



U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2011



**Federal Motor Carrier Safety Administration
Analysis Division**

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U.S. Department of Transportation
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 2011. 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) of more than 10,000 pounds. 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 all 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. The GES definition of a large truck is the same as the FARS definition. 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; or a commercial bus designed to transport more than eight people, including the driver. 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. For the years 2007 through 2011 FHWA implemented an enhanced methodology for estimating 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 from 2007 through 2011. For more information on VMT data, go to www.fhwa.dot.gov/policyinformation/statistics/2011.

Organization of the Report

This year's report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2011 in the context of available historical data for past years. In the other chapters, the 2011 data are shown in different ways, according to what is being counted. 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 2011. In some cases, such as for roadway function class or alcohol involvement, data are available only from 1981 or 1982 through 2011. Nonfatal crash statistics are available from 1991 through 2011. 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 2011, 3,608 large trucks were involved in fatal crashes, a 3-percent increase from 2010. However, from 2008 through 2011 the number of large trucks involved in fatal crashes declined by 12 percent. The number of passenger vehicles involved in fatal crashes declined by 13 percent over the same period.
- ◆ Over the past 10 years (2001 through 2011):
 - ❖ The number of large trucks involved in fatal crashes decreased from 4,823 to 3,608, a drop of 25 percent.
 - ❖ The number of large trucks involved in injury crashes decreased from 90,000 to 63,000, a drop of 30 percent.
 - ❖ The number of large trucks involved in property damage only crashes decreased from 335,000 to 221,000, a drop of 34 percent.
- ◆ Over the past 3 years (2008 through 2011):
 - ❖ The number of large trucks involved in fatal crashes declined by 12 percent, from 4,089 to 3,608, and the vehicle involvement rate for large trucks in fatal crashes (vehicles involved in fatal crashes per 100 million miles traveled by large trucks) increased by 2 percent.
 - ❖ The number of large trucks involved in injury crashes decreased by 5 percent, from 66,000 to 63,000, and the vehicle involvement rate for large trucks in injury crashes increased by 10 percent.
 - ❖ The number of large trucks involved in property damage only crashes decreased by 28 percent, from 309,000 to 221,000, and the vehicle involvement rate for large trucks in property damage only crashes declined by 17 percent.
- ◆ From 2001 through 2011, the number of buses involved in fatal crashes declined from 292 to 244, a drop of 16 percent. From 2008 to 2011, the number of buses involved in fatal crashes declined from 251 to 244, a drop of 3 percent.
- ◆ From 2001 through 2011, on average, intercity buses accounted for 13 percent of all buses involved in fatal crashes, and school buses and transit buses accounted for 40 percent and 34 percent, respectively, of all buses involved in fatal crashes.
- ◆ Alcohol was detected in the blood of 2.5 percent of large truck drivers in fatal crashes in 2011, compared with 27.3 percent of passenger vehicle drivers. For 1.2 percent of large truck drivers in fatal crashes in 2011, the blood alcohol concentration was 0.08 grams per deciliter or more, compared with 23.7 percent of passenger vehicle drivers.
- ◆ Large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased by 2 percent, from 0.133 in 2010 to 0.136 in 2011.

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, 1975-2011

Year	Fatal Crashes Involving Large Trucks or Buses	Large Trucks and Buses Involved in Fatal Crashes	Occupant Fatalities in Large Truck and Bus Crashes	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	3,568	3,852	689	4,018	2,946,131	0.121	0.131	0.136	10,936,757

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 a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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 2011*. 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, 1991-2011

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	
1991	67,000	93,000	143,000	2,172,050	3.10	4.29	6.56	6,803,425
1992	104,000	109,000	169,000	2,247,151	4.64	4.86	7.50	6,689,937
1993	106,000	111,000	160,000	2,296,378	4.62	4.82	6.99	6,742,587
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	2,946,131	2.49	2.58	3.79	10,936,757

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 a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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 2011*. 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, 1991-2011

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	
1991	218,000	290,000	2,172,050	10.0	13.3	6,803,425
1992	303,000	312,000	2,247,151	13.5	13.9	6,689,937
1993	321,000	333,000	2,296,378	14.0	14.5	6,742,587
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	2,946,131	8.6	9.0	10,936,757

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 a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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 2011*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

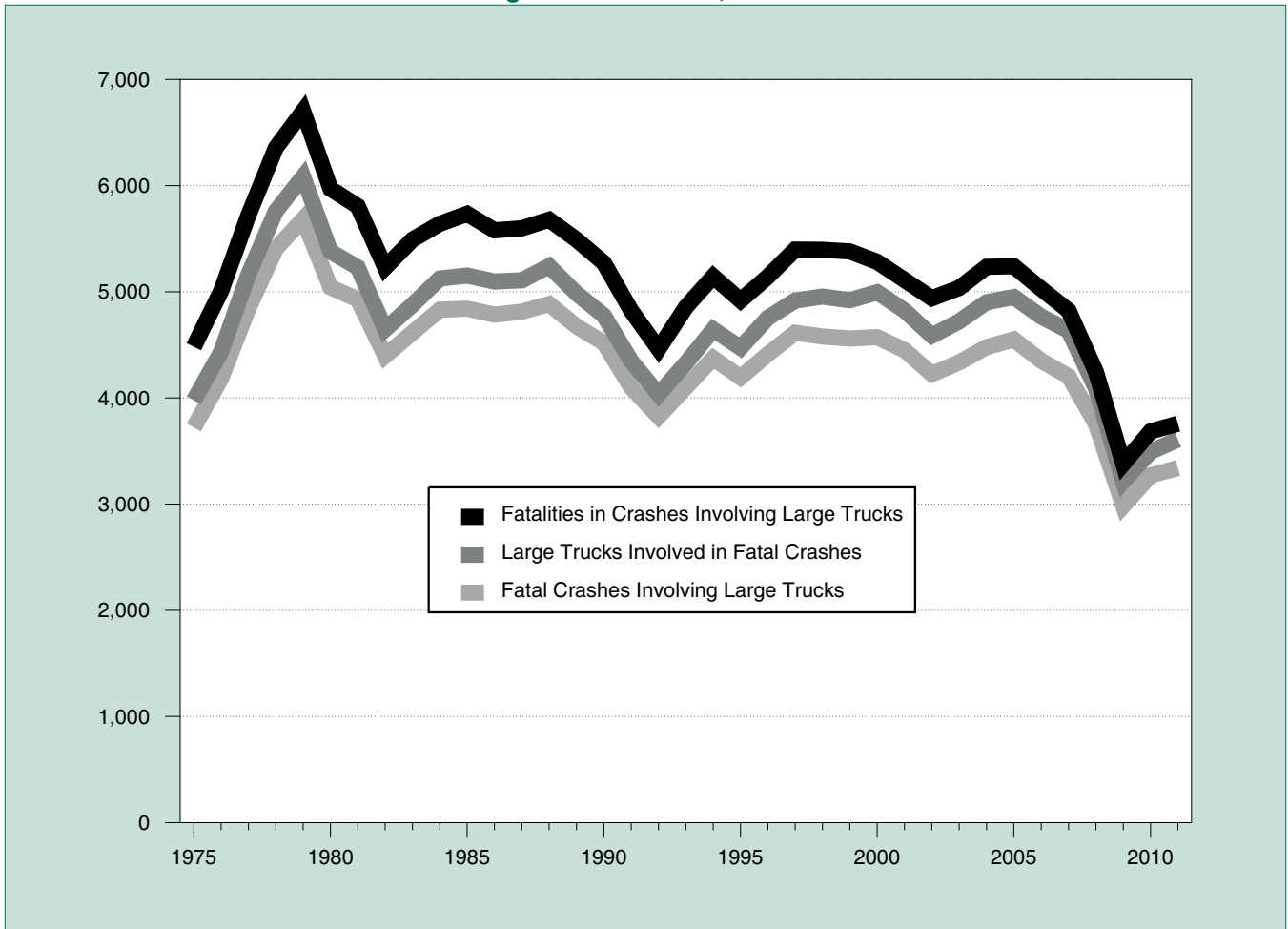
Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2011

Year	Fatal Crashes Involving Large Trucks	Large Trucks Involved in Fatal Crashes	Occupant Fatalities in Large Truck Crashes	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	3,341	3,608	635	3,757	267,207	1.25	1.35	1.41	10,270,693

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds (includes medium and heavy trucks). 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 2011*. 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, 1975-2011



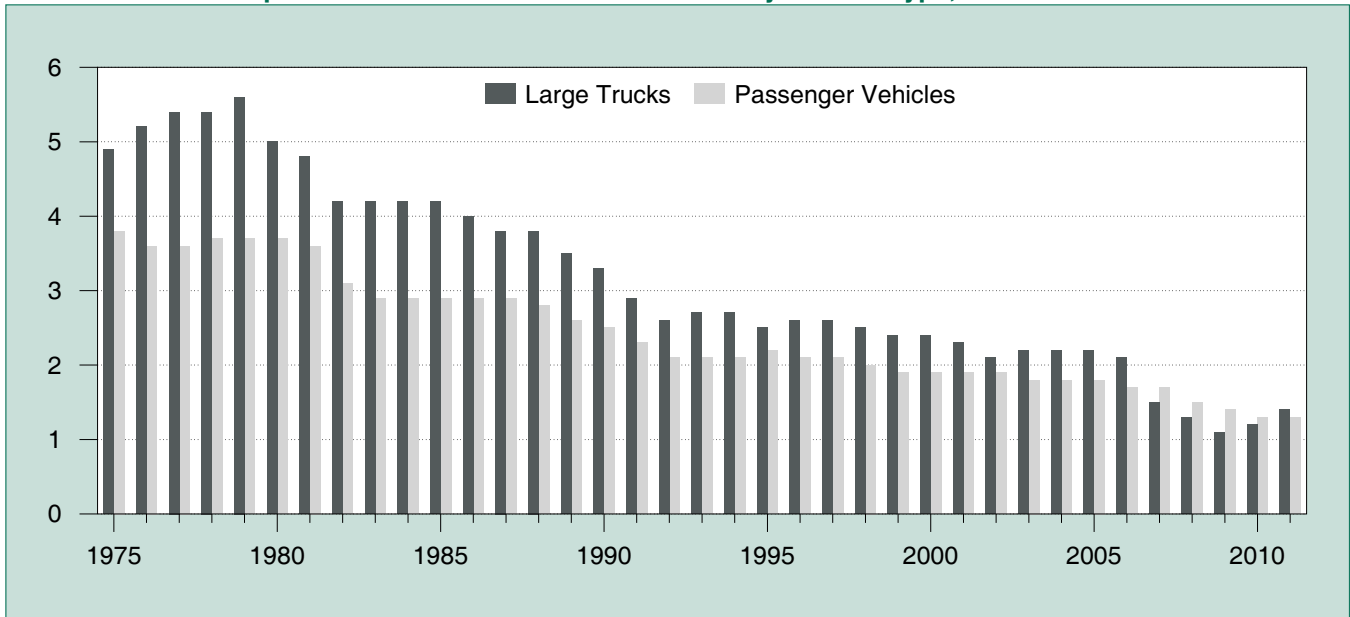
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
 Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2011

Year	Fatal Crashes Involving Passenger Vehicles	Passenger Vehicles Involved in Fatal Crashes	Occupant Fatalities in Passenger Vehicle Crashes	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	25,605	34,182	21,253	28,070	2,646,641	0.97	1.29	1.06	233,841,422

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 2011*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

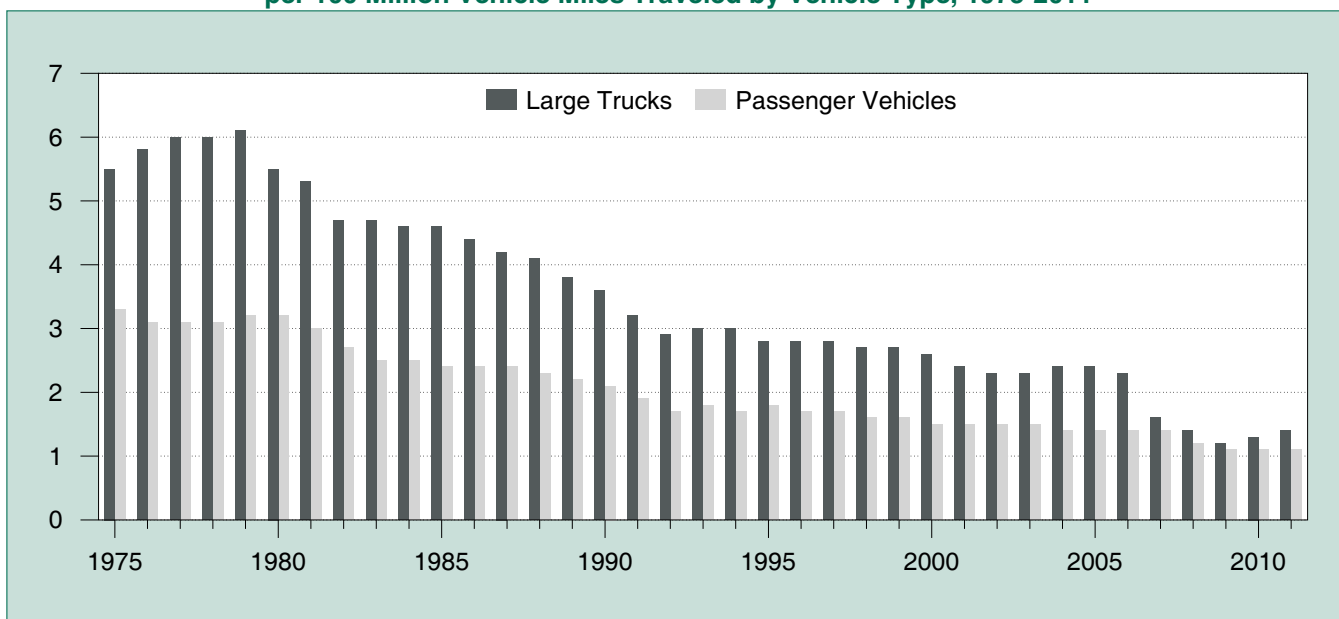
Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2011



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 2011*. 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, 1975-2011



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 2011*. 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, 1975-2011

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,757	43,945	27,060	32,367	2,946,131	1.01	1.49	1.10	253,108,389

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 2011*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1991-2011

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	
1991	75,000	78,000	110,000	149,543	50.2	52.2	73.9	6,172,146
1992	91,000	95,000	139,000	153,384	59.2	61.8	90.4	6,045,205
1993	93,000	97,000	133,000	159,888	57.9	60.4	83.2	6,088,155
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	267,207	22.6	23.4	32.9	10,270,693

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. Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

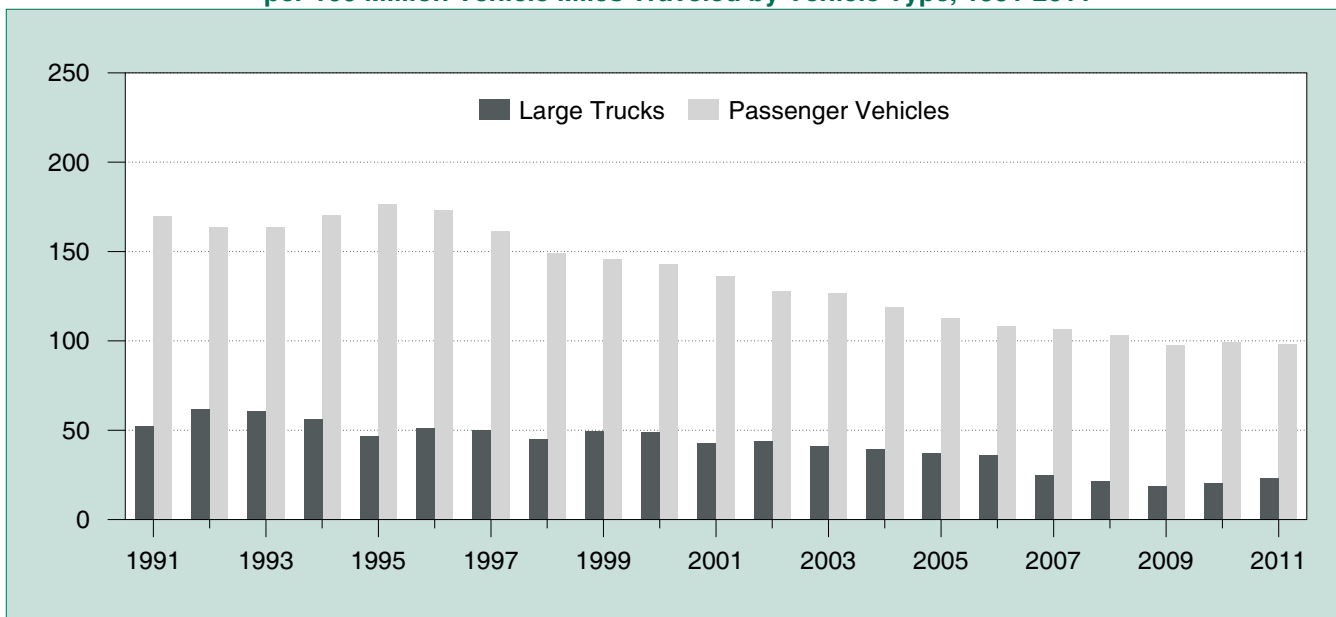
Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1991-2011

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	
1991	1,953,000	3,404,000	3,027,000	2,007,579	97.3	169.5	150.8	175,389,400
1992	1,938,000	3,399,000	3,006,000	2,078,432	93.2	163.5	144.6	174,182,793
1993	1,970,000	3,474,000	3,087,000	2,120,459	92.9	163.8	145.6	177,629,233
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	2,646,641	55.8	98.1	81.4	233,841,422

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.

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

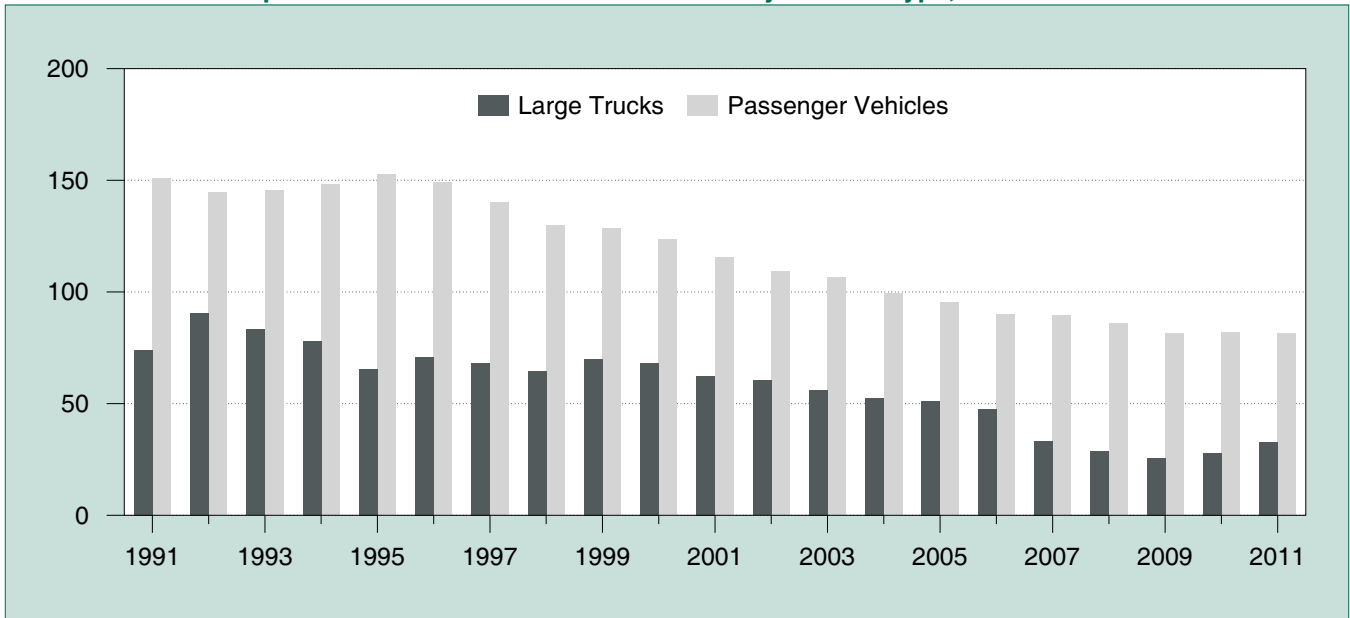
Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1991-2011



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 2011*. 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, 1991-2011



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. Sources: Vehicle Miles Traveled: Federal Highway Administration, *Highway Statistics 2011*. 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, 1991-2011

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	
1991	2,008,000	3,581,000	3,097,000	2,172,050	92.4	164.9	142.6	186,370,190
1992	1,991,000	3,587,000	3,070,000	2,247,151	88.6	159.6	136.6	184,937,848
1993	2,022,000	3,647,000	3,149,000	2,296,378	88.0	158.8	137.1	188,349,676
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	2,946,131	51.9	93.8	75.2	253,108,389

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.
 Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. 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, 1991-2011

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	
1991	240,000	248,000	149,543	160.2	166.0	6,172,146
1992	268,000	277,000	153,384	174.8	180.8	6,045,205
1993	287,000	296,000	159,888	179.2	185.1	6,088,155
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	267,207	78.6	82.8	10,270,693

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.

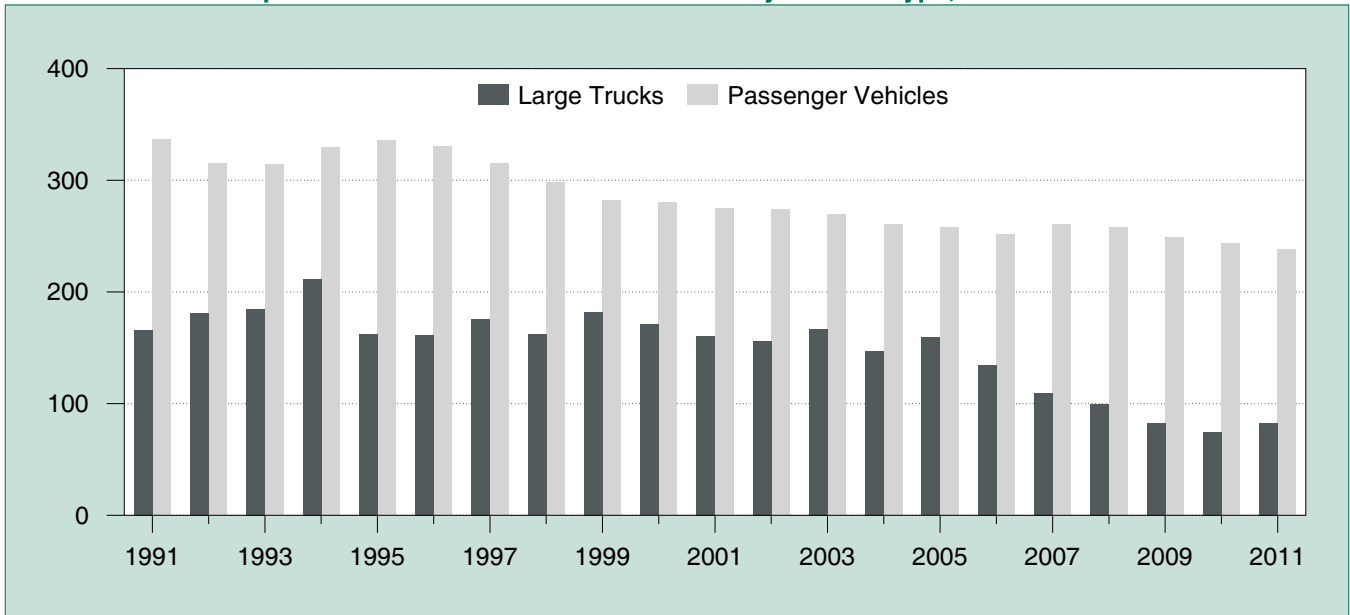
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1991-2011

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	
1991	3,985,000	6,759,000	2,007,579	198.5	336.7	175,389,400
1992	3,872,000	6,556,000	2,078,432	186.3	315.4	174,182,793
1993	3,937,000	6,673,000	2,120,459	185.7	314.7	177,629,233
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	2,646,641	140.1	238.8	233,841,422

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 2011*. 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, 1991-2011



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 and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. 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, 1991-2011

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	
1991	4,073,000	7,086,000	2,172,050	187.5	326.2	186,370,190
1992	3,974,000	6,906,000	2,247,151	176.9	307.3	184,937,848
1993	4,048,000	7,040,000	2,296,378	176.3	306.6	188,349,676
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	2,946,131	128.2	225.3	253,108,389

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 2011*. 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, 1975-2011

Year	Passenger Car	Light Truck	Large Truck		Motorcycle	Bus	Other/ Unknown	Total
			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	1,373	1,076	403	232	216	11	19	3,330

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 a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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, 1975-2011

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	334	60	33	427	3,330	3,757

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, 1991-2011

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1991	4,291	4.4%	2.6%	31,102	31.5%	26.8%
1992	3,980	3.3%	1.9%	29,670	30.4%	25.5%
1993	4,271	3.9%	2.3%	30,060	28.5%	23.8%
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	3,568	2.5%	1.2%	17,335	27.3%	23.7%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1991	14,702	35.2%	30.5%	2,816	52.1%	43.5%
1992	14,540	48.7%	40.0%	2,435	32.7%	28.4%
1993	15,207	30.8%	26.8%	2,471	45.3%	37.7%
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	16,643	24.7%	21.3%	4,741	36.7%	29.3%

Notes: Blood alcohol concentration (BAC) of 0.01 grams per deciliter (g/dL) or above (BAC=0.01+) indicates driver alcohol involvement. BAC of 0.08 g/dL or greater (BAC=0.08+) indicates driver intoxication. 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, 1975-2011

Year	Fatal Crashes Involving Combination Trucks	Combination Trucks Involved in Fatal Crashes	Occupant Fatalities in Combination Truck Crashes	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	2,382	2,558	432	2,724	163,692	1.46	1.56	1.66	2,451,638

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 2011*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

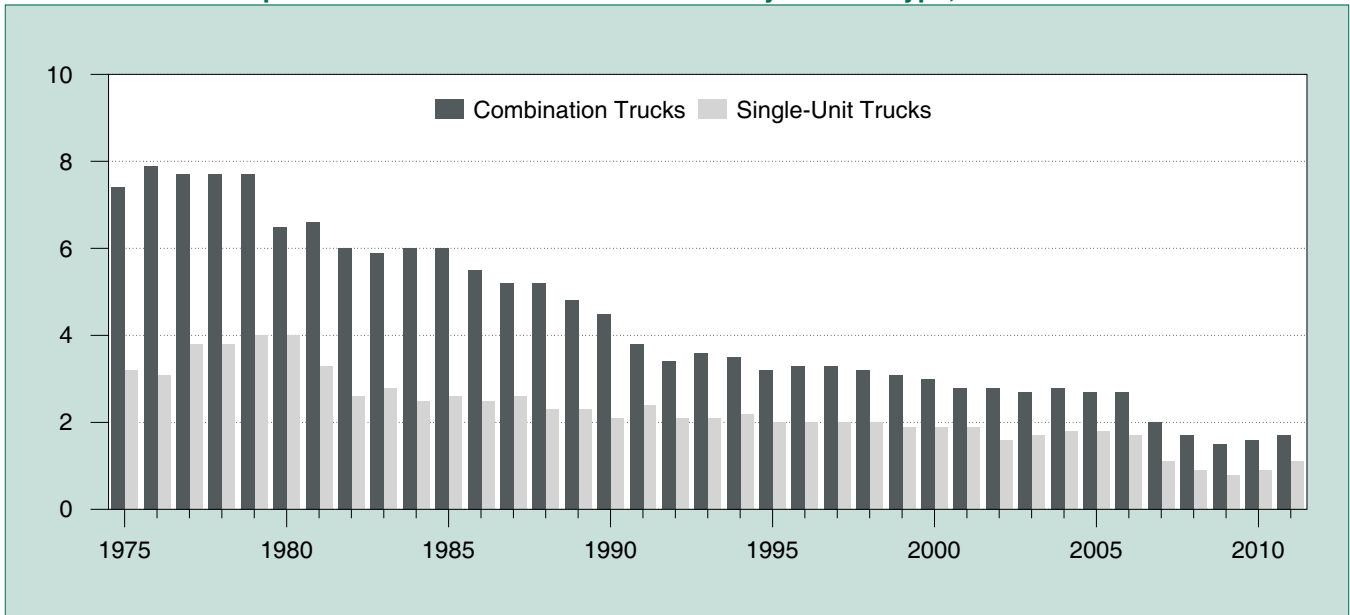
Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2011

Year	Fatal Crashes Involving Single-Unit Trucks	Single-Unit Trucks Involved in Fatal Crashes	Occupant Fatalities in Single-Unit Trucks Crashes	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	1,036	1,050	203	1,122	103,515	1.00	1.01	1.08	7,819,055

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 2011*. 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, 1975-2011



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 2011*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 18. Combination Truck Injury Crash Statistics, 1991-2011

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	
1991	42,000	44,000	63,000	96,645	43.7	45.5	65.2	1,691,331
1992	46,000	47,000	72,000	99,510	46.4	47.5	72.0	1,675,363
1993	54,000	56,000	77,000	103,116	52.7	54.5	74.8	1,680,305
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	163,692	19.3	20.0	27.8	2,451,638

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.

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

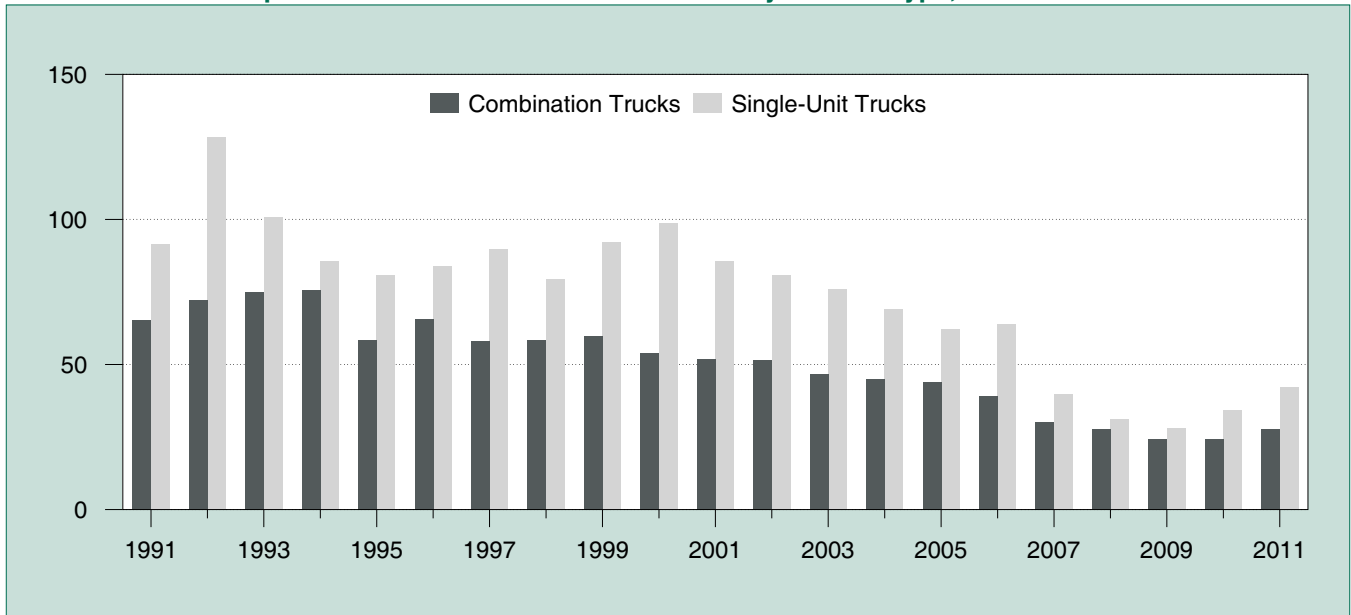
Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1991-2011

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	
1991	33,000	34,000	48,000	52,898	63.0	64.3	91.4	4,480,815
1992	46,000	48,000	69,000	53,874	85.2	88.2	128.5	4,369,842
1993	39,000	40,000	57,000	56,772	69.0	71.0	100.8	4,407,850
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	103,515	28.4	28.8	42.3	7,819,055

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.

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. 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, 1991-2011



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.

Sources: Vehicle Miles Traveled: Federal Highway Administration, *Highway Statistics 2011*. 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, 1991-2011

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	
1991	146,000	152,000	96,645	150.8	157.0	1,691,331
1992	129,000	134,000	99,510	129.5	134.3	1,675,363
1993	180,000	186,000	103,116	174.6	180.5	1,680,305
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	163,692	65.7	68.5	2,451,638

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.

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2011*. 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, 1991-2011

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	
1991	96,000	97,000	52,898	181.1	182.5	4,480,815
1992	141,000	144,000	53,874	262.2	266.5	4,369,842
1993	109,000	110,000	56,772	191.3	193.4	4,407,850
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	103,515	103.1	105.4	7,819,055

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 2011*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2011

Year	Fatal Crashes Involving Buses	Buses Involved in Fatal Crashes	Occupant Fatalities in Bus Crashes	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	242	244	54	283	13,783	1.76	1.77	2.05	666,064

Notes: A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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 2011*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1991-2011

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	
1991	15,000	15,000	34,000	5,750	256.5	263.4	583.3	631,279
1992	14,000	14,000	32,000	5,778	247.2	249.8	553.4	644,732
1993	14,000	14,000	29,000	6,125	227.6	229.9	479.5	654,432
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	13,783	96.9	97.7	177.1	666,064

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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 2011*. 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, 1991-2011

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	
1991	41,000	41,000	5,750	717.6	717.7	631,279
1992	35,000	35,000	5,778	608.1	608.1	644,732
1993	37,000	38,000	6,125	606.6	613.1	654,432
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	13,783	315.6	317.2	666,064

Notes: A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not 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 2011*. 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, 1975-2011

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	39	68	25	10	3	242

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

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not 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, 1975-2011

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	40	68	25	10	3	244

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

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not 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, 1975-2011

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	62	69	31	10	3	283

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

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not 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, 1975-2011

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	31	4	6	4	0	54

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

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not 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, 2001-2011

State	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alabama	145	128	147	164	122	137	134	131	80	114	99
Alaska	10	8	5	14	5	4	4	5	3	7	0
Arizona	85	104	119	106	118	136	98	98	66	65	68
Arkansas	98	98	109	110	115	91	114	76	79	83	88
California	378	362	370	415	429	394	366	318	275	236	281
Colorado	95	53	77	69	68	67	82	68	40	49	51
Connecticut	29	18	24	25	21	29	28	24	13	23	14
Delaware	15	17	19	19	7	17	6	7	11	9	10
District of Columbia	1	0	0	5	3	2	2	1	1	3	2
Florida	365	376	365	377	400	350	301	264	181	181	213
Georgia	255	198	232	248	229	232	229	180	153	153	173
Hawaii	8	4	4	4	9	12	3	6	5	4	3
Idaho	34	32	40	29	34	29	27	30	20	15	21
Illinois	200	156	194	158	191	159	154	146	88	112	122
Indiana	135	131	156	157	138	140	147	137	96	115	136
Iowa	83	68	77	70	73	75	71	73	65	88	60
Kansas	80	79	71	94	80	69	77	63	59	86	66
Kentucky	107	122	119	124	124	105	104	113	112	100	88
Louisiana	123	114	130	105	122	104	121	111	83	107	80
Maine	28	22	14	21	19	21	21	23	22	14	17
Maryland	78	63	62	83	60	61	69	52	50	44	39
Massachusetts	30	24	35	43	24	34	28	23	20	19	30
Michigan	122	135	117	118	111	116	124	88	67	85	61
Minnesota	64	86	68	74	70	62	86	70	59	90	52
Mississippi	98	83	72	101	91	90	75	70	61	55	73
Missouri	139	154	167	158	166	155	136	124	86	84	101
Montana	27	26	27	16	23	34	31	25	24	14	32
Nebraska	68	59	56	49	48	34	43	43	43	55	31
Nevada	46	32	32	29	53	51	29	22	19	15	35
New Hampshire	14	15	13	15	11	7	12	13	8	6	8
New Jersey	77	72	75	86	98	74	64	47	69	52	51
New Mexico	59	61	50	63	63	80	57	45	36	46	49
New York	139	132	158	140	145	174	155	119	107	120	114
North Carolina	201	169	162	200	204	152	168	162	128	117	117
North Dakota	12	19	16	15	17	19	12	20	31	18	40
Ohio	168	203	151	190	177	158	134	143	114	132	117
Oklahoma	94	130	102	114	121	140	112	115	94	91	112
Oregon	64	55	65	53	66	62	53	37	30	46	50
Pennsylvania	185	174	224	189	183	193	194	192	134	164	160
Rhode Island	6	5	6	5	1	8	7	2	5	2	1
South Carolina	108	101	99	110	124	95	91	85	82	65	89
South Dakota	21	19	17	18	13	19	14	14	16	25	12
Tennessee	138	150	118	155	163	148	149	95	92	92	97
Texas	486	467	487	483	506	500	502	453	318	400	427
Utah	34	44	21	31	32	39	39	29	21	35	22
Vermont	7	10	10	15	9	11	5	7	6	10	6
Virginia	110	100	120	99	112	107	108	81	77	77	76
Washington	63	55	46	57	69	65	79	55	31	30	32
West Virginia	48	65	57	64	55	48	48	47	34	50	34
Wisconsin	108	109	101	107	87	76	85	63	55	56	71
Wyoming	23	32	30	41	31	42	24	30	11	27	26
U.S. Total	5,111	4,939	5,036	5,235	5,240	5,027	4,822	4,245	3,380	3,686	3,757

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, 2001-2011

State	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alabama	128	112	130	132	107	118	120	114	73	102	87
Alaska	10	4	5	13	4	4	4	5	3	5	0
Arizona	74	84	95	88	99	112	88	83	58	52	57
Arkansas	88	75	93	89	106	84	97	69	70	74	82
California	334	313	311	359	357	358	326	283	240	219	248
Colorado	75	47	58	60	62	60	67	53	35	42	42
Connecticut	26	17	23	25	18	26	22	23	13	23	13
Delaware	11	16	15	18	7	17	6	7	7	9	9
District of Columbia	1	0	0	5	3	2	2	1	1	3	2
Florida	303	320	314	322	341	309	259	237	170	170	194
Georgia	216	169	201	214	211	208	197	168	129	138	154
Hawaii	8	4	4	4	4	7	3	6	4	4	3
Idaho	30	28	37	28	27	24	24	26	18	15	18
Illinois	172	142	162	139	171	136	137	126	85	100	109
Indiana	120	110	142	139	125	120	125	114	82	101	111
Iowa	70	61	56	58	61	66	62	63	56	79	48
Kansas	73	70	62	76	67	61	69	53	50	68	57
Kentucky	91	104	108	110	108	93	95	93	101	84	82
Louisiana	111	95	107	94	107	90	104	97	68	88	71
Maine	23	21	13	18	17	18	19	20	20	13	16
Maryland	70	58	55	67	56	56	59	48	45	39	37
Massachusetts	27	22	34	39	22	32	27	21	18	19	28
Michigan	115	120	104	110	100	106	109	82	62	80	58
Minnesota	59	75	61	65	59	59	67	62	48	74	49
Mississippi	84	71	61	81	77	74	67	66	53	52	58
Missouri	118	137	140	132	142	120	120	107	79	76	90
Montana	25	20	21	14	22	25	29	24	21	12	24
Nebraska	55	47	46	39	39	27	37	38	40	45	27
Nevada	41	29	32	25	44	37	25	20	18	15	24
New Hampshire	13	14	12	13	11	7	10	12	7	6	8
New Jersey	71	63	69	82	93	67	60	44	60	52	49
New Mexico	45	45	37	52	50	62	53	40	33	41	42
New York	128	123	139	121	127	155	137	109	100	111	107
North Carolina	176	152	148	174	182	136	143	140	112	98	108
North Dakota	11	16	14	14	10	14	12	19	28	14	30
Ohio	156	182	134	160	158	141	116	129	101	114	105
Oklahoma	77	97	90	92	103	117	87	100	71	87	95
Oregon	52	44	49	46	59	47	46	35	27	42	48
Pennsylvania	159	157	188	165	170	169	179	174	120	152	150
Rhode Island	5	5	6	5	1	8	6	2	4	2	1
South Carolina	99	83	89	97	110	80	78	73	76	57	77
South Dakota	20	16	14	17	13	17	14	13	12	19	10
Tennessee	117	124	103	128	134	129	129	83	82	82	86
Texas	422	391	419	396	429	409	430	392	273	349	381
Utah	31	34	17	26	26	32	34	28	21	27	20
Vermont	6	10	10	12	8	10	4	6	6	9	6
Virginia	95	82	107	90	102	96	96	70	68	72	69
Washington	55	52	38	50	55	62	69	52	29	27	27
West Virginia	44	55	51	56	48	43	41	38	29	39	32
Wisconsin	91	85	86	90	76	70	74	59	46	51	68
Wyoming	20	23	25	29	23	30	20	27	11	19	24
U.S. Total	4,451	4,224	4,335	4,478	4,551	4,350	4,204	3,754	2,983	3,271	3,341

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, 2001-2011

State	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alabama	144	123	148	135	118	126	127	124	81	105	95
Alaska	10	4	5	13	4	4	5	5	3	5	0
Arizona	79	88	102	102	107	129	95	100	67	54	65
Arkansas	102	78	101	93	129	97	110	76	80	79	101
California	365	346	333	381	377	384	394	304	263	240	264
Colorado	85	51	61	64	65	73	77	58	40	46	46
Connecticut	28	17	24	27	19	28	25	28	15	23	14
Delaware	11	17	15	19	7	18	6	7	7	9	10
District of Columbia	1	0	0	5	3	2	2	1	1	3	2
Florida	335	351	343	359	383	336	287	270	179	179	201
Georgia	230	203	208	233	240	227	212	180	135	145	168
Hawaii	8	4	4	4	4	7	3	6	4	4	3
Idaho	32	30	38	29	31	24	26	32	18	15	18
Illinois	180	159	178	151	196	158	148	138	90	113	120
Indiana	133	120	166	166	137	137	143	129	108	111	130
Iowa	76	67	62	60	65	73	70	69	63	90	49
Kansas	78	75	73	85	72	64	74	57	51	71	59
Kentucky	95	114	117	123	117	104	103	98	109	90	88
Louisiana	126	103	117	103	121	97	115	104	74	93	81
Maine	27	21	14	18	18	18	20	21	21	13	17
Maryland	76	61	63	76	57	60	63	49	52	39	38
Massachusetts	27	22	34	42	24	33	27	22	19	19	28
Michigan	123	123	110	121	106	113	115	90	64	83	61
Minnesota	60	78	62	67	61	60	74	62	50	77	53
Mississippi	85	72	67	84	80	81	70	70	54	55	62
Missouri	129	151	153	145	152	130	138	117	83	76	95
Montana	27	22	21	15	22	26	29	28	21	13	25
Nebraska	61	59	52	41	46	28	44	41	42	49	29
Nevada	44	33	36	28	48	43	25	21	19	16	28
New Hampshire	14	15	13	13	11	7	10	12	7	6	8
New Jersey	76	69	85	94	106	75	70	48	65	59	57
New Mexico	47	57	39	58	57	67	60	43	33	43	46
New York	134	131	147	128	137	163	145	113	101	116	112
North Carolina	186	166	160	184	193	148	151	143	116	104	118
North Dakota	11	18	14	14	10	17	13	21	28	17	32
Ohio	163	189	147	179	174	152	124	133	108	123	113
Oklahoma	84	108	104	97	111	134	96	108	78	88	100
Oregon	52	45	52	47	60	50	52	39	29	49	48
Pennsylvania	181	174	213	209	188	183	214	195	131	159	163
Rhode Island	5	5	6	5	1	9	6	2	4	2	1
South Carolina	106	91	96	102	119	90	81	81	78	61	79
South Dakota	22	16	14	17	15	17	14	13	12	19	10
Tennessee	129	130	113	141	150	144	147	92	86	89	90
Texas	460	414	448	436	457	450	465	432	299	376	408
Utah	33	38	18	26	28	32	36	32	25	28	24
Vermont	6	10	12	12	10	10	4	6	6	11	6
Virginia	115	89	122	97	106	105	103	74	75	87	74
Washington	56	53	39	52	58	68	71	54	30	27	33
West Virginia	48	57	55	61	49	45	45	46	29	40	32
Wisconsin	95	93	89	94	78	72	78	67	46	53	77
Wyoming	23	27	28	47	24	48	21	28	12	22	27
U.S. Total	4,823	4,587	4,721	4,902	4,951	4,766	4,633	4,089	3,211	3,494	3,608

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, 2001-2011

State	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alabama	19	17	16	18	10	17	17	18	15	9	11
Alaska	3	0	2	5	1	1	2	1	1	0	0
Arizona	17	16	16	19	15	22	22	15	18	6	14
Arkansas	19	18	18	16	22	20	24	13	15	16	18
California	83	67	59	71	70	72	73	56	48	60	63
Colorado	12	9	8	8	17	13	18	14	10	6	12
Connecticut	7	4	7	7	2	3	5	7	2	8	2
Delaware	2	2	0	2	3	2	0	0	3	1	1
District of Columbia	0	0	0	3	2	1	2	1	1	3	1
Florida	48	52	56	49	58	54	49	43	34	35	54
Georgia	38	26	39	39	30	34	33	34	33	19	28
Hawaii	5	2	2	0	0	1	0	3	1	0	1
Idaho	6	5	8	6	6	1	6	7	4	5	3
Illinois	34	26	22	20	35	23	23	21	9	18	26
Indiana	16	19	17	22	25	20	19	15	12	9	20
Iowa	8	5	6	12	5	8	11	12	8	12	12
Kansas	17	9	5	9	10	13	4	7	5	9	10
Kentucky	10	18	16	20	21	25	18	20	16	10	19
Louisiana	17	16	14	15	18	12	21	24	8	16	11
Maine	3	3	2	3	3	6	4	7	0	4	3
Maryland	9	7	6	13	11	8	13	7	9	6	9
Massachusetts	9	4	11	12	2	7	10	9	6	5	6
Michigan	12	10	14	14	10	19	8	10	13	16	7
Minnesota	11	10	8	11	10	11	4	13	10	11	10
Mississippi	14	11	8	16	13	17	13	13	10	5	9
Missouri	16	23	30	15	25	25	26	13	12	15	25
Montana	7	4	2	8	8	7	13	7	8	1	2
Nebraska	8	11	4	2	4	3	2	3	2	10	2
Nevada	11	4	12	2	10	5	6	3	7	3	9
New Hampshire	0	2	1	5	2	0	0	0	1	0	2
New Jersey	17	17	8	20	19	11	15	9	14	12	12
New Mexico	14	16	10	15	12	11	18	15	10	8	12
New York	37	31	49	35	53	53	47	40	31	35	40
North Carolina	31	33	21	34	31	18	30	33	18	23	20
North Dakota	2	2	1	0	3	2	2	4	5	3	4
Ohio	21	22	13	13	20	27	14	23	10	14	18
Oklahoma	12	20	16	18	21	24	18	17	18	21	23
Oregon	13	7	8	10	11	12	8	8	8	14	18
Pennsylvania	26	26	35	31	28	42	33	29	22	38	26
Rhode Island	0	0	2	0	0	3	2	0	1	0	0
South Carolina	16	9	20	19	19	12	15	20	15	9	26
South Dakota	3	4	3	4	1	5	4	1	3	6	2
Tennessee	24	17	20	16	25	23	31	13	21	18	15
Texas	66	62	81	60	84	79	78	77	53	52	75
Utah	8	8	3	10	8	8	10	5	7	3	7
Vermont	2	0	2	2	0	2	1	0	2	1	2
Virginia	18	20	15	20	27	21	15	17	13	20	16
Washington	9	11	5	8	11	12	21	15	9	6	6
West Virginia	13	11	7	10	10	9	6	7	8	6	4
Wisconsin	14	10	14	12	13	4	9	7	2	10	6
Wyoming	6	4	9	6	6	8	7	9	5	3	5
U.S. Total	813	730	751	785	850	836	830	745	596	620	727

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, 2001-2011

State	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Alabama	109	95	114	114	97	101	103	96	58	93	76
Alaska	7	4	3	8	3	3	2	4	2	5	0
Arizona	57	68	79	69	84	90	66	68	40	46	43
Arkansas	69	57	75	73	84	64	73	56	55	58	64
California	249	246	252	288	287	286	253	227	192	159	185
Colorado	62	38	50	52	45	47	49	39	25	36	30
Connecticut	19	13	16	18	16	23	17	16	11	15	11
Delaware	9	14	15	16	4	15	6	7	4	8	8
District of Columbia	1	0	0	2	1	1	0	0	0	0	1
Florida	252	268	258	273	283	255	210	194	136	135	140
Georgia	178	143	162	175	181	174	164	134	96	119	126
Hawaii	3	2	2	4	4	6	3	3	3	4	2
Idaho	24	23	29	22	21	23	18	19	14	10	15
Illinois	137	116	140	119	136	113	114	105	76	82	83
Indiana	104	91	125	117	100	100	106	99	70	92	91
Iowa	62	56	50	46	56	58	51	51	48	67	36
Kansas	56	61	57	67	57	48	65	46	45	59	47
Kentucky	81	86	92	90	87	68	77	73	85	74	63
Louisiana	94	79	93	79	89	78	83	73	60	72	60
Maine	19	18	11	15	14	12	15	13	20	9	13
Maryland	61	51	49	54	45	48	46	41	36	33	28
Massachusetts	18	18	23	27	20	25	17	12	12	14	22
Michigan	103	110	90	96	90	87	101	72	49	64	51
Minnesota	48	65	53	54	49	48	63	49	38	63	39
Mississippi	70	60	53	65	64	57	54	53	43	47	49
Missouri	101	114	110	117	117	95	94	94	67	61	65
Montana	18	16	19	6	14	18	16	17	13	11	22
Nebraska	47	36	42	37	35	24	35	35	38	35	25
Nevada	30	25	20	23	34	32	19	17	11	12	15
New Hampshire	13	12	11	8	9	7	10	12	6	6	6
New Jersey	54	46	61	62	74	56	45	35	46	40	37
New Mexico	31	29	27	37	38	51	35	25	23	33	30
New York	91	92	90	86	74	102	90	69	69	76	67
North Carolina	145	119	127	140	151	118	113	107	94	75	88
North Dakota	9	14	13	14	7	12	10	15	23	11	26
Ohio	135	160	121	147	138	114	102	106	91	100	87
Oklahoma	65	77	74	74	82	93	69	83	53	66	72
Oregon	38	37	41	36	48	35	38	27	19	28	30
Pennsylvania	131	131	153	134	142	127	146	145	98	114	124
Rhode Island	5	5	4	5	1	5	4	2	3	2	1
South Carolina	82	74	69	78	91	68	63	53	61	48	51
South Dakota	17	12	11	13	12	12	10	12	9	13	8
Tennessee	93	107	83	112	109	106	98	70	61	64	71
Texas	355	329	338	336	345	330	352	315	220	297	306
Utah	23	26	14	16	18	24	24	23	14	24	13
Vermont	4	10	8	10	8	8	3	6	4	8	4
Virginia	76	62	92	70	75	75	81	53	55	52	53
Washington	45	41	33	42	44	50	48	37	20	21	21
West Virginia	30	44	44	46	38	34	35	31	21	33	28
Wisconsin	77	75	72	78	63	66	65	52	44	41	62
Wyoming	14	19	16	23	17	22	13	18	6	16	19
U.S. Total	3,621	3,494	3,584	3,693	3,701	3,514	3,374	3,009	2,387	2,651	2,614

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 273,000 police-reported crashes involving large trucks in 2011, 3,341 (1 percent) resulted in at least one fatality, and 60,000 (22 percent) resulted in at least one nonfatal injury.
- ◆ Single-vehicle crashes made up 22 percent of all fatal crashes, 13 percent of all injury crashes, and 21 percent of all property damage only crashes involving large trucks in 2011.
- ◆ Almost two-thirds (63 percent) of all fatal crashes involving large trucks occurred on rural roads, and about one-fourth (25 percent) occurred on rural and urban Interstate highways.
- ◆ Thirty-four percent of all fatal crashes, 22 percent of all injury crashes, and 17 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 (85 percent) and nonfatal crashes (89 percent) involving large trucks occurred on weekdays (Monday through Friday).
- ◆ Collision with a vehicle in transport was the first harmful event (the first event during a crash that caused injury or property damage) in 72 percent of fatal crashes involving large trucks, 85 percent of injury crashes involving large trucks, and 77 percent of property damage only crashes involving large trucks.
- ◆ 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.

Crashes Table 1. Crashes Involving Large Trucks by First Harmful Event and Crash Severity, 2011

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%	2,418	92.5%	2,418	72.4%
Collision with Fixed Object	226	31.1%	92	3.5%	318	9.5%
Collision with Pedestrian	244	33.6%	33	1.3%	277	8.3%
Overturn (Rollover)	107	14.7%	47	1.8%	154	4.6%
Collision with Pedalcycle or Other Personal Conveyance	72	9.9%	1	*	73	2.2%
Collision with Parked Motor Vehicle	35	4.8%	5	0.2%	40	1.2%
Collision with Train	11	1.5%	0	0.0%	11	0.3%
Collision with Other Object	7	1.0%	3	0.1%	10	0.3%
Collision with Animal	4	0.6%	9	0.3%	13	0.4%
Explosion/Fire	0	0.0%	0	0.0%	0	0.0%
Jackknife	2	0.3%	1	*	3	0.1%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	1	0.1%	0	0.0%	1	*
Other	18	2.5%	5	0.2%	23	0.7%
Total	727	100.0%	2,614	100.0%	3,341	100.0%
Injury Crashes						
Collision with Vehicle in Transport	*	*	51,000	97.6%	51,000	85.2%
Collision with Fixed Object	3,000	36.6%	1,000	1.7%	4,000	6.1%
Collision with Pedestrian	1,000	6.8%	*	*	1,000	0.9%
Overturn (Rollover)	3,000	38.3%	*	0.2%	3,000	5.0%
Collision with Pedalcycle or Other Personal Conveyance	*	5.1%	*	*	*	0.7%
Collision with Parked Motor Vehicle	1,000	7.2%	*	*	1,000	0.9%
Collision with Train	*	*	*	*	*	*
Collision with Other Object	*	0.4%	*	0.2%	*	0.2%
Collision with Animal	*	1.3%	*	*	*	0.2%
Explosion/Fire	*	0.1%	*	*	*	*
Jackknife	*	1.7%	*	0.2%	*	0.3%
Pavement Surface Irregularity	*	0.5%	*	*	*	0.1%
Cargo Equipment Loss or Shift	*	1.0%	*	*	*	0.1%
Other	*	1.1%	*	0.1%	*	0.2%
Total	8,000	100.0%	53,000	100.0%	60,000	100.0%
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	163,000	98.2%	163,000	77.4%
Collision with Fixed Object	18,000	41.2%	2,000	1.0%	20,000	9.5%
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	3,000	6.2%	*	*	3,000	1.3%
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	17,000	39.2%	*	*	17,000	8.3%
Collision with Train	*	0.6%	*	*	*	0.1%
Collision with Other Object	1,000	2.3%	*	0.2%	1,000	0.6%
Collision with Animal	2,000	5.0%	*	0.1%	2,000	1.1%
Explosion/Fire	*	1.0%	*	*	*	0.2%
Jackknife	1,000	2.0%	*	0.1%	1,000	0.5%
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	0.5%	*	0.1%	*	0.2%
Other	1,000	2.0%	1,000	0.5%	2,000	0.8%
Total	44,000	100.0%	166,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 2. Fatal Crashes Involving Large Trucks by Speed Limit, 2011

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	41	5.6%	28	1.1%	69	2.1%
30 - 35 mph	88	12.1%	122	4.7%	210	6.3%
40 - 45 mph	88	12.1%	382	14.6%	470	14.1%
50 - 55 mph	198	27.2%	1,057	40.4%	1,255	37.6%
60 - 65 mph	156	21.5%	579	22.1%	735	22.0%
70 - 75 mph	115	15.8%	376	14.4%	491	14.7%
80 - 85 mph	0	0.0%	1	*	1	*
No Statutory Limit	4	0.6%	6	0.2%	10	0.3%
Unknown	37	5.1%	63	2.4%	100	3.0%
Total	727	100.0%	2,614	100.0%	3,341	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 3. Fatal Crashes Involving Large Trucks by Roadway Function Class, 2011

Rural Crashes			Urban Crashes		
Roadway Function Class	Number	Percent	Roadway Function Class	Number	Percent
Interstate	461	13.8%	Interstate	389	11.6%
Other Principal Arterial	736	22.0%	Freeway/Expressway	123	3.7%
Minor Arterial	401	12.0%	Other Principal Arterial	338	10.1%
Major Collector	344	10.3%	Minor Arterial	185	5.5%
Minor Collector	45	1.3%	Collector	53	1.6%
Local Road	130	3.9%	Local Road	121	3.6%
Unknown	4	0.1%	Unknown	3	0.1%
Total Rural	2,121	63.5%	Total Urban	1,212	36.3%
Unknown Rural or Urban	8	0.2%	Total Fatal Crashes	3,341	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 4. Crashes Involving Large Trucks by Time of Day and Crash Severity, 2011

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	264	7.9%	2,000	4.0%	4,000	2.0%
3am - 6am	332	9.9%	3,000	4.5%	7,000	3.3%
6am - 9am	501	15.0%	10,000	15.9%	36,000	17.4%
9am - 12pm	513	15.4%	12,000	19.8%	46,000	21.9%
12pm - 3pm	638	19.1%	13,000	22.0%	53,000	25.5%
3pm - 6pm	550	16.5%	12,000	20.1%	39,000	18.6%
6pm - 9pm	283	8.5%	5,000	8.9%	14,000	6.6%
9pm - 12am	258	7.7%	3,000	4.9%	10,000	4.7%
Unknown	2	0.1%	*	*	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,202</i>	<i>65.9%</i>	<i>47,000</i>	<i>77.8%</i>	<i>175,000</i>	<i>83.3%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,139</i>	<i>34.1%</i>	<i>13,000</i>	<i>22.2%</i>	<i>35,000</i>	<i>16.7%</i>
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 5. Crashes Involving Large Trucks by Day of Week and Crash Severity, 2011

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	227	6.8%	3,000	5.1%	8,000	4.0%
Monday	533	16.0%	10,000	15.9%	35,000	16.6%
Tuesday	598	17.9%	11,000	17.4%	37,000	17.7%
Wednesday	561	16.8%	11,000	18.5%	39,000	18.8%
Thursday	567	17.0%	10,000	17.4%	41,000	19.7%
Friday	568	17.0%	10,000	17.4%	35,000	16.5%
Saturday	287	8.6%	5,000	8.3%	14,000	6.7%
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

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

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

Crashes Table 6. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity, 2011

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,725	51.6%	22,000	36.9%	70,000	33.1%
Two-Way, Divided, Unprotected Median	785	23.5%	8,000	12.9%	22,000	10.4%
Two-Way, Divided, Positive Median Barrier	639	19.1%	16,000	26.3%	44,000	21.1%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	100	3.0%	2,000	3.4%	6,000	2.7%
Entrance/Exit Ramp	49	1.5%	1,000	1.9%	7,000	3.5%
One-Way Trafficway	30	0.9%	1,000	2.4%	7,000	3.5%
Non-Trafficway Area	8	0.2%	2,000	2.6%	5,000	2.6%
Unknown	5	0.1%	8,000	13.6%	48,000	23.0%
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

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

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

Crashes Table 7. Crashes Involving Large Trucks by Relation to Junction and Crash Severity, 2011

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange						
Non-Junction	2,119	63.4%	30,000	50.3%	99,000	23.7%
Intersection	673	20.1%	14,000	23.8%	33,000	7.8%
Intersection Related	146	4.4%	7,000	11.6%	44,000	10.5%
Driveway Access	37	1.1%	1,000	1.0%	3,000	0.7%
Driveway Access Related	119	3.6%	5,000	7.6%	16,000	3.7%
Entrance/Exit Ramp Related	13	0.4%	*	0.6%	3,000	0.6%
Railway Grade Crossing	12	0.4%	*	0.2%	*	0.1%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	12	0.4%	*	0.1%	1,000	0.1%
Other	1	*	*	*	*	*
Unknown	0	0.0%	*	*	*	*
<i>Subtotal</i>	<i>3,132</i>	<i>93.7%</i>	<i>57,000</i>	<i>95.2%</i>	<i>199,000</i>	<i>89.7%</i>
Interchange Area						
Non-Junction	0	0.0%	*	*	*	*
Intersection	32	1.0%	1,000	1.1%	1,000	0.3%
Intersection Related	9	0.3%	*	0.2%	2,000	0.4%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	0	0.0%	*	*	*	*
Entrance/Exit Ramp Related	57	1.7%	1,000	1.6%	5,000	1.2%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	3	0.1%	*	0.3%	*	*
Through Roadway	96	2.9%	1,000	1.3%	3,000	0.6%
Crossover Related	3	0.1%	*	*	*	*
Other	9	0.3%	*	0.2%	*	*
Unknown	0	0.0%	*	*	*	*
<i>Subtotal</i>	<i>209</i>	<i>6.3%</i>	<i>3,000</i>	<i>4.8%</i>	<i>11,000</i>	<i>5.4%</i>
Unknown Relation to Junction	<i>0</i>	<i>0.0%</i>	<i>*</i>	<i>*</i>	<i>*</i>	<i>*</i>
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 8. Crashes Involving Large Trucks by Relation to Roadway and Crash Severity, 2011

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	366	50.3%	2,468	94.4%	2,834	84.8%
On Shoulder	50	6.9%	36	1.4%	86	2.6%
On Median	66	9.1%	50	1.9%	116	3.5%
On Roadside	201	27.6%	46	1.8%	247	7.4%
Outside Trafficway	28	3.9%	6	0.2%	34	1.0%
Off Roadway, Location Unknown	7	1.0%	0	0.0%	7	0.2%
In Parking Lane	1	0.1%	1	*	2	*
Gore	6	0.8%	3	*	9	0.3%
Separator	2	0.3%	1	*	3	0.1%
Continuous Left-Turn Lane	0	0.0%	3	*	3	*
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	727	100.0%	2,614	100.0%	3,341	100.0%
Injury Crashes						
On Roadway	3,000	36.7%	51,000	97.8%	54,000	90.0%
On Shoulder	*	4.6%	*	0.1%	*	0.7%
On Median	1,000	11.7%	1,000	1.2%	2,000	2.6%
On Roadside	3,000	35.0%	*	0.7%	3,000	5.0%
Outside Trafficway	*	5.2%	*	*	*	0.7%
Off Roadway, Location Unknown	*	1.8%	*	*	*	0.2%
In Parking Lane	*	3.5%	*	*	*	0.4%
Gore	*	1.6%	*	*	*	0.3%
Separator	*	0.1%	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.1%	*	0.1%
Unknown	*	*	*	*	*	*
Total	8,000	100.0%	53,000	100.0%	60,000	100.0%
Property Damage Only Crashes						
On Roadway	10,000	22.8%	164,000	98.7%	174,000	82.7%
On Shoulder	*	0.7%	*	0.2%	1,000	0.3%
On Median	1,000	2.9%	1,000	0.3%	2,000	0.9%
On Roadside	18,000	39.9%	1,000	0.4%	18,000	8.7%
Outside Trafficway	2,000	3.4%	*	0.1%	2,000	0.8%
Off Roadway, Location Unknown	*	0.9%	*	*	*	0.2%
In Parking Lane	13,000	28.7%	*	*	13,000	6.1%
Gore	*	0.2%	*	*	*	0.1%
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.1%	*	0.1%
Unknown	*	*	*	*	*	*
Total	44,000	100.0%	166,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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. Crashes Involving Large Trucks by Weather Conditions and Crash Severity, 2011

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,455	73.5%	42,000	70.2%	154,000	73.6%
Cloudy	476	14.2%	9,000	15.2%	30,000	14.1%
Rain	219	6.6%	6,000	10.4%	17,000	8.3%
Sleet, Hail	18	0.5%	*	0.8%	1,000	0.7%
Snow	73	2.2%	2,000	2.8%	5,000	2.3%
Fog, Smog, Smoke	63	1.9%	*	0.2%	1,000	0.5%
Severe Crosswinds	8	0.2%	*	*	*	0.1%
Blowing Sand, Soil, Dirt	2	0.1%	*	*	*	0.1%
Blowing Snow	9	0.3%	*	*	*	0.2%
Other	3	0.1%	*	0.3%	*	0.2%
Unknown	15	0.4%	*	*	*	*
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 10. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity, 2011

Road Surface Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,824	84.5%	47,000	77.8%	163,000	77.6%
Wet	357	10.7%	8,000	14.0%	27,000	12.8%
Snow	62	1.9%	1,000	2.0%	6,000	2.7%
Ice/Frost	53	1.6%	2,000	2.5%	4,000	2.0%
Slush	12	0.4%	*	0.3%	1,000	0.4%
Water (Standing, Moving)	3	0.1%	*	0.1%	*	*
Mud, Dirt, Gravel	2	0.1%	*	0.1%	*	*
Sand	1	*	*	*	*	*
Non-Trafficway Area	8	0.2%	2,000	2.6%	5,000	2.6%
Other	1	*	*	*	*	0.2%
Unknown	18	0.5%	*	0.4%	3,000	1.6%
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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. Crashes Involving Large Trucks by Light Conditions and Crash Severity, 2011

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,114	63.3%	46,000	76.7%	173,000	82.2%
Dark, Not Lighted	783	23.4%	5,000	8.3%	12,000	5.5%
Dark But Lighted	301	9.0%	7,000	11.5%	19,000	9.1%
Dark, Unknown Lighting	13	0.4%	*	0.6%	1,000	0.4%
Dawn	77	2.3%	1,000	2.0%	4,000	1.9%
Dusk	48	1.4%	1,000	0.9%	2,000	0.8%
Unknown	5	0.1%	*	*	*	*
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 12. Crashes by Work Zone and Crash Severity, 2011

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	3,191	95.5%	59,000	97.2%	202,000	96.2%
Yes	144	4.3%	2,000	2.8%	8,000	3.8%
Unknown	6	0.2%	*	*	*	*
Total	3,341	100.0%	60,000	100.0%	210,000	100.0%
All Crashes						
No	29,197	98.1%	1,505,000	98.4%	3,713,000	98.3%
Yes	530	1.8%	25,000	1.6%	65,000	1.7%
Unknown	30	0.1%	*	*	*	*
Total	29,757	100.0%	1,530,000	100.0%	3,778,000	100.0%
Percentage of Work Zone Crashes						
That Involved at Least One Truck	27.2%		6.8%		12.2%	

*Less than 500 or less than 0.05 percent.

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

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).

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Vehicles

This chapter presents information on large trucks involved in fatal, injury, and property damage only crashes. Some of the data in this chapter come from the MCMIS Crash File, which contains data on trucks and buses in crashes that meet the SAFETYNET crash severity thresholds. MCMIS data are used for the tables on crashes by vehicle configuration (Vehicles Table 1), cargo body type (Vehicles Table 2), gross vehicle weight rating (Vehicles Table 3), hazardous materials cargo (Vehicles Table 4), and hazardous materials released (Vehicles Table 5). 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 2011, 3,608 large trucks were involved in fatal crashes, 63,000 were involved in injury crashes, and 221,000 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. Flammable liquids (gasoline, fuel oil, etc.) accounted for 69 percent of the HM releases from cargo compartments in fatal crashes and 45 percent of the HM releases in nonfatal crashes.
- ◆ “Collision with vehicle in transport” was recorded as the most harmful event for 72 percent of the large trucks involved in fatal crashes.
- ◆ Singles (truck tractors pulling a single semi-trailer) accounted for 61 percent of the large trucks involved in fatal crashes in 2011; doubles (tractors pulling two trailers) made up 3 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.
- ◆ Vehicle-related crash factors were coded for 4 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. Tires was the vehicle-related factor most often coded for both vehicle types.

Vehicles Table 1. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2011

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	676	18.7%	9,221	19.7%	12,708	17.4%
Single-Unit, 3+ Axles	369	10.2%	5,847	12.5%	7,558	10.3%
Truck/Trailer(s)	127	3.5%	5,109	10.9%	9,056	12.4%
Truck Tractor (Bobtail)	70	1.9%	1,334	2.9%	1,848	2.5%
Tractor/Semi-trailer	2,216	61.4%	21,232	45.4%	35,166	48.1%
Tractor/Double	102	2.8%	1,029	2.2%	2,075	2.8%
Tractor/Triple	4	0.1%	33	0.1%	66	0.1%
Light Truck (HM Placard)	—	—	16	*	24	*
Unknown	44	1.2%	2,703	5.8%	4,344	5.9%
Missing	—	—	207	0.4%	264	0.4%
Total	3,608	100.0%	46,731	100.0%	73,109	100.0%

*Less than 0.05 percent.
 — Not applicable.

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more 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. 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 2. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2011

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,545	42.8%	18,205	39.0%	32,050	43.8%
Cargo Tank	332	9.2%	3,137	6.7%	4,295	5.9%
Flatbed	407	11.3%	5,408	11.6%	8,511	11.6%
Dump	335	9.3%	4,387	9.4%	5,564	7.6%
Concrete Mixer	29	0.8%	428	0.9%	457	0.6%
Auto Transporter	39	1.1%	490	1.0%	950	1.3%
Garbage/Refuse	81	2.2%	1,344	2.9%	1,693	2.3%
Grain, Gravel, etc.	129	3.6%	1,056	2.3%	1,498	2.0%
Pole	18	0.5%	247	0.5%	299	0.4%
Log	65	1.8%	510	1.1%	551	0.8%
Intermodal Container Chassis	24	0.7%	224	0.5%	317	0.4%
Vehicle Towing Another Vehicle	12	0.3%	101	0.2%	121	0.2%
No Cargo Body	196	5.4%	3,488	7.5%	4,505	6.2%
Other Large Truck	280	7.8%	7,064	15.1%	11,276	15.4%
Unknown	116	3.2%	642	1.4%	1,022	1.4%
Total	3,608	100.0%	46,731	100.0%	73,109	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more 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. 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 Crashes by Gross Vehicle Weight Rating and Crash Severity, 2011

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%	293	0.6%	503	0.7%
10,001 - 26,000 lb	657	18.2%	9,679	20.7%	14,229	19.5%
≥26,001 lb	2,949	81.7%	36,177	77.4%	57,518	78.7%
Unknown	2	0.1%	582	1.2%	859	1.2%
Total	3,608	100.0%	46,731	100.0%	73,109	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more 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. 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 4. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2011

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	144	4.0%	1,137	2.4%	1,607	2.2%
No	3,464	96.0%	32,128	68.8%	46,670	63.8%
Unknown	0	0.0%	13,466	28.8%	24,832	34.0%
Total	3,608	100.0%	46,731	100.0%	73,109	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more 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. 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 Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2011

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes								
Explosives	0	0.0%	2	2.6%	0	0.0%	2	1.4%
Gases	3	5.9%	9	11.7%	0	0.0%	12	8.3%
Flammable Liquids	35	68.6%	41	53.2%	2	12.5%	78	54.2%
Flammable Solids	1	2.0%	1	1.3%	0	0.0%	2	1.4%
Oxidizing Substances	0	0.0%	1	1.3%	0	0.0%	1	0.7%
Poisonous and Infectious Substances	0	0.0%	1	1.3%	0	0.0%	1	0.7%
Radioactive Materials	0	0.0%	1	1.3%	0	0.0%	1	0.7%
Corrosives	4	7.8%	9	11.7%	0	0.0%	13	9.0%
Miscellaneous Dangerous Goods	4	7.8%	1	1.3%	0	0.0%	5	3.5%
Unknown	4	7.8%	11	14.3%	14	87.5%	29	20.1%
Total	51	100.0%	77	100.0%	16	100.0%	144	100.0%
Nonfatal Crashes (MCMIS Data)								
Explosives	7	2.8%	46	2.8%	24	4.9%	77	3.3%
Gases	30	12.1%	284	17.5%	61	12.4%	375	15.9%
Flammable Liquids	110	44.5%	663	40.7%	190	38.8%	963	40.7%
Flammable Solids	1	0.4%	13	0.8%	3	0.6%	17	0.7%
Oxidizing Substances	4	1.6%	24	1.5%	2	0.4%	30	1.3%
Poisonous and Infectious Substances	1	0.4%	12	0.7%	5	1.0%	18	0.8%
Radioactive Materials	0	0.0%	4	0.2%	3	0.6%	7	0.3%
Corrosives	20	8.1%	121	7.4%	23	4.7%	164	6.9%
Miscellaneous Dangerous Goods	33	13.4%	143	8.8%	23	4.7%	199	8.4%
Unknown	41	16.6%	317	19.5%	156	31.8%	514	21.7%
Total	247	100.0%	1,627	100.0%	490	100.0%	2,364	100.0%

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more 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.

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 6. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2011

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,162	59.9%	29,000	46.8%	73,000	33.1%
Rear	586	16.2%	14,000	22.1%	55,000	24.6%
Left	321	8.9%	7,000	11.5%	33,000	15.1%
Right	244	6.8%	9,000	13.8%	43,000	19.6%
Non-Collision	153	4.2%	3,000	5.5%	6,000	2.8%
Other	92	2.5%	*	0.4%	11,000	4.8%
Unknown	50	1.4%	*	*	*	*
Total	3,608	100.0%	63,000	100.0%	221,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 7. Large Trucks in Crashes by Most Harmful Event for the Large Truck and Crash Severity, 2011

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,610	72.3%	54,000	86.5%	168,000	76.1%
Collision with Fixed Object	136	3.8%	3,000	4.1%	19,000	8.4%
Collision with Pedestrian	309	8.6%	1,000	0.9%	*	*
Overturn (Rollover)	271	7.5%	4,000	5.9%	3,000	1.5%
Collision with Pedalcycle or Other Personal Conveyance	73	2.0%	*	0.6%	*	*
Collision with Parked Motor Vehicle	14	0.4%	1,000	0.9%	17,000	7.8%
Collision with Train	10	0.3%	*	*	*	0.1%
Collision with Other Object	50	1.4%	*	0.3%	8,000	3.5%
Collision with Animal	1	*	*	0.2%	2,000	1.1%
Jackknife	1	*	*	0.2%	1,000	0.4%
Explosion/Fire	106	2.9%	*	*	1,000	0.3%
Cargo/Equipment Loss or Shift	2	0.1%	*	*	*	0.2%
Other	23	0.6%	*	0.3%	2,000	0.7%
Unknown	2	0.1%	*	*	*	*
Total	3,608	100.0%	63,000	100.0%	221,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 8. Large Trucks in Crashes by Jackknife Occurrence and Crash Severity, 2011

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Yes	134	3.7%	1,000	2.0%	2,000	0.8%
No	3,474	96.3%	61,000	98.0%	220,000	99.2%
Total	3,608	100.0%	63,000	100.0%	221,000	100.0%

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
 Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: National Highway Traffic Safety Administration, General Estimates System (GES).

Vehicles Table 9. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity, 2011

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	81	4.4%	6,000	13.7%	15,000	10.4%
Passenger Vehicle Rear-Ending Large Truck	226	12.4%	7,000	17.7%	15,000	10.3%
Large Truck Crossing Center Median (Head-On)	39	2.1%	*	0.5%	*	*
Passenger Vehicle Crossing Center Median (Head-On)	325	17.8%	1,000	2.0%	*	0.2%
Large Truck Striking Passenger Vehicle (Other)	763	41.7%	15,000	36.3%	46,000	31.8%
Passenger Vehicle Striking Large Truck (Other)	296	16.2%	9,000	23.0%	43,000	30.1%
Other Collision	99	5.4%	3,000	6.8%	25,000	17.3%
Total	1,829	100.0%	41,000	100.0%	144,000	100.0%

*Less than 500 or less than 0.05 percent.

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
 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 10. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded, 2011

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	81	47	58.0%	54	66.7%
Passenger Vehicle Rear-Ending Large Truck	226	57	25.2%	202	89.4%
Large Truck Crossing Center Median (Head-On)	39	28	71.8%	18	46.2%
Passenger Vehicle Crossing Center Median (Head-On)	325	61	18.8%	312	96.0%
Large Truck Striking Passenger Vehicle (Other)	763	218	28.6%	671	87.9%
Passenger Vehicle Striking Large Truck (Other)	296	124	41.9%	229	77.4%
Other Collision	99	35	35.4%	78	78.8%
Total	1,829	570	31.2%	1,564	85.5%

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).

Vehicles Table 11. Large Trucks in Fatal Crashes by Vehicle-Related Factors and Violations Recorded, 2011

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	23	3.2%	30	1.0%	53	1.5%
Brake System	13	1.8%	32	1.1%	45	1.2%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	5	0.7%	11	0.4%	16	0.4%
Other Lights	0	0.0%	10	0.3%	10	0.3%
Power Train	2	0.3%	4	0.1%	6	0.2%
Vehicle Contributing Factors—No Details	1	0.1%	5	0.2%	6	0.2%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	2	0.3%	4	0.1%	6	0.2%
Signal Lights	1	0.1%	4	0.1%	5	0.1%
Truck Coupling / Trailer Hitch / Safety Chains	0	0.0%	4	0.1%	4	0.1%
Headlights	0	0.0%	3	0.1%	3	0.1%
At Least One Vehicle-Related Factor Recorded	49	6.7%	105	3.6%	154	4.3%
No Vehicle-Related Factors Recorded	678	93.3%	2,776	96.4%	3,454	95.7%
Total	727	100.0%	2,881	100.0%	3,608	100.0%
At Least One Moving Violation Recorded	71	9.8%	300	10.4%	371	10.3%
No Moving Violations Recorded	656	90.2%	2,581	89.6%	3,237	89.7%
Total	727	100.0%	2,881	100.0%	3,608	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 12. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors and Violations Recorded, 2011

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	355	2.5%	131	0.7%	486	1.4%
Vehicle Registration for Handicapped	68	0.5%	140	0.7%	208	0.6%
Electric/Alternative Fuel Vehicle	24	0.2%	67	0.3%	91	0.3%
Brake System	21	0.1%	18	0.1%	39	0.1%
Headlights	13	0.1%	14	0.1%	27	0.1%
Vehicle Contributing Factors—No Details	9	0.1%	14	0.1%	23	0.1%
Steering	11	0.1%	7	*	18	0.1%
Other Lights	2	*	12	0.1%	14	*
Reconstructed/Altered Vehicle	9	0.1%	5	*	14	*
Power Train	6	*	6	*	12	*
At Least One Vehicle-Related Factor Recorded	570	4.0%	476	2.4%	1,046	3.1%
No Vehicle-Related Factors Recorded	13,776	96.0%	19,360	97.6%	33,136	96.9%
Total	14,346	100.0%	19,836	100.0%	34,182	100.0%
At Least One Moving Violation Recorded	1,752	12.2%	2,673	13.5%	4,425	12.9%
No Moving Violations Recorded	12,594	87.8%	17,163	86.5%	29,757	87.1%
Total	14,346	100.0%	19,836	100.0%	34,182	100.0%

*Less than 0.05 percent.
 Note: A passenger vehicle is defined here as a car or light truck (including pickups, vans, and sport utility vehicles).
 Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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People

This chapter contains information on drivers of large trucks in fatal, injury, and property damage only crashes and on people killed or injured in large truck crashes. Some statistics are also listed for passenger vehicle drivers in order to make 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 no driver information is provided for some crashes. Below is a summary of some of the information in this section:

- ◆ Of the 3,757 drivers of large trucks involved in fatal crashes, 199 (6 percent) were 25 years of age or younger, and 175 (5 percent) were 66 years of age or older. In comparison, 5 (2 percent) of the 232 drivers of buses in fatal crashes were 25 years of age or younger, and 19 (8 percent) were 66 years of age or older.
- ◆ About 2 percent of all the drivers of large trucks involved in fatal crashes were female, as compared with 34 percent of all drivers of buses involved in fatal crashes.
- ◆ Of the 3,757 drivers of large trucks involved in fatal crashes, 341 (10 percent) were not wearing a safety belt at the time of the crash; of those, 29 percent were completely or partially ejected from the vehicle.
- ◆ One or more driver-related factors were recorded for 56 percent of the drivers of large trucks involved in single-vehicle fatal crashes and for 29 percent of the drivers of large trucks involved in multiple-vehicle fatal crashes. In comparison, at least one driver-related factor was recorded for 76 percent of the drivers of passenger vehicles (cars, vans, pickup trucks, and sport utility vehicles) involved in single-vehicle crashes and 52 percent of the passenger vehicle drivers in multiple-vehicle crashes. Speeding was the most often coded driver-related factor for both vehicle types; distraction/inattention was the second most common for large truck drivers, and impairment (fatigue, alcohol, drugs, illness) was the second most common for passenger vehicle drivers.

People Table 1. Persons Killed and Injured in Crashes Involving Large Trucks, 2011

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	345	47.3%	202	6.7%	547	14.6%
Driver of Other Motor Vehicle	0	0.0%	2,063	68.2%	2,063	54.9%
Passenger of Large Truck in Transport	57	7.8%	30	1.0%	87	2.3%
Passenger of Other Motor Vehicle in Transport	0	0.0%	631	20.8%	631	16.8%
Occupant of Motor Vehicle Not in Transport	7	1.0%	2	0.1%	9	0.2%
Occupant of Non-Motor Vehicle Transport Device**	11	1.5%	0	0.0%	11	0.3%
Pedestrian	238	32.6%	96	3.2%	334	8.9%
Bicyclist	59	8.1%	1	*	60	1.6%
Other Cyclist	0	0.0%	0	0.0%	0	0.0%
Other Person on Personal Conveyance/In Building	12	1.6%	1	*	13	0.3%
Unknown Occupant Type in Motor Vehicle in Transport	1	0.1%	1	*	2	0.1%
Total	730	100.0%	3,027	100.0%	3,757	100.0%
Persons Injured						
Driver of Large Truck	6,000	68.9%	11,000	14.2%	17,000	19.6%
Driver of Other Motor Vehicle	*	*	47,000	59.1%	47,000	53.3%
Passenger of Large Truck in Transport	1,000	16.0%	4,000	5.1%	5,000	6.1%
Passenger of Other Motor Vehicle in Transport	*	*	17,000	21.2%	17,000	19.1%
Occupant of Motor Vehicle Not in Transport	*	*	*	0.1%	*	0.1%
Occupant of Non-Motor Vehicle Transport Device**	*	2.3%	*	*	*	0.2%
Pedestrian	1,000	8.3%	*	0.3%	1,000	1.1%
Bicyclist	*	4.3%	*	*	*	0.4%
Other Nonoccupant	*	0.2%	*	*	*	*
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	*	*
Total	9,000	100.0%	79,000	100.0%	88,000	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.

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

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 2. Persons Killed in Crashes Involving Large Trucks by Age and Sex, 2011

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	115	4.4%	117	10.5%	0	0.0%	232	6.2%
18 - 25	408	15.4%	176	15.8%	0	0.0%	584	15.5%
26 - 35	400	15.1%	153	13.7%	0	0.0%	553	14.7%
36 - 45	432	16.4%	145	13.0%	0	0.0%	577	15.4%
46 - 55	496	18.8%	143	12.8%	0	0.0%	639	17.0%
56 - 65	398	15.1%	133	11.9%	0	0.0%	531	14.1%
66 - 75	186	7.0%	112	10.1%	0	0.0%	298	7.9%
76 and over	206	7.8%	134	12.0%	0	0.0%	340	9.0%
Unknown	1	*	1	0.1%	1	100.0%	3	0.1%
Total	2,642	100.0%	1,114	100.0%	1	100.0%	3,757	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 3. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2011

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,219	6.4%	919	10.3%	0	0.0%	2,138	7.6%
18 - 25	4,181	21.9%	1,619	18.1%	2	25.0%	5,802	20.7%
26 - 35	3,225	16.9%	1,247	13.9%	1	12.5%	4,473	15.9%
36 - 45	2,538	13.3%	1,081	12.1%	0	0.0%	3,619	12.9%
46 - 55	2,902	15.2%	1,173	13.1%	0	0.0%	4,075	14.5%
56 - 65	2,247	11.8%	925	10.3%	0	0.0%	3,172	11.3%
66 - 75	1,336	7.0%	864	9.6%	0	0.0%	2,200	7.8%
76 and over	1,420	7.4%	1,118	12.5%	0	0.0%	2,538	9.0%
Unknown	33	0.2%	15	0.2%	5	62.5%	53	0.2%
Total	19,101	100.0%	8,961	100.0%	8	100.0%	28,070	100.0%

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 Injured in Crashes Involving Large Trucks by Age and Sex, 2011

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	4,000	7.3%	5,000	13.5%	9,000	9.8%
18 - 25	8,000	15.6%	6,000	17.9%	15,000	16.5%
26 - 35	11,000	21.6%	6,000	17.6%	18,000	20.0%
36 - 45	11,000	20.2%	5,000	14.2%	16,000	17.8%
46 - 55	9,000	17.2%	6,000	17.6%	15,000	17.4%
56 - 65	6,000	11.5%	3,000	9.2%	9,000	10.6%
66 - 75	2,000	3.8%	2,000	4.7%	4,000	4.2%
76 and over	1,000	2.8%	2,000	5.2%	3,000	3.8%
Total	52,000	100.0%	36,000	100.0%	88,000	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, General Estimates System (GES).

People Table 5. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex, 2011

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	139,000	14.0%	147,000	12.8%	286,000	13.4%
18 - 25	225,000	22.6%	250,000	21.8%	475,000	22.2%
26 - 35	176,000	17.6%	199,000	17.4%	375,000	17.5%
36 - 45	146,000	14.6%	167,000	14.6%	313,000	14.6%
46 - 55	144,000	14.4%	169,000	14.8%	313,000	14.6%
56 - 65	97,000	9.7%	118,000	10.3%	215,000	10.0%
66 - 75	42,000	4.2%	54,000	4.8%	96,000	4.5%
76 and over	29,000	2.9%	40,000	3.5%	69,000	3.2%
Total	997,000	100.0%	1,144,000	100.0%	2,142,000	100.0%

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, General Estimates System (GES).

People Table 6. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day, 2011

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	295	7.9%	4,000	4.6%
3am - 6am	379	10.1%	4,000	4.3%
6am - 9am	545	14.5%	13,000	14.9%
9am - 12pm	568	15.1%	16,000	18.7%
12pm - 3pm	723	19.2%	21,000	23.5%
3pm - 6pm	623	16.6%	18,000	20.5%
6pm - 9pm	335	8.9%	8,000	9.1%
9pm - 12am	287	7.6%	4,000	4.4%
Unknown	2	0.1%	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,459</i>	<i>65.5%</i>	<i>68,000</i>	<i>77.6%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,296</i>	<i>34.5%</i>	<i>20,000</i>	<i>22.4%</i>
Total	3,757	100.0%	88,000	100.0%

*Less than 500 or less than 0.05 percent.

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

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 7. Drivers of Large Trucks in Fatal Crashes by Age and Sex, 2011

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and Under	4	0.1%	0	0.0%	0	0.0%	4	0.1%
18 - 25	188	5.4%	7	8.2%	0	0.0%	195	5.5%
26 - 35	546	15.7%	10	11.8%	0	0.0%	556	15.6%
36 - 45	848	24.4%	17	20.0%	0	0.0%	865	24.2%
46 - 55	1,062	30.5%	37	43.5%	0	0.0%	1,099	30.8%
56 - 65	659	18.9%	9	10.6%	0	0.0%	668	18.7%
66 - 75	147	4.2%	4	4.7%	0	0.0%	151	4.2%
76 and Over	23	0.7%	1	1.2%	0	0.0%	24	0.7%
Unknown	1	*	0	0.0%	5	100.0%	6	0.2%
Total	3,478	100.0%	85	100.0%	5	100.0%	3,568	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 8. Drivers of Buses in Fatal Crashes by Age and Sex, 2011

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	4	2.6%	1	1.3%	5	2.2%
26 - 35	18	11.8%	6	7.5%	24	10.3%
36 - 45	26	17.1%	23	28.8%	49	21.1%
46 - 55	47	30.9%	24	30.0%	71	30.6%
56 - 65	42	27.6%	22	27.5%	64	27.6%
66 - 75	12	7.9%	4	5.0%	16	6.9%
76 and Over	3	2.0%	0	0.0%	3	1.3%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	152	100.0%	80	100.0%	232	100.0%

Note: A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver.

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

People Table 9. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2011

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	241	7.0%	77	74.8%	22	62.9%	1	20.0%	341	9.6%
Shoulder Belt Only	9	0.3%	0	0.0%	0	0.0%	0	0.0%	9	0.3%
Lap Belt Only	91	2.7%	0	0.0%	0	0.0%	0	0.0%	91	2.6%
Lap and Shoulder Belt	2,845	83.1%	11	10.7%	10	28.6%	0	0.0%	2,866	80.3%
Type Unknown	1	*	0	0.0%	0	0.0%	0	0.0%	1	*
Unknown	238	6.9%	15	14.6%	3	8.6%	4	80.0%	260	7.3%
Total	3,425	100.0%	103	100.0%	35	100.0%	5	100.0%	3,568	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 10. Drivers of Large Trucks in Fatal Crashes by Commercial Drivers License (CDL) Status and License Compliance, 2011

CDL Status	Number	Percent	License Compliance	Number	Percent
Valid	2,969	83.2%	Valid License for Class of Vehicle	3,389	95.0%
No CDL	490	13.7%	Not Licensed	11	0.3%
Suspended	17	0.5%	No License Required for Class of Vehicle	2	0.1%
Revoked, Expired, Canceled, Disqualified	21	0.6%	No Valid License for Class of Vehicle	94	2.6%
Other Not Valid	8	0.2%	Unknown if Required for Class of Vehicle	7	0.2%
Unknown	63	1.8%	Unknown	65	1.8%
Total	3,568	100.0%	Total	3,568	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 11. Large Truck Injury Crash Data by Injury Severity, 2011

Injury Severity	Injury Crashes		Large Trucks Involved in Injury Crashes		Persons Injured in Large Truck Crashes	
	Number	Percent	Number	Percent	Number	Percent
Incapacitating Injury	7,000	12.2%	8,000	12.2%	9,000	10.2%
Nonincapacitating Evident Injury	21,000	34.6%	22,000	34.6%	29,000	33.4%
Possible Injury	30,000	49.5%	31,000	49.6%	46,000	51.8%
Injured, Severity Unknown	2,000	3.7%	2,000	3.6%	4,000	4.5%
Total	60,000	100.0%	63,000	100.0%	88,000	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.
 Source: National Highway Traffic Safety Administration, General Estimates System (GES).

People Table 12. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2011

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding Related	86	12.0%	197	6.9%	283	7.9%
Distraction/inattention (cell phone, lost in thought, eating, etc.) ^a	85	11.9%	138	6.9%	223	6.3%
Impairment (fatigue, alcohol, illness, etc.) ^a	80	11.2%	65	4.8%	145	4.1%
Failure to Yield Right of Way	25	3.5%	118	4.1%	143	4.0%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	41	5.7%	84	2.9%	125	3.5%
Failure to Keep in Proper Lane	44	6.1%	74	2.6%	118	3.3%
Other Non-Moving Traffic Violation	16	2.2%	69	2.4%	85	2.4%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	15	2.1%	68	2.4%	83	2.3%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	32	4.5%	51	1.8%	83	2.3%
Following Improperly	1	0.1%	67	2.4%	68	1.9%
Overcorrecting	43	6.0%	13	0.5%	56	1.6%
Making Improper Turn	19	2.6%	31	1.1%	50	1.4%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	5	0.7%	36	1.3%	41	1.1%
Driving on Wrong Side of Road (Intentional or Unintentional)	2	0.3%	26	0.9%	28	0.8%
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median	18	2.5%	7	0.2%	25	0.7%
Improper or Erratic Lane Changing	6	0.8%	19	0.7%	25	0.7%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	6	0.8%	19	0.7%	25	0.7%
Pedestrian, Pedalcyclist, or Other Non-Motorist in Road	20	2.8%	2	0.1%	22	0.6%
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	21	0.7%	21	0.6%
Starting or Backing Improperly	7	1.0%	13	0.5%	20	0.6%
Tire Blowout or Flat	8	1.1%	9	0.3%	17	0.5%
Vehicle in Road	1	0.1%	16	0.6%	17	0.5%
Driver Has Not Complied With Physical or Other Imposed Restrictions	4	0.6%	7	0.2%	11	0.3%
Operating Without Required Equipment	4	0.6%	7	0.2%	11	0.3%
Driver Has a Driving Record or Driver's License from More than One State	0	0.0%	9	0.3%	9	0.3%
Driving Less Than Posted Minimum	0	0.0%	9	0.3%	9	0.3%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	2	0.3%	7	0.2%	9	0.3%
Overloading or Improper Loading of Vehicle with Passenger or Cargo	0	0.0%	8	0.3%	8	0.2%
Operator Inexperience	2	0.3%	5	0.2%	7	0.2%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	1	0.1%	5	0.2%	6	0.2%
Phantom Vehicle	2	0.3%	4	0.1%	6	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	0	0.0%	5	0.2%	5	0.1%
Debris or Objects in Road	1	0.1%	3	0.1%	4	0.1%
Locked Wheel	3	0.4%	1	*	4	0.1%
At Least One Driver-Related Factor Recorded	404	56.3%	820	28.8%	1,224	34.3%
No Driver-Related Factors Recorded	313	43.7%	2,031	71.2%	2,344	65.7%
Total^b	717	100.0%	2,851	100.0%	3,568	100.0%
At Least One Moving Violation Recorded	61	8.5%	270	9.5%	331	9.3%
No Moving Violations Recorded	656	91.5%	2,581	90.5%	3,237	90.7%
Total^b	717	100.0%	2,851	100.0%	3,568	100.0%

^aFor more detail on driver distractions and impairments, see People Table 13.

^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.

*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 13. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2011

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Distraction/Inattention, Details Unknown	34	4.7%	48	1.7%	82	2.3%
Inattentive or Lost in Thought	10	1.4%	26	0.9%	36	1.0%
Other Distraction	10	1.4%	15	0.5%	25	0.7%
Looked But Did Not See	9	1.3%	12	0.4%	21	0.6%
Distacted by Outside Person, Object, or Event	9	1.3%	6	0.2%	15	0.4%
Other Cellular Phone Related	2	0.3%	11	0.4%	13	0.4%
Eating or Drinking	3	0.4%	6	0.2%	9	0.3%
Talking or Listening to Cellular Phone	2	0.3%	5	0.2%	7	0.2%
Using or Reaching for Device/Object Brought into Vehicle	2	0.3%	3	0.1%	5	0.1%
Adjusting Audio and/or Climate Controls	1	0.1%	3	0.1%	4	0.1%
Dialing Cellular Phone	2	0.3%	0	0.0%	2	0.1%
Using Other Device/Controls Integral to Vehicle	0	0.0%	2	0.1%	2	0.1%
Distacted by Other Occupant(s)	1	0.1%	0	0.0%	1	*
Smoking Related	0	0.0%	1	*	1	*
At Least One Driver Distraction-Related Factor Recorded	85	11.9%	138	4.8%	223	6.3%
No Driver Distraction-Related Factors Recorded	632	88.1%	2,713	95.2%	3,345	93.8%
Total	717	100.0%	2,851	100.0%	3,568	100.0%

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued	37	5.2%	27	0.9%	64	1.8%
Under the Influence of Alcohol, Drugs, or Medication	26	3.6%	25	0.9%	51	1.4%
Ill, Blackout	8	1.1%	8	0.3%	16	0.4%
Emotional (Depressed, Angry, Disturbed, etc.)	3	0.4%	3	0.1%	6	0.2%
Physical Impairment—No Details	4	0.6%	0	0.0%	4	0.1%
Other Physical Impairment	2	0.3%	2	0.1%	4	0.1%
At Least One Driver Impairment-Related Factor Recorded	80	11.2%	65	2.3%	145	4.1%
No Driver Impairment-Related Factors Recorded	637	88.8%	2,786	97.7%	3,423	95.9%
Total	717	100.0%	2,851	100.0%	3,568	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 14. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2011

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding Related	4,763	33.4%	2,154	10.9%	6,917	20.4%
Impairment (Fatigue, Alcohol, Illness, etc.)	4,157	29.1%	2,171	11.0%	6,328	18.6%
Failure to Keep in Proper Lane	1,614	11.3%	1,830	9.3%	3,444	10.1%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,394	9.8%	1,403	7.1%	2,797	8.2%
Failure to Yield Right of Way	320	2.2%	2,459	12.5%	2,779	8.2%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	1,311	9.2%	692	3.5%	2,003	5.9%
Overcorrecting	1,610	11.3%	321	1.6%	1,931	5.7%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	287	2.0%	1,286	6.5%	1,573	4.6%
Other Non-Moving Traffic Violation	616	4.3%	668	3.4%	1,284	3.8%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	440	3.1%	598	3.0%	1,038	3.1%
Driving on Wrong Side of Road (Intentional or Unintentional)	137	1.0%	755	3.8%	892	2.6%
Making Improper Turn	482	3.4%	353	1.8%	835	2.5%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	322	2.3%	345	1.8%	667	2.0%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	275	1.9%	241	1.2%	516	1.5%
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median	389	2.7%	43	0.2%	432	1.3%
Operating Without Required Equipment	249	1.7%	129	0.7%	378	1.1%
Driver Has Not Complied With Physical or Other Imposed Restrictions	196	1.4%	171	0.9%	367	1.1%
Following Improperly	33	0.2%	310	1.6%	343	1.0%
Improper or Erratic Lane Changing	94	0.7%	214	1.1%	308	0.9%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	219	1.5%	39	0.2%	258	0.8%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	54	0.4%	159	0.8%	213	0.6%
Driver has a Driving Record or Driver's License from More than One State	86	0.6%	115	0.6%	201	0.6%
Aggressive Driving / Road Rage	128	0.9%	64	0.3%	192	0.6%
Police Pursuing This Driver or Police Officer in Pursuit	113	0.8%	53	0.3%	166	0.5%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	72	0.5%	53	0.3%	125	0.4%
Operator Inexperience	71	0.5%	45	0.2%	116	0.3%
Tire Blowout or Flat	90	0.6%	19	0.1%	109	0.3%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	22	0.2%	79	0.4%	101	0.3%
Stopping in Roadway (Vehicle Not Abandoned)	7	*	83	0.4%	90	0.3%
Vehicle in Road	18	0.1%	72	0.4%	90	0.3%
Phantom Vehicle	46	0.3%	34	0.2%	80	0.2%
Live Animals in Road	55	0.4%	21	0.1%	76	0.2%
Driving Wrong Way on One-Way Trafficway	12	0.1%	57	0.3%	69	0.2%
Starting or Backing Improperly	41	0.3%	16	0.1%	57	0.2%
At Least One Driver-Related Factor(s) Recorded	10,791	75.6%	10,287	52.3%	21,078	62.1%
No Driver-Related Factors Recorded	3,490	24.4%	9,401	47.7%	12,891	37.9%
Total^a	14,281	100.0%	19,688	100.0%	33,969	100.0%
At Least One Moving Violation(s) Recorded	1,712	12.0%	2,527	12.8%	4,239	12.5%
No Moving Violations Recorded	12,569	88.0%	17,161	87.2%	29,730	87.5%
Total^a	14,281	100.0%	19,688	100.0%	33,969	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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