3%	103	0.3%	103	0.3%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	118	0.3%	96	0.3%	114	0.3%
Stopping in Roadway (Vehicle Not Abandoned)	101	0.3%	128	0.4%	109	0.3%
Operator Inexperience	108	0.3%	102	0.3%	85	0.2%
Tire Blowout or Flat	116	0.3%	78	0.2%	84	0.2%
Vehicle in Road	71	0.2%	82	0.2%	80	0.2%
Police or Law Enforcement Officer	54	0.2%	52	0.2%	79	0.2%
Driving Wrong Way on One-Way Trafficway	62	0.2%	78	0.2%	75	0.2%
Live Animals in Road	79	0.2%	61	0.2%	71	0.2%
Phantom Vehicle	75	0.2%	75	0.2%	59	0.2%
Starting or Backing Improperly	55	0.2%	52	0.2%	57	0.2%
Slippery or Loose Surface	37	0.1%	47	0.1%	56	0.2%
At Least One Driver-Related Factor Recorded	21,234	60.0%	20,670	59.7%	20,234	58.2%
No Driver-Related Factors Recorded	14,143	40.0%	13,975	40.3%	14,521	41.8%
Total^a	35,377	100.0%	34,645	100.0%	34,755	100.0%
At Least One Moving Violation Recorded	4,597	13.0%	4,463	12.9%	4,531	13.0%
No Moving Violations Recorded	30,780	87.0%	30,182	87.1%	30,224	87.0%
Total^a	35,377	100.0%	34,645	100.0%	34,755	100.0%

^aThe 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, 2014

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding of Any Kind	4,276	29.9%	2,115	10.4%	6,391	18.4%
Impairment (Fatigue, Alcohol, Illness, etc.)	3,971	27.7%	2,205	10.8%	6,176	17.8%
Failure to Keep in Proper Lane	1,014	7.1%	2,274	11.1%	3,288	9.5%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,374	9.6%	1,408	6.9%	2,782	8.0%
Failure to Yield Right of Way	327	2.3%	2,435	11.9%	2,762	7.9%
Careless Driving	971	6.8%	717	3.5%	1,688	4.9%
Overcorrecting	1,429	10.0%	259	1.3%	1,688	4.9%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	303	2.1%	1,200	5.9%	1,503	4.3%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	805	5.6%	437	2.1%	1,242	3.6%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	457	3.2%	543	2.7%	1,000	2.9%
Non-Traffic Violation Charged - Manslaughter or Homicide or Other Assault	366	2.6%	409	2.0%	775	2.2%
Driving on Wrong Side of Road (Intentional or Unintentional)	78	0.5%	654	3.2%	732	2.1%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	312	2.2%	403	2.0%	715	2.1%
Making Improper Turn	330	2.3%	276	1.4%	606	1.7%
Improper or Erratic Lane Changing	135	0.9%	228	1.1%	363	1.0%
Following Improperly	22	0.2%	302	1.5%	324	0.9%
Aggressive Driving / Road Rage	179	1.2%	110	0.5%	289	0.8%
Driver Has Not Complied With Physical or Other Imposed Restrictions	151	1.1%	119	0.6%	270	0.8%
Police Pursuing this Driver or Police Officer in Pursuit	137	1.0%	96	0.5%	233	0.7%
Driver Has a Driving Record or Driver's License from More than One State	99	0.7%	124	0.6%	223	0.6%
Operating Without Required Equipment	118	0.8%	72	0.4%	190	0.5%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	34	0.2%	143	0.7%	177	0.5%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	130	0.9%	22	0.1%	152	0.4%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	27	0.2%	96	0.5%	123	0.4%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	78	0.5%	36	0.2%	114	0.3%
Stopping in Roadway (Vehicle Not Abandoned)	4	*	105	0.5%	109	0.3%
Operator Inexperience	46	0.3%	39	0.2%	85	0.2%
Tire Blowout or Flat	68	0.5%	16	0.1%	84	0.2%
Vehicle in Road	20	0.1%	60	0.3%	80	0.2%
Police or Law Enforcement Officer	28	0.2%	51	0.2%	79	0.2%
Driving Wrong Way on One-Way Trafficway	7	*	68	0.3%	75	0.2%
Live Animals in Road	59	0.4%	12	0.1%	71	0.2%
Phantom Vehicle	45	0.3%	14	0.1%	59	0.2%
Starting or Backing Improperly	38	0.3%	19	0.1%	57	0.2%
Slippery or Loose Surface	36	0.3%	20	0.1%	56	0.2%
At Least One Driver-Related Factor Recorded	10,007	69.9%	10,227	50.1%	20,234	58.2%
No Driver-Related Factors Recorded	4,315	30.1%	10,206	49.9%	14,521	41.8%
Total^a	14,322	100.0%	20,433	100.0%	34,755	100.0%
At Least One Moving Violation Recorded	1,836	12.8%	2,695	13.2%	4,531	13.0%
No Moving Violations Recorded	12,486	87.2%	17,738	86.8%	30,224	87.0%
Total^a	14,322	100.0%	20,433	100.0%	34,755	100.0%

*Less than 0.05 percent.

^aThe 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).

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