



U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2012



Federal Motor Carrier Safety Administration
Analysis Division

June 2014

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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 2012. 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 greater than 10,000 pounds. A bus is defined in FARS as any motor vehicle designed primarily to transport nine or more persons, including the driver. For more information on FARS, go to www.nhtsa.gov/FARS.
- ◆ **General Estimates System (GES).** GES, also maintained by NHTSA, is a probability-based nationally representative sample of police-reported fatal, injury, and property damage only crashes. The data from GES yield national estimates, calculated using a weighting procedure, but cannot give State-level estimates. Because GES is a sample of motor vehicle crashes, the results generated are estimates rounded to the nearest one thousand. The GES definitions of a large truck and a bus are the same as the FARS definitions. For more information on GES, go to www.nhtsa.gov/NASS.
- ◆ **Motor Carrier Management Information System (MCMIS) Crash File.** The MCMIS Crash File, maintained by FMCSA, contains data on trucks and buses in crashes that meet the SAFETYNET recommended threshold. A SAFETYNET reportable crash must involve a truck, used for commercial purposes, with a GVWR or gross combination weight rating greater than 10,000 pounds; a commercial bus designed to transport nine or more persons, including the driver; or any vehicle carrying hazardous material that requires placarding, regardless of the vehicle's weight. The crash must result in at least one fatality, at least one injury involving immediate medical attention away from the crash scene, or at least one vehicle disabled as a result of the crash and transported away from the crash scene. The crashes are reported by the States to FMCSA through the SAFETYNET computer software. The MCMIS Crash File is intended to be a census of trucks and buses involved in fatal, injury, and towaway crashes; however, some States do not report all FMCSA-eligible crashes, and some report more than those that are eligible. FMCSA continues to work with the States to improve data quality and reporting of eligible large truck and bus crashes to the MCMIS crash file.

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

- ◆ **Highway Statistics.** *Highway Statistics* is an annual publication of the Office of Highway Policy Information of the Federal Highway Administration (FHWA). State agencies report the data, ranging from driver licensing to highway finance, and FHWA aggregates them to get national totals. This report takes vehicle miles traveled (VMT) and vehicle registrations from Table VM-1 of *Highway Statistics*, "Annual Vehicle Distance Traveled in Miles and Related Data." Readers are warned to be careful of crash rate data based on the VMT numbers from FHWA. For the years 2007 through 2012 FHWA implemented an enhanced methodology for estimating registered vehicles and VMT by vehicle type. The new methodology did not change the total VMT, but it did make a large difference in the number of miles traveled attributed to large trucks and buses. As a result it would be misleading to cite large truck and bus data trends that encompassed both the years before 2007 and the years from 2007 through 2012. For more information on VMT data, go to www.fhwa.dot.gov/policyinformation/statistics/2012.

Organization of the Report

The report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2012 in the context of available historical data for past years. In the other chapters, the 2012 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 2012. In some cases, such as for roadway function class or alcohol involvement, data are available only from 1981 or 1982 through 2012. Nonfatal crash statistics are available from 1992 through 2012. 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 2012, 3,802 large trucks were involved in fatal crashes, a 5-percent increase from 2011. Large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased by 3 percent, from 0.137 in 2011 to 0.141 in 2012.
- ◆ For 2.1 percent of large truck drivers in fatal crashes in 2012, the blood alcohol concentration was 0.08 grams per deciliter or more, compared with 22.8 percent of passenger vehicle drivers. Alcohol was detected in the blood of 3.5 percent of large truck drivers in fatal crashes in 2012, compared with 26.3 percent of passenger vehicle drivers.
- ◆ Over the past 10 years (2002 through 2012):
 - ❖ The number of large trucks involved in fatal crashes decreased from 4,587 to 3,802, a drop of 17 percent.
 - ❖ The number of large trucks involved in injury crashes decreased from 94,000 to 77,000, a drop of 18 percent.
 - ❖ The number of large trucks involved in property damage only crashes decreased from 336,000 to 253,000, a drop of 25 percent.
 - ❖ The number of buses involved in fatal crashes decreased from 274 to 251, a decrease of 8 percent.
 - ❖ On average, intercity buses accounted for 13 percent, and school buses and transit buses accounted for 41 percent and 34 percent, respectively, of all buses involved in fatal crashes.
- ◆ Over the past year (from 2011 to 2012):
 - ❖ The number of large trucks involved in fatal crashes increased by 5 percent, from 3,633 to 3,802, 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 4 percent.
 - ❖ The number of large trucks involved in injury crashes increased by 22 percent, from 63,000 to 77,000, and the vehicle involvement rate for large trucks in injury crashes increased by 22 percent.
 - ❖ The number of large trucks involved in property damage only crashes increased by 14 percent, from 221,000 to 253,000, and the vehicle involvement rate for large trucks in property damage only crashes also increased by 14 percent.
 - ❖ The number of buses involved in fatal crashes increased from 245 to 251, an increase of 2 percent, but the vehicle involvement rate for buses in fatal crashes decreased by 4 percent.
 - ❖ Vehicle miles traveled (VMT) by large trucks increased by 0.3 percent, and bus VMT increased by 6.9 percent.

Note: Data Revisions

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

Trends Table 1. Large Truck and Bus Fatal Crash Statistics, 1975-2012

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	3,593	3,878	695	4,043	2,950,402	0.122	0.131	0.137	10,936,757
2012	3,702	4,053	736	4,183	2,968,815	0.125	0.137	0.141	11,423,889

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

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2012*. 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, 1992-2012

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	
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	2,950,402	2.49	2.58	3.78	10,936,757
2012	85,000	89,000	126,000	2,968,815	2.85	3.00	4.25	11,423,889

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). 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 2012*. 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, 1992-2012

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	
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	2,950,402	8.5	9.0	10,936,757
2012	282,000	295,000	2,968,815	9.5	9.9	11,423,889

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

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2012*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

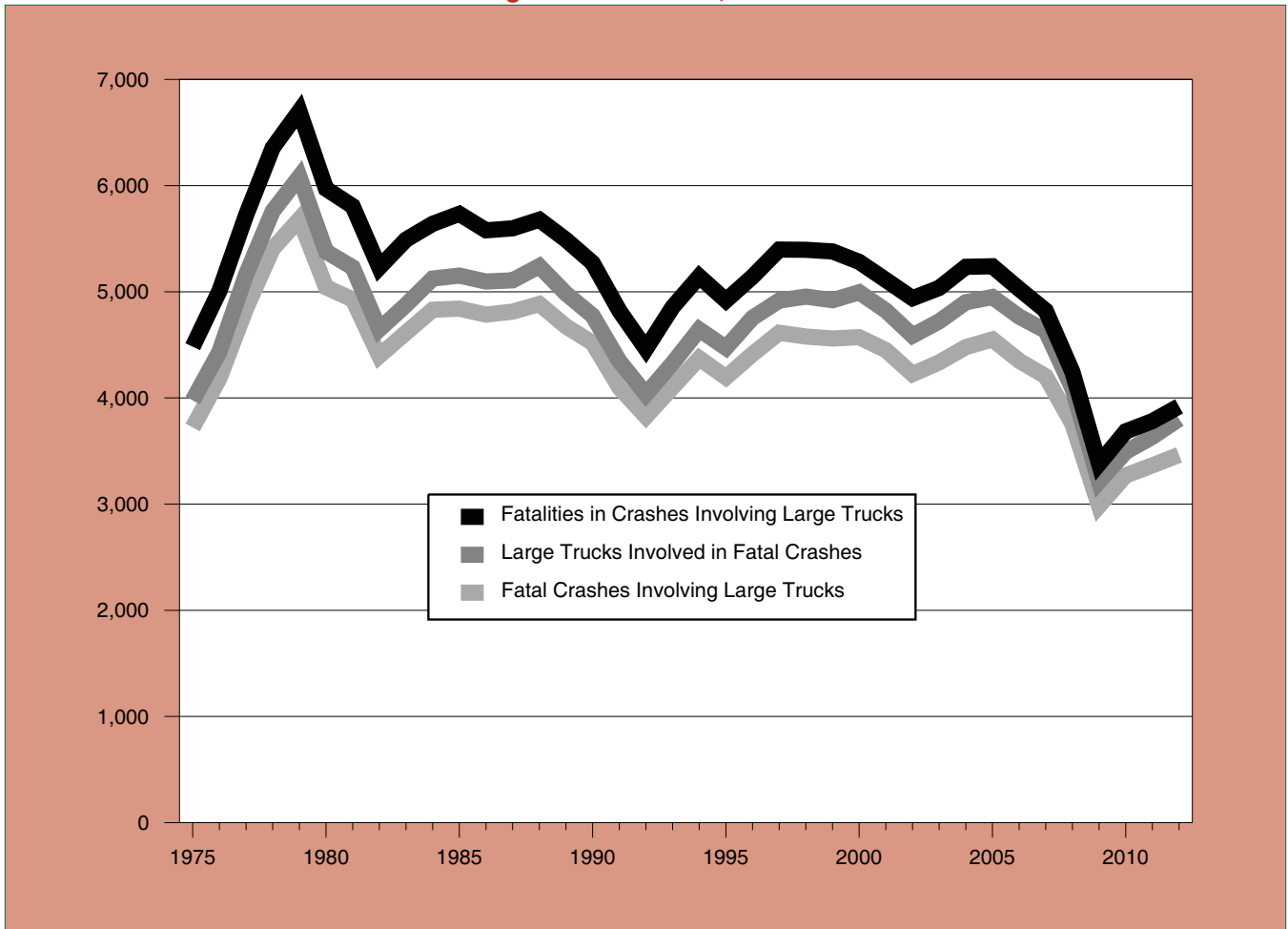
Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2012

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	3,365	3,633	640	3,781	267,594	1.26	1.36	1.41	10,270,693
2012	3,464	3,802	697	3,921	268,318	1.29	1.42	1.46	10,659,380

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 2012*. 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, 1975-2012



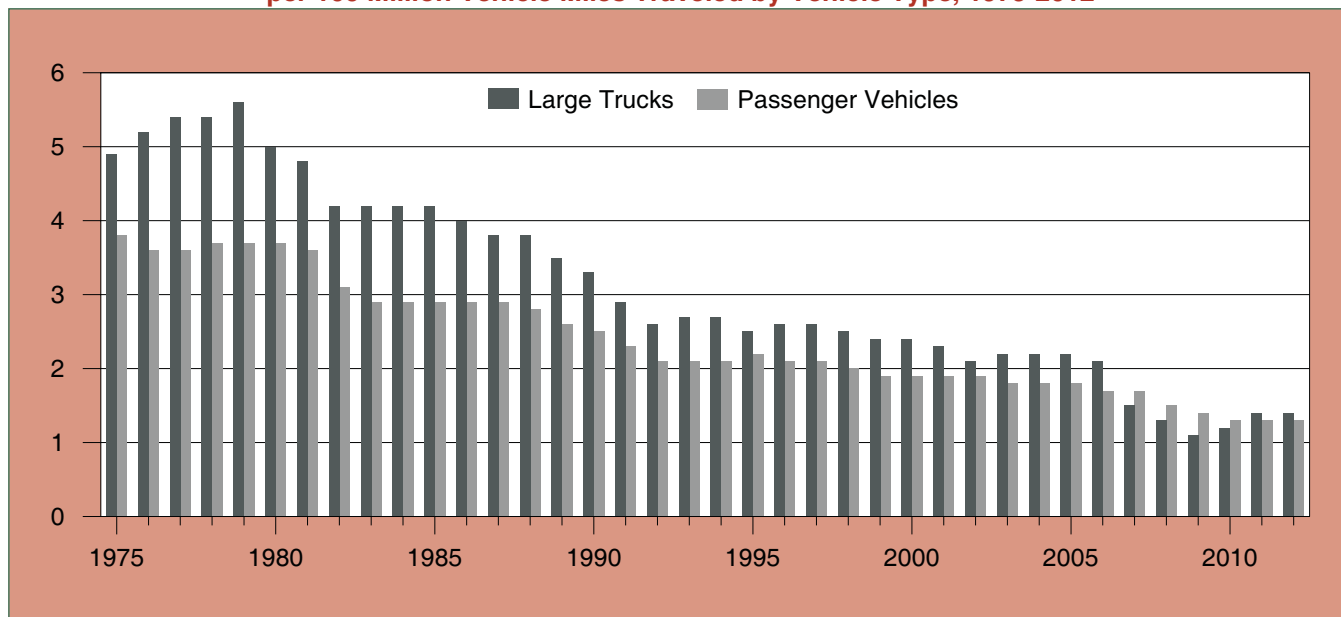
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2012

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	25,697	34,314	21,316	28,165	2,650,458	0.97	1.29	1.06	233,841,422
2012	26,540	35,346	21,667	29,156	2,664,445	1.00	1.33	1.09	233,760,558

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 2012*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

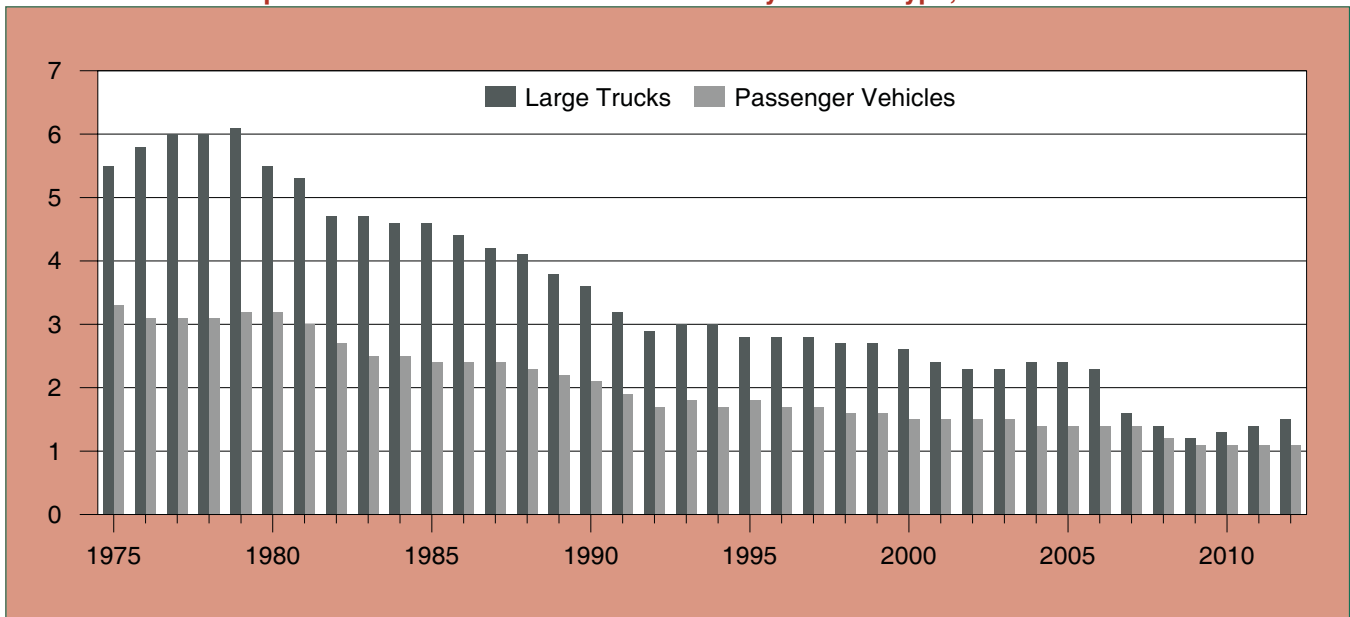
Trends Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1975-2012



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 2012*. 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, 1975-2012



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 2012*. 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, 1975-2012

Year	All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Vehicle Occupant Fatalities in All Crashes	Total Fatalities in All Crashes	Million Vehicle Miles Traveled by All Motor Vehicles	Rates per 100 Million Vehicle Miles Traveled by All Motor Vehicles			Motor Vehicles Registered
						All Fatal Crashes	Vehicles Involved in All Fatal Crashes	Fatalities in All Crashes	
1975	39,161	55,534	35,925	44,525	1,327,664	2.95	4.18	3.35	126,153,304
1976	39,747	56,084	37,102	45,523	1,402,380	2.83	4.00	3.25	130,793,242
1977	42,211	60,516	39,150	47,878	1,467,027	2.88	4.13	3.26	134,514,286
1978	44,433	64,144	41,533	50,331	1,544,704	2.88	4.15	3.26	140,374,064
1979	45,223	64,762	41,930	51,093	1,529,133	2.96	4.24	3.34	144,317,076
1980	45,284	63,485	41,927	51,091	1,527,295	2.96	4.16	3.35	146,845,134
1981	44,000	62,699	40,424	49,301	1,555,308	2.83	4.03	3.17	149,330,311
1982	39,092	56,455	35,646	43,945	1,595,010	2.45	3.54	2.76	151,147,755
1983	37,976	55,106	34,843	42,589	1,652,788	2.30	3.33	2.58	153,829,970
1984	39,631	57,972	36,284	44,257	1,720,269	2.30	3.37	2.57	158,899,717
1985	39,196	58,271	36,043	43,825	1,774,826	2.21	3.28	2.47	166,047,491
1986	41,090	60,792	38,234	46,087	1,834,872	2.24	3.31	2.51	168,545,286
1987	41,438	61,836	38,565	46,390	1,921,204	2.16	3.22	2.41	172,749,894
1988	42,130	62,703	39,170	47,087	2,025,962	2.08	3.09	2.32	177,455,476
1989	40,741	60,870	38,087	45,582	2,096,487	1.94	2.90	2.17	181,164,568
1990	39,836	59,292	37,134	44,599	2,144,362	1.86	2.77	2.08	184,275,422
1991	36,937	54,765	34,740	41,508	2,172,050	1.70	2.52	1.91	186,370,190
1992	34,942	52,227	32,880	39,250	2,247,151	1.55	2.32	1.75	184,937,848
1993	35,780	53,777	33,574	40,150	2,296,378	1.56	2.34	1.75	188,349,676
1994	36,254	54,911	34,318	40,716	2,357,588	1.54	2.33	1.73	192,497,438
1995	37,241	56,524	35,291	41,817	2,422,696	1.54	2.33	1.73	197,064,868
1996	37,494	57,347	35,695	42,065	2,485,848	1.51	2.31	1.69	201,630,659
1997	37,324	57,060	35,725	42,013	2,561,695	1.46	2.23	1.64	203,567,637
1998	37,107	56,922	35,382	41,501	2,631,522	1.41	2.16	1.58	208,076,469
1999	37,140	56,820	35,875	41,717	2,691,056	1.38	2.11	1.55	212,685,157
2000	37,526	57,594	36,348	41,945	2,746,925	1.37	2.10	1.53	225,821,241
2001	37,862	57,918	36,440	42,196	2,795,610	1.35	2.07	1.51	235,331,381
2002	38,491	58,426	37,375	43,005	2,855,508	1.35	2.05	1.51	234,624,135
2003	38,477	58,877	37,341	42,884	2,890,221	1.33	2.04	1.48	236,760,033
2004	38,444	58,729	37,304	42,836	2,964,788	1.30	1.98	1.44	243,010,550
2005	39,252	59,495	37,646	43,510	2,989,430	1.31	1.99	1.46	247,421,120
2006	38,648	58,094	36,956	42,708	3,014,371	1.28	1.93	1.42	250,844,644
2007	37,435	56,253	35,701	41,259	3,031,124	1.24	1.86	1.36	254,403,081
2008	34,172	50,660	32,103	37,423	2,976,528	1.15	1.70	1.26	255,917,664
2009	30,862	45,540	28,995	33,883	2,956,764	1.04	1.54	1.15	254,212,610
2010	30,296	44,862	27,889	32,999	2,967,266	1.02	1.51	1.11	250,070,048
2011	29,867	44,119	27,140	32,479	2,950,402	1.01	1.50	1.10	253,215,681
2012	30,800	45,637	27,869	33,561	2,968,815	1.04	1.54	1.13	253,639,386

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 2012*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1992-2012

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	
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	267,594	22.5	23.4	32.9	10,270,693
2012	73,000	77,000	104,000	268,318	27.2	28.6	38.8	10,659,380

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 2012*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

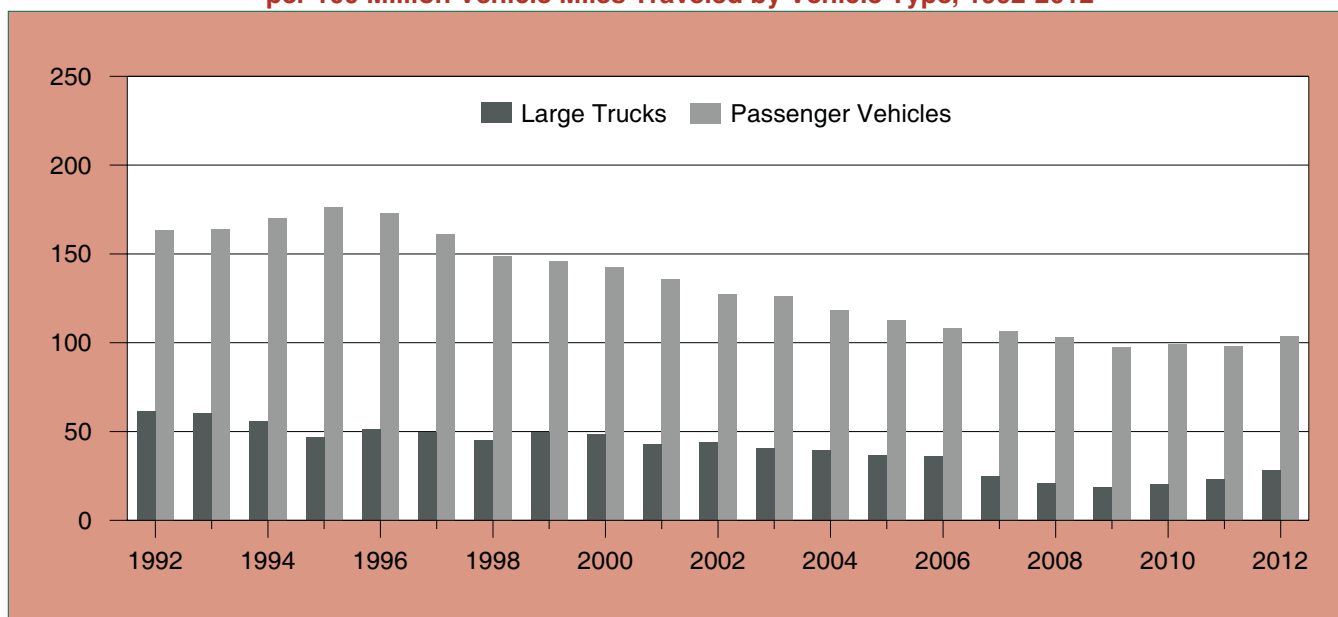
Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1992-2012

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	
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	2,650,458	55.7	98.0	81.3	233,841,422
2012	1,568,000	2,771,000	2,290,000	2,664,445	58.9	104.0	85.9	233,760,558

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 2012*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

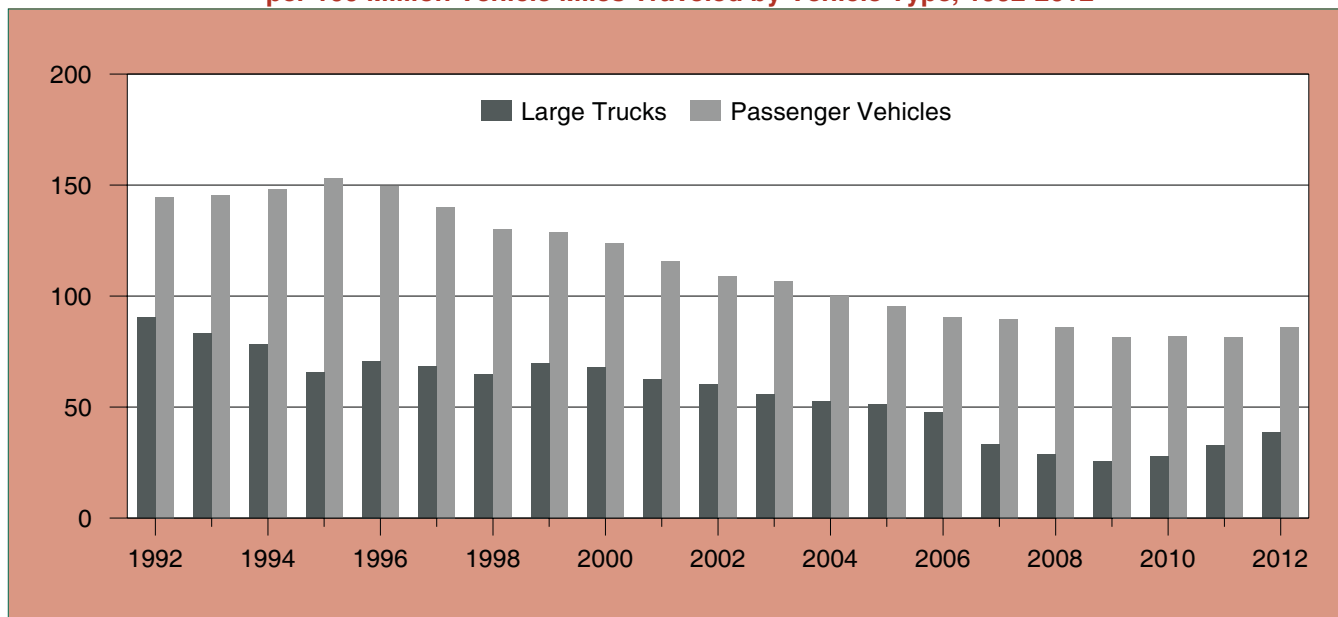
Trends Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled by Vehicle Type, 1992-2012



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 2012*. 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, 1992-2012



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 2012*. 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, 1992-2012

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	
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	2,950,402	51.9	93.7	75.1	253,215,681
2012	1,634,000	2,963,000	2,362,000	2,968,815	55.0	99.8	79.6	253,639,386

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 2012*. 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, 1992-2012

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	
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	267,594	78.5	82.7	10,270,693
2012	241,000	253,000	268,318	89.9	94.2	10,659,380

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.

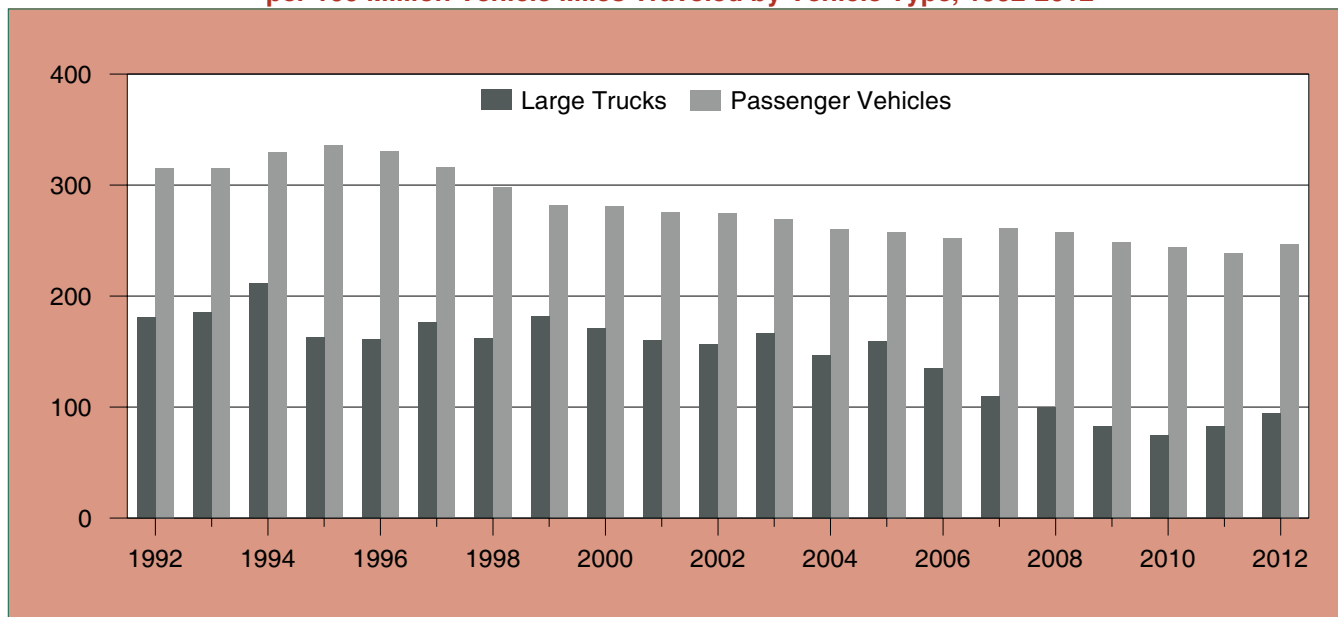
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2012*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 11. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1992-2012

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	
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	2,650,458	139.9	238.5	233,841,422
2012	3,870,000	6,581,000	2,664,445	145.3	247.0	233,760,558

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 2012*. 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, 1992-2012



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 2012*. 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, 1992-2012

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	
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	2,950,402	128.1	225.0	253,215,681
2012	3,950,000	6,932,000	2,968,815	133.0	233.5	253,639,386

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 2012*. 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, 1975-2012

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	1,380	1,082	408	232	221	11	19	3,353
2012	1,417	1,146	424	273	250	10	30	3,550

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

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

Trends Table 14. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2012

Year	Nonmotorists				Vehicle Occupants	Total
	Pedestrian	Pedalcyclist	Other/Unknown	Total		
1975	333	66	17	416	4,067	4,483
1976	400	79	13	492	4,516	5,008
1977	424	69	23	516	5,207	5,723
1978	516	64	27	607	5,749	6,356
1979	524	90	41	655	6,047	6,702
1980	523	73	29	625	5,346	5,971
1981	462	64	21	547	5,259	5,806
1982	418	61	16	495	4,734	5,229
1983	463	83	22	568	4,923	5,491
1984	425	80	25	530	5,110	5,640
1985	447	64	19	530	5,204	5,734
1986	452	78	35	565	5,014	5,579
1987	427	90	35	552	5,046	5,598
1988	430	59	29	518	5,161	5,679
1989	399	71	20	490	5,000	5,490
1990	414	58	24	496	4,776	5,272
1991	363	75	17	455	4,366	4,821
1992	341	60	16	417	4,045	4,462
1993	303	57	36	396	4,460	4,856
1994	351	86	24	461	4,683	5,144
1995	329	74	21	424	4,494	4,918
1996	331	59	44	434	4,708	5,142
1997	352	75	25	452	4,946	5,398
1998	353	58	27	438	4,957	5,395
1999	344	66	31	441	4,939	5,380
2000	328	63	23	414	4,868	5,282
2001	352	69	20	441	4,670	5,111
2002	278	67	19	364	4,575	4,939
2003	320	52	19	391	4,645	5,036
2004	333	77	17	427	4,808	5,235
2005	346	87	32	465	4,775	5,240
2006	318	78	29	425	4,602	5,027
2007	313	70	26	409	4,413	4,822
2008	317	70	25	412	3,833	4,245
2009	259	56	6	321	3,059	3,380
2010	280	58	21	359	3,327	3,686
2011	335	60	33	428	3,353	3,781
2012	298	61	12	371	3,550	3,921

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, 1992-2012

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
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	3,594	2.6%	1.2%	17,401	27.2%	23.6%
2012	3,753	3.5%	2.1%	17,992	26.3%	22.8%

Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
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	16,706	24.7%	21.3%	4,761	36.9%	29.3%
2012	17,131	25.2%	21.6%	5,075	35.1%	27.4%

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, 1975-2012

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	2,388	2,565	432	2,730	163,791	1.46	1.57	1.67	2,451,638
2012	2,484	2,736	469	2,836	163,358	1.52	1.67	1.74	2,469,094

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 2012*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

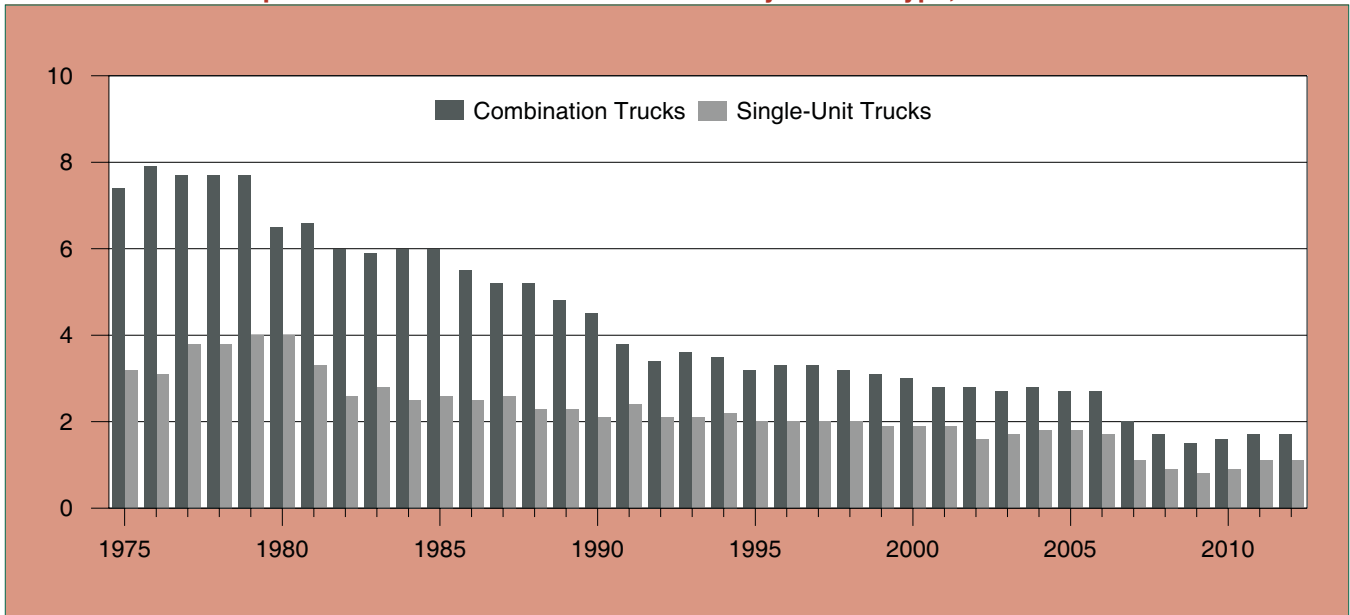
Trends Table 17. Single-Unit Truck Fatal Crash Statistics, 1975-2012

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	1,054	1,068	208	1,140	103,803	1.02	1.03	1.10	7,819,055
2012	1,046	1,067	228	1,172	104,960	1.00	1.02	1.12	8,190,286

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 2012*. 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, 1975-2012



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 2012*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 18. Combination Truck Injury Crash Statistics, 1992-2012

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	
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	163,791	19.3	19.9	27.7	2,451,638
2012	40,000	42,000	56,000	163,358	24.2	25.5	34.0	2,469,094

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 2012*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

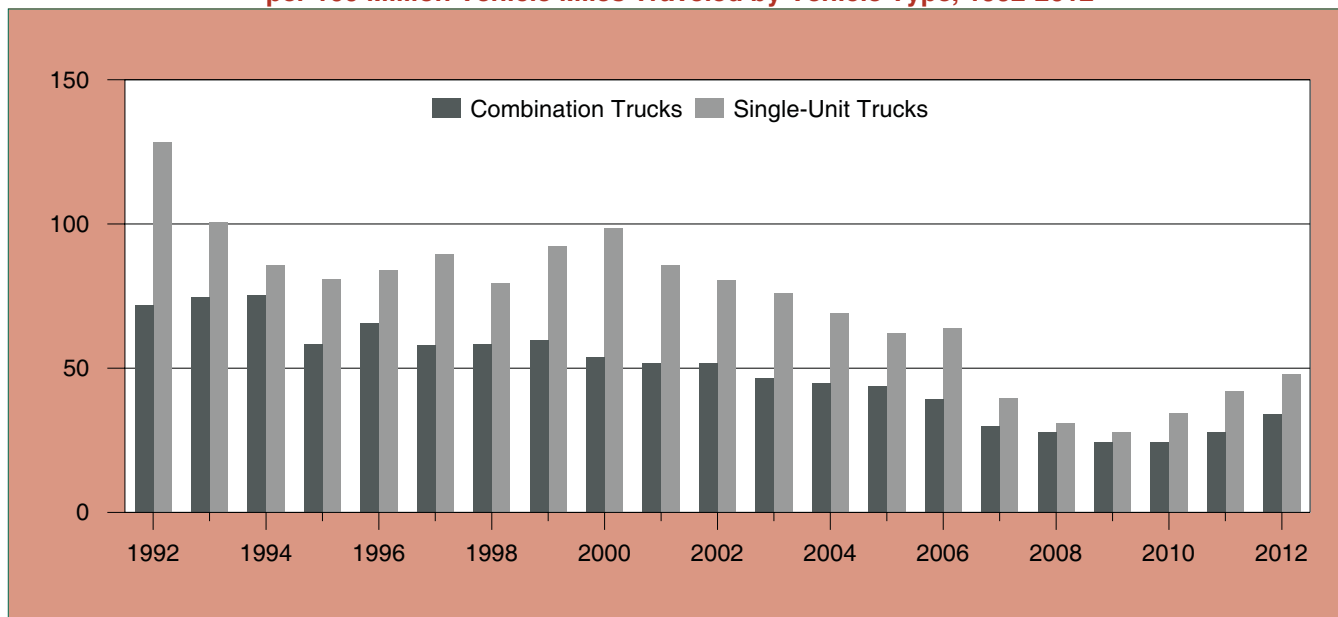
Trends Table 19. Single-Unit Truck Injury Crash Statistics, 1992-2012

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	
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	103,803	28.4	28.8	42.2	7,819,055
2012	34,000	35,000	50,000	104,960	32.8	33.4	47.8	8,190,286

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 2012*. 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, 1992-2012



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 2012*. 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, 1992-2012

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	
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	163,791	65.6	68.4	2,451,638
2012	131,000	135,000	163,358	79.9	82.8	2,469,094

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 2012*. 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, 1992-2012

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	
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	103,803	102.9	105.1	7,819,055
2012	116,000	118,000	104,960	110.2	112.0	8,190,286

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 2012*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2012

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	243	245	55	284	13,807	1.76	1.77	2.06	666,064
2012	250	251	39	280	14,755	1.69	1.70	1.90	764,509

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

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2012*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1992-2012

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	
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	13,807	96.8	97.6	176.7	666,064
2012	12,000	12,000	23,000	14,755	80.7	83.8	156.5	764,509

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined as any motor vehicle designed primarily to transport nine or more persons, including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years. Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2012*. 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, 1992-2012

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	
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	13,807	315.0	316.6	666,064
2012	42,000	42,000	14,755	286.2	288.0	764,509

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

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2012*. 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, 1975-2012

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	129	29	128	—	18	19	323
1976	122	30	130	—	13	23	318
1977	126	33	123	—	14	25	321
1978	143	52	143	—	14	18	370
1979	150	37	120	—	21	16	344
1980	117	38	149	—	14	11	329
1981	109	48	150	—	20	13	340
1982	104	37	106	—	31	10	288
1983	99	41	105	—	38	22	305
1984	118	48	103	—	33	17	319
1985	126	29	116	—	33	33	337
1986	101	33	99	—	29	22	284
1987	132	29	115	—	46	31	353
1988	103	31	102	—	30	18	284
1989	108	32	119	—	25	25	309
1990	111	26	113	—	19	17	286
1991	105	39	86	—	25	16	271
1992	98	35	113	—	20	17	283
1993	112	28	82	—	20	20	262
1994	106	22	105	—	12	11	256
1995	109	23	101	—	23	15	271
1996	124	35	113	—	32	20	324
1997	116	36	109	—	15	19	295
1998	111	38	115	—	16	8	288
1999	137	35	106	—	18	17	313
2000	119	40	127	—	20	17	323
2001	117	38	103	—	16	15	289
2002	95	35	100	—	26	18	274
2003	111	26	104	—	29	18	288
2004	109	35	85	—	25	22	276
2005	110	37	83	—	34	14	278
2006	117	32	105	—	22	27	303
2007	109	35	113	—	15	8	280
2008	116	20	92	—	12	11	251
2009	89	38	77	—	9	8	221
2010	113	35	84	—	11	4	247
2011	97	40	68	25	10	3	243
2012	100	34	77	30	7	2	250

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

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

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

Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2012

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

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

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

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

Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2012

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	Van-Based Bus ^a	Other Bus Type	Bus Type Unknown	Total
1975	137	35	135	—	20	21	348
1976	147	35	133	—	49	26	390
1977	143	42	126	—	16	27	354
1978	163	62	153	—	14	20	412
1979	160	46	130	—	21	19	376
1980	136	66	156	—	17	15	390
1981	120	65	165	—	26	17	393
1982	106	45	122	—	39	11	323
1983	126	49	110	—	56	25	366
1984	144	55	110	—	46	19	374
1985	153	40	129	—	42	34	398
1986	110	37	103	—	57	30	337
1987	149	54	120	—	51	35	409
1988	140	37	112	—	34	18	341
1989	143	43	122	—	28	30	366
1990	128	39	124	—	25	24	340
1991	118	46	91	—	31	18	304
1992	105	45	121	—	22	23	316
1993	119	35	87	—	22	23	286
1994	116	25	116	—	14	15	286
1995	123	30	111	—	30	17	311
1996	144	43	123	—	34	23	367
1997	131	46	123	—	17	22	339
1998	118	50	127	—	25	9	329
1999	153	66	110	—	19	25	373
2000	133	48	134	—	20	22	357
2001	130	46	117	—	22	16	331
2002	110	54	112	—	33	22	331
2003	120	36	116	—	40	25	337
2004	116	57	86	—	32	24	315
2005	120	70	92	—	41	17	340
2006	138	39	106	—	23	31	337
2007	130	51	117	—	18	9	325
2008	129	52	102	—	14	14	311
2009	100	46	81	—	16	11	254
2010	119	52	86	—	17	4	278
2011	108	63	69	31	10	3	284
2012	113	45	78	35	7	2	280

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

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

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

Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2012

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

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

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

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

Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2002-2012

State	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alabama	128	147	164	122	137	134	131	80	114	100	107
Alaska	8	5	14	5	4	4	5	3	7	0	4
Arizona	104	119	106	118	136	98	98	66	65	68	85
Arkansas	98	109	110	115	91	114	76	79	83	88	88
California	362	370	415	429	394	366	318	275	236	282	254
Colorado	53	77	69	68	67	82	68	40	49	51	58
Connecticut	18	24	25	21	29	28	24	13	23	14	14
Delaware	17	19	19	7	17	6	7	11	9	10	9
District of Columbia	0	0	5	3	2	2	1	1	3	2	1
Florida	376	365	377	400	350	301	264	181	181	213	214
Georgia	198	232	248	229	232	229	180	153	153	174	153
Hawaii	4	4	4	9	12	3	6	5	4	3	6
Idaho	32	40	29	34	29	27	30	20	15	21	13
Illinois	156	194	158	191	159	154	146	88	112	122	122
Indiana	131	156	157	138	140	147	137	96	115	136	112
Iowa	68	77	70	73	75	71	73	65	88	60	60
Kansas	79	71	94	80	69	77	63	59	86	65	64
Kentucky	122	119	124	124	105	104	113	112	100	88	82
Louisiana	114	130	105	122	104	121	111	83	107	80	108
Maine	22	14	21	19	21	21	23	22	14	17	11
Maryland	63	62	83	60	61	69	52	50	44	39	65
Massachusetts	24	35	43	24	34	28	23	20	19	35	15
Michigan	135	117	118	111	116	124	88	67	85	61	72
Minnesota	86	68	74	70	62	86	70	59	90	52	60
Mississippi	83	72	101	91	90	75	70	61	55	73	51
Missouri	154	167	158	166	155	136	124	86	84	101	92
Montana	26	27	16	23	34	31	25	24	14	31	11
Nebraska	59	56	49	48	34	43	43	43	55	31	44
Nevada	32	32	29	53	51	29	22	19	15	35	18
New Hampshire	15	13	15	11	7	12	13	8	6	8	6
New Jersey	72	75	86	98	74	64	47	69	52	53	59
New Mexico	61	50	63	63	80	57	45	36	46	48	42
New York	132	158	140	145	174	155	119	107	120	114	100
North Carolina	169	162	200	204	152	168	162	128	117	117	127
North Dakota	19	16	15	17	19	12	20	31	18	40	48
Ohio	203	151	190	177	158	134	143	114	132	117	153
Oklahoma	130	102	114	121	140	112	115	94	91	112	124
Oregon	55	65	53	66	62	53	37	30	46	50	28
Pennsylvania	174	224	189	183	193	194	192	134	164	160	166
Rhode Island	5	6	5	1	8	7	2	5	2	1	4
South Carolina	101	99	110	124	95	91	85	82	65	89	82
South Dakota	19	17	18	13	19	14	14	16	25	12	20
Tennessee	150	118	155	163	148	149	95	92	92	108	111
Texas	467	487	483	506	500	502	453	318	400	432	568
Utah	44	21	31	32	39	39	29	21	35	22	18
Vermont	10	10	15	9	11	5	7	6	10	6	5
Virginia	100	120	99	112	107	108	81	77	77	76	85
Washington	55	46	57	69	65	79	55	31	30	33	46
West Virginia	65	57	64	55	48	48	47	34	50	34	45
Wisconsin	109	101	107	87	76	85	63	55	56	71	65
Wyoming	32	30	41	31	42	24	30	11	27	26	26
U.S. Total	4,939	5,036	5,235	5,240	5,027	4,822	4,245	3,380	3,686	3,781	3,921

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, 2002-2012

State	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alabama	112	130	132	107	118	120	114	73	102	88	100
Alaska	4	5	13	4	4	4	5	3	5	0	4
Arizona	84	95	88	99	112	88	83	58	52	57	66
Arkansas	75	93	89	106	84	97	69	70	74	82	79
California	313	311	359	357	358	326	283	240	219	249	227
Colorado	47	58	60	62	60	67	53	35	42	42	47
Connecticut	17	23	25	18	26	22	23	13	23	13	14
Delaware	16	15	18	7	17	6	7	7	9	9	8
District of Columbia	0	0	5	3	2	2	1	1	3	2	1
Florida	320	314	322	341	309	259	237	170	170	194	183
Georgia	169	201	214	211	208	197	168	129	138	155	139
Hawaii	4	4	4	4	7	3	6	4	4	3	6
Idaho	28	37	28	27	24	24	26	18	15	18	13
Illinois	142	162	139	171	136	137	126	85	100	109	106
Indiana	110	142	139	125	120	125	114	82	101	111	101
Iowa	61	56	58	61	66	62	63	56	79	48	52
Kansas	70	62	76	67	61	69	53	50	68	56	55
Kentucky	104	108	110	108	93	95	93	101	84	82	76
Louisiana	95	107	94	107	90	104	97	68	88	71	90
Maine	21	13	18	17	18	19	20	20	13	16	10
Maryland	58	55	67	56	56	59	48	45	39	37	53
Massachusetts	22	34	39	22	32	27	21	18	19	33	14
Michigan	120	104	110	100	106	109	82	62	80	58	66
Minnesota	75	61	65	59	59	67	62	48	74	49	53
Mississippi	71	61	81	77	74	67	66	53	52	58	39
Missouri	137	140	132	142	120	120	107	79	76	90	84
Montana	20	21	14	22	25	29	24	21	12	23	11
Nebraska	47	46	39	39	27	37	38	40	45	27	34
Nevada	29	32	25	44	37	25	20	18	15	24	18
New Hampshire	14	12	13	11	7	10	12	7	6	8	6
New Jersey	63	69	82	93	67	60	44	60	52	51	54
New Mexico	45	37	52	50	62	53	40	33	41	41	38
New York	123	139	121	127	155	137	109	100	111	107	90
North Carolina	152	148	174	182	136	143	140	112	98	108	117
North Dakota	16	14	14	10	14	12	19	28	14	30	40
Ohio	182	134	160	158	141	116	129	101	114	105	139
Oklahoma	97	90	92	103	117	87	100	71	87	95	108
Oregon	44	49	46	59	47	46	35	27	42	48	27
Pennsylvania	157	188	165	170	169	179	174	120	152	150	149
Rhode Island	5	6	5	1	8	6	2	4	2	1	3
South Carolina	83	89	97	110	80	78	73	76	57	77	77
South Dakota	16	14	17	13	17	14	13	12	19	10	15
Tennessee	124	103	128	134	129	129	83	82	82	97	96
Texas	391	419	396	429	409	430	392	273	349	386	491
Utah	34	17	26	26	32	34	28	21	27	20	16
Vermont	10	10	12	8	10	4	6	6	9	6	5
Virginia	82	107	90	102	96	96	70	68	72	69	76
Washington	52	38	50	55	62	69	52	29	27	28	42
West Virginia	55	51	56	48	43	41	38	29	39	32	44
Wisconsin	85	86	90	76	70	74	59	46	51	68	57
Wyoming	23	25	29	23	30	20	27	11	19	24	25
U.S. Total	4,224	4,335	4,478	4,551	4,350	4,204	3,754	2,983	3,271	3,365	3,464

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, 2002-2012

State	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alabama	123	148	135	118	126	127	124	81	105	96	111
Alaska	4	5	13	4	4	5	5	3	5	0	4
Arizona	88	102	102	107	129	95	100	67	54	65	73
Arkansas	78	101	93	129	97	110	76	80	79	101	85
California	346	333	381	377	384	394	304	263	240	265	244
Colorado	51	61	64	65	73	77	58	40	46	46	51
Connecticut	17	24	27	19	28	25	28	15	23	14	14
Delaware	17	15	19	7	18	6	7	7	9	10	10
District of Columbia	0	0	5	3	2	2	1	1	3	2	1
Florida	351	343	359	383	336	287	270	179	179	201	194
Georgia	203	208	233	240	227	212	180	135	145	169	149
Hawaii	4	4	4	4	7	3	6	4	4	3	6
Idaho	30	38	29	31	24	26	32	18	15	18	17
Illinois	159	178	151	196	158	148	138	90	113	120	115
Indiana	120	166	166	137	137	143	129	108	111	130	115
Iowa	67	62	60	65	73	70	69	63	90	49	65
Kansas	75	73	85	72	64	74	57	51	71	58	59
Kentucky	114	117	123	117	104	103	98	109	90	88	88
Louisiana	103	117	103	121	97	115	104	74	93	81	102
Maine	21	14	18	18	18	20	21	21	13	17	10
Maryland	61	63	76	57	60	63	49	52	39	38	56
Massachusetts	22	34	42	24	33	27	22	19	19	33	14
Michigan	123	110	121	106	113	115	90	64	83	61	69
Minnesota	78	62	67	61	60	74	62	50	77	53	54
Mississippi	72	67	84	80	81	70	70	54	55	62	44
Missouri	151	153	145	152	130	138	117	83	76	95	89
Montana	22	21	15	22	26	29	28	21	13	24	11
Nebraska	59	52	41	46	28	44	41	42	49	29	42
Nevada	33	36	28	48	43	25	21	19	16	28	20
New Hampshire	15	13	13	11	7	10	12	7	6	8	6
New Jersey	69	85	94	106	75	70	48	65	59	59	61
New Mexico	57	39	58	57	67	60	43	33	43	44	39
New York	131	147	128	137	163	145	113	101	116	112	97
North Carolina	166	160	184	193	148	151	143	116	104	118	132
North Dakota	18	14	14	10	17	13	21	28	17	32	44
Ohio	189	147	179	174	152	124	133	108	123	113	146
Oklahoma	108	104	97	111	134	96	108	78	88	100	124
Oregon	45	52	47	60	50	52	39	29	49	48	28
Pennsylvania	174	213	209	188	183	214	195	131	159	163	175
Rhode Island	5	6	5	1	9	6	2	4	2	1	3
South Carolina	91	96	102	119	90	81	81	78	61	79	79
South Dakota	16	14	17	15	17	14	13	12	19	10	16
Tennessee	130	113	141	150	144	147	92	86	89	101	107
Texas	414	448	436	457	450	465	432	299	376	414	543
Utah	38	18	26	28	32	36	32	25	28	24	17
Vermont	10	12	12	10	10	4	6	6	11	6	6
Virginia	89	122	97	106	105	103	74	75	87	74	89
Washington	53	39	52	58	68	71	54	30	27	35	44
West Virginia	57	55	61	49	45	45	46	29	40	32	47
Wisconsin	93	89	94	78	72	78	67	46	53	77	60
Wyoming	27	28	47	24	48	21	28	12	22	27	27
U.S. Total	4,587	4,721	4,902	4,951	4,766	4,633	4,089	3,211	3,494	3,633	3,802

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, 2002-2012

State	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alabama	17	16	18	10	17	17	18	15	9	11	13
Alaska	0	2	5	1	1	2	1	1	0	0	1
Arizona	16	16	19	15	22	22	15	18	6	14	19
Arkansas	18	18	16	22	20	24	13	15	16	18	19
California	67	59	71	70	72	73	56	48	60	63	54
Colorado	9	8	8	17	13	18	14	10	6	12	8
Connecticut	4	7	7	2	3	5	7	2	8	2	4
Delaware	2	0	2	3	2	0	0	3	1	1	3
District of Columbia	0	0	3	2	1	2	1	1	3	1	1
Florida	52	56	49	58	54	49	43	34	35	54	39
Georgia	26	39	39	30	34	33	34	33	19	29	25
Hawaii	2	2	0	0	1	0	3	1	0	1	2
Idaho	5	8	6	6	1	6	7	4	5	3	1
Illinois	26	22	20	35	23	23	21	9	18	26	17
Indiana	19	17	22	25	20	19	15	12	9	20	15
Iowa	5	6	12	5	8	11	12	8	12	12	7
Kansas	9	5	9	10	13	4	7	5	9	9	19
Kentucky	18	16	20	21	25	18	20	16	10	19	16
Louisiana	16	14	15	18	12	21	24	8	16	11	21
Maine	3	2	3	3	6	4	7	0	4	3	2
Maryland	7	6	13	11	8	13	7	9	6	9	8
Massachusetts	4	11	12	2	7	10	9	6	5	6	5
Michigan	10	14	14	10	19	8	10	13	16	7	7
Minnesota	10	8	11	10	11	4	13	10	11	10	10
Mississippi	11	8	16	13	17	13	13	10	5	9	5
Missouri	23	30	15	25	25	26	13	12	15	25	22
Montana	4	2	8	8	7	13	7	8	1	2	4
Nebraska	11	4	2	4	3	2	3	2	10	2	3
Nevada	4	12	2	10	5	6	3	7	3	9	4
New Hampshire	2	1	5	2	0	0	0	1	0	2	0
New Jersey	17	8	20	19	11	15	9	14	12	13	18
New Mexico	16	10	15	12	11	18	15	10	8	12	16
New York	31	49	35	53	53	47	40	31	35	40	27
North Carolina	33	21	34	31	18	30	33	18	23	20	29
North Dakota	2	1	0	3	2	2	4	5	3	4	7
Ohio	22	13	13	20	27	14	23	10	14	18	16
Oklahoma	20	16	18	21	24	18	17	18	21	23	27
Oregon	7	8	10	11	12	8	8	8	14	18	6
Pennsylvania	26	35	31	28	42	33	29	22	38	26	16
Rhode Island	0	2	0	0	3	2	0	1	0	0	0
South Carolina	9	20	19	19	12	15	20	15	9	26	14
South Dakota	4	3	4	1	5	4	1	3	6	2	0
Tennessee	17	20	16	25	23	31	13	21	18	19	18
Texas	62	81	60	84	79	78	77	53	52	75	119
Utah	8	3	10	8	8	10	5	7	3	7	2
Vermont	0	2	2	0	2	1	0	2	1	2	1
Virginia	20	15	20	27	21	15	17	13	20	16	23
Washington	11	5	8	11	12	21	15	9	6	6	10
West Virginia	11	7	10	10	9	6	7	8	6	4	7
Wisconsin	10	14	12	13	4	9	7	2	10	6	9
Wyoming	4	9	6	6	8	7	9	5	3	5	7
U.S. Total	730	751	785	850	836	830	745	596	620	732	726

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, 2002-2012

State	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Alabama	95	114	114	97	101	103	96	58	93	77	87
Alaska	4	3	8	3	3	2	4	2	5	0	3
Arizona	68	79	69	84	90	66	68	40	46	43	47
Arkansas	57	75	73	84	64	73	56	55	58	64	60
California	246	252	288	287	286	253	227	192	159	186	173
Colorado	38	50	52	45	47	49	39	25	36	30	39
Connecticut	13	16	18	16	23	17	16	11	15	11	10
Delaware	14	15	16	4	15	6	7	4	8	8	5
District of Columbia	0	0	2	1	1	0	0	0	0	1	0
Florida	268	258	273	283	255	210	194	136	135	140	144
Georgia	143	162	175	181	174	164	134	96	119	126	114
Hawaii	2	2	4	4	6	3	3	3	4	2	4
Idaho	23	29	22	21	23	18	19	14	10	15	12
Illinois	116	140	119	136	113	114	105	76	82	83	89
Indiana	91	125	117	100	100	106	99	70	92	91	86
Iowa	56	50	46	56	58	51	51	48	67	36	45
Kansas	61	57	67	57	48	65	46	45	59	47	36
Kentucky	86	92	90	87	68	77	73	85	74	63	60
Louisiana	79	93	79	89	78	83	73	60	72	60	69
Maine	18	11	15	14	12	15	13	20	9	13	8
Maryland	51	49	54	45	48	46	41	36	33	28	45
Massachusetts	18	23	27	20	25	17	12	12	14	27	9
Michigan	110	90	96	90	87	101	72	49	64	51	59
Minnesota	65	53	54	49	48	63	49	38	63	39	43
Mississippi	60	53	65	64	57	54	53	43	47	49	34
Missouri	114	110	117	117	95	94	94	67	61	65	62
Montana	16	19	6	14	18	16	17	13	11	21	7
Nebraska	36	42	37	35	24	35	35	38	35	25	31
Nevada	25	20	23	34	32	19	17	11	12	15	14
New Hampshire	12	11	8	9	7	10	12	6	6	6	6
New Jersey	46	61	62	74	56	45	35	46	40	38	36
New Mexico	29	27	37	38	51	35	25	23	33	29	22
New York	92	90	86	74	102	90	69	69	76	67	63
North Carolina	119	127	140	151	118	113	107	94	75	88	88
North Dakota	14	13	14	7	12	10	15	23	11	26	33
Ohio	160	121	147	138	114	102	106	91	100	87	123
Oklahoma	77	74	74	82	93	69	83	53	66	72	81
Oregon	37	41	36	48	35	38	27	19	28	30	21
Pennsylvania	131	153	134	142	127	146	145	98	114	124	133
Rhode Island	5	4	5	1	5	4	2	3	2	1	3
South Carolina	74	69	78	91	68	63	53	61	48	51	63
South Dakota	12	11	13	12	12	10	12	9	13	8	15
Tennessee	107	83	112	109	106	98	70	61	64	78	78
Texas	329	338	336	345	330	352	315	220	297	311	372
Utah	26	14	16	18	24	24	23	14	24	13	14
Vermont	10	8	10	8	8	3	6	4	8	4	4
Virginia	62	92	70	75	75	81	53	55	52	53	53
Washington	41	33	42	44	50	48	37	20	21	22	32
West Virginia	44	44	46	38	34	35	31	21	33	28	37
Wisconsin	75	72	78	63	66	65	52	44	41	62	48
Wyoming	19	16	23	17	22	13	18	6	16	19	18
U.S. Total	3,494	3,584	3,693	3,701	3,514	3,374	3,009	2,387	2,651	2,633	2,738

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

Crashes

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

- ◆ Of the approximately 317,000 police-reported crashes involving large trucks in 2012, 3,464 (1 percent) resulted in at least one fatality, and 73,000 (23 percent) resulted in at least one nonfatal injury.
- ◆ Single-vehicle crashes made up 21 percent of all fatal crashes, 15 percent of all injury crashes, and 22 percent of all property damage only crashes involving large trucks in 2012. The majority (63 percent) of fatal large truck crashes involved two vehicles.
- ◆ Almost two-thirds (63 percent) of all fatal crashes involving large trucks occurred on rural roads, and 24 percent occurred on rural and urban Interstate highways.
- ◆ Thirty-six percent of all fatal crashes, 23 percent of all injury crashes, and 18 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- ◆ The vast majority of fatal crashes (83 percent) and nonfatal crashes (89 percent) involving large trucks occurred on weekdays (Monday through Friday).
- ◆ Collision with a vehicle in transport was the first harmful event (the first event during a crash that caused injury or property damage) in 74 percent of fatal crashes involving large trucks, 83 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 3 percent of all nonfatal crashes involving large trucks.
- ◆ In 2012, 24 percent of work zone fatal crashes and 13 percent of work zone injury crashes involved at least one large truck.
- ◆ There were 11 fatal large truck crashes per million people in the United States in 2012.

Crashes Table 1. Crashes Involving Large Trucks by First Harmful Event and Crash Severity, 2012

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%	2,561	93.5%	2,561	73.9%
Collision with Fixed Object	262	36.1%	89	3.3%	351	10.1%
Collision with Pedestrian	220	30.3%	28	1.0%	248	7.2%
Overturn (Rollover)	112	15.4%	40	1.5%	152	4.4%
Collision with Pedalcycle or Other Personal Conveyance	70	9.6%	1	*	71	2.0%
Collision with Parked Motor Vehicle	30	4.1%	2	0.1%	32	0.9%
Collision with Train	8	1.1%	1	*	9	0.3%
Collision with Other Object	2	0.3%	5	0.2%	7	0.2%
Collision with Animal	3	0.4%	5	0.2%	8	0.2%
Explosion/Fire	0	0.0%	0	0.0%	0	0.0%
Jackknife	2	0.3%	0	0.0%	2	0.1%
Pavement Surface Irregularity	0	0.0%	0	0.0%	0	0.0%
Cargo Equipment Loss or Shift	0	0.0%	1	*	1	*
Other	17	2.3%	5	0.2%	22	0.6%
Total	726	100.0%	2,738	100.0%	3,464	100.0%
Injury Crashes						
Collision with Vehicle in Transport	*	*	60,000	97.0%	60,000	82.7%
Collision with Fixed Object	4,000	36.0%	1,000	1.9%	5,000	6.9%
Collision with Pedestrian	1,000	7.1%	*	0.2%	1,000	1.2%
Overturn (Rollover)	4,000	34.9%	*	0.2%	4,000	5.3%
Collision with Pedalcycle or Other Personal Conveyance	1,000	8.2%	*	*	1,000	1.2%
Collision with Parked Motor Vehicle	1,000	10.5%	*	0.2%	1,000	1.7%
Collision with Train	*	0.2%	*	*	*	*
Collision with Other Object	*	1.6%	*	0.2%	*	0.4%
Collision with Animal	*	0.2%	*	*	*	*
Explosion/Fire	*	*	*	*	*	*
Jackknife	*	0.3%	*	0.4%	*	0.4%
Pavement Surface Irregularity	*	0.2%	*	*	*	*
Cargo Equipment Loss or Shift	*	0.4%	*	*	*	0.1%
Other	*	0.5%	*	*	*	0.1%
Total	11,000	100.0%	62,000	100.0%	73,000	100.0%
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	185,000	97.4%	185,000	76.6%
Collision with Fixed Object	25,000	48.2%	2,000	1.1%	27,000	11.2%
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	4,000	7.9%	*	0.1%	4,000	1.7%
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	13,000	24.9%	*	*	13,000	5.3%
Collision with Train	*	0.9%	*	*	*	0.2%
Collision with Other Object	2,000	4.0%	1,000	0.5%	3,000	1.2%
Collision with Animal	4,000	6.8%	*	*	4,000	1.5%
Explosion/Fire	*	0.5%	*	*	*	0.1%
Jackknife	2,000	3.6%	*	0.1%	2,000	0.8%
Pavement Surface Irregularity	*	0.3%	*	*	*	0.1%
Cargo Equipment Loss or Shift	*	0.5%	*	0.2%	1,000	0.3%
Other	1,000	2.5%	1,000	0.6%	2,000	1.0%
Total	52,000	100.0%	190,000	100.0%	241,000	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, 2012

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	46	6.3%	27	1.0%	73	2.1%
30 - 35 mph	76	10.5%	156	5.7%	232	6.7%
40 - 45 mph	90	12.4%	422	15.4%	512	14.8%
50 - 55 mph	180	24.8%	1,028	37.5%	1,208	34.9%
60 - 65 mph	139	19.1%	558	20.4%	697	20.1%
70 - 75 mph	154	21.2%	446	16.3%	600	17.3%
80 - 85 mph	1	0.1%	6	0.2%	7	0.2%
No Statutory Limit	7	1.0%	18	0.7%	25	0.7%
Unknown	33	4.5%	77	2.8%	110	3.2%
Total	726	100.0%	2,738	100.0%	3,464	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 3. Fatal Crashes Involving Large Trucks by Roadway Function Class, 2012

Rural Crashes			Urban Crashes		
Roadway Function Class	Number	Percent	Roadway Function Class	Number	Percent
Interstate	436	12.6%	Interstate	396	11.4%
Other Principal Arterial	719	20.8%	Freeway/Expressway	117	3.4%
Minor Arterial	441	12.7%	Other Principal Arterial	411	11.9%
Major Collector	381	11.0%	Minor Arterial	169	4.9%
Minor Collector	56	1.6%	Collector	58	1.7%
Local Roads	129	3.7%	Local Roads	129	3.7%
Unknown	12	0.3%	Unknown	3	0.1%
Total Rural	2,174	62.8%	Total Urban	1,283	37.0%
Unknown Rural or Urban	7	0.2%	Total	3,464	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, 2012

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	294	8.5%	2,000	3.3%	6,000	2.4%
3am - 6am	340	9.8%	3,000	4.7%	7,000	2.8%
6am - 9am	515	14.9%	12,000	16.8%	41,000	17.0%
9am - 12pm	552	15.9%	15,000	20.3%	53,000	22.1%
12pm - 3pm	626	18.1%	16,000	22.5%	55,000	22.6%
3pm - 6pm	529	15.3%	12,000	17.0%	49,000	20.2%
6pm - 9pm	331	9.6%	7,000	10.3%	21,000	8.6%
9pm - 12am	276	8.0%	4,000	5.1%	10,000	4.2%
Unknown	1	*	*	*	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,222</i>	<i>64.1%</i>	<i>56,000</i>	<i>76.6%</i>	<i>198,000</i>	<i>81.9%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,242</i>	<i>35.9%</i>	<i>17,000</i>	<i>23.4%</i>	<i>44,000</i>	<i>18.1%</i>
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	244	7.0%	4,000	5.0%	9,000	3.5%
Monday	592	17.1%	12,000	16.2%	39,000	16.1%
Tuesday	593	17.1%	14,000	19.2%	45,000	18.8%
Wednesday	549	15.8%	12,000	16.9%	42,000	17.4%
Thursday	583	16.8%	13,000	17.6%	45,000	18.6%
Friday	570	16.5%	13,000	17.8%	46,000	19.0%
Saturday	333	9.6%	5,000	7.3%	16,000	6.6%
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,835	53.0%	24,000	33.2%	79,000	32.7%
Two-Way, Divided, Unprotected Median	738	21.3%	10,000	13.8%	30,000	12.6%
Two-Way, Divided, Positive Median Barrier	649	18.7%	20,000	26.9%	53,000	21.8%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	130	3.8%	3,000	4.0%	10,000	4.2%
Entrance/Exit Ramp	55	1.6%	2,000	2.5%	7,000	2.8%
One-Way Trafficway	28	0.8%	2,000	3.4%	6,000	2.6%
Non-Trafficway Area	25	0.7%	1,000	1.9%	4,000	1.7%
Unknown	4	0.1%	10,000	14.3%	52,000	21.7%
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange						
Non-Junction	2,095	60.5%	38,000	52.0%	119,000	49.4%
Intersection	707	20.4%	15,000	20.4%	31,000	12.8%
Intersection Related	189	5.5%	11,000	14.4%	55,000	22.9%
Driveway Access	33	1.0%	1,000	0.7%	2,000	1.0%
Driveway Access Related	148	4.3%	5,000	6.4%	17,000	7.2%
Entrance/Exit Ramp Related	15	0.4%	1,000	1.2%	2,000	0.9%
Railway Grade Crossing	12	0.3%	*	*	1,000	0.3%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	25	0.7%	*	0.1%	1,000	0.4%
Other	0	0.0%	*	*	*	*
Unknown	1	*	*	*	*	*
<i>Subtotal</i>	<i>3,225</i>	<i>93.1%</i>	<i>69,000</i>	<i>95.3%</i>	<i>229,000</i>	<i>94.8%</i>
Interchange Area						
Non-Junction	0	0.0%	*	*	*	*
Intersection	39	1.1%	1,000	0.8%	2,000	0.7%
Intersection Related	7	0.2%	*	0.2%	2,000	1.0%
Driveway Access	0	0.0%	*	*	*	*
Driveway Access Related	1	*	*	*	*	*
Entrance/Exit Ramp Related	63	1.8%	1,000	1.6%	4,000	1.7%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	4	0.1%	*	0.6%	*	*
Through Roadway	117	3.4%	1,000	1.4%	4,000	1.6%
Crossover Related	1	*	*	*	*	*
Other	6	0.2%	*	0.1%	*	*
Unknown	1	*	*	*	*	*
<i>Subtotal</i>	<i>239</i>	<i>6.9%</i>	<i>3,000</i>	<i>4.7%</i>	<i>13,000</i>	<i>5.2%</i>
Unknown Relation to Junction	<i>0</i>	<i>0.0%</i>	<i>*</i>	<i>*</i>	<i>*</i>	<i>*</i>
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	339	46.7%	2,589	94.6%	2,928	84.5%
On Shoulder	41	5.6%	38	1.4%	79	2.3%
On Median	49	6.7%	48	1.8%	97	2.8%
On Roadside	252	34.7%	50	1.8%	302	8.7%
Outside Trafficway	27	3.7%	6	0.2%	33	1.0%
Off Roadway, Location Unknown	8	1.1%	2	0.1%	10	0.3%
In Parking Lane	3	0.4%	1	*	4	0.1%
Gore	4	0.6%	0	0.0%	4	0.1%
Separator	3	0.4%	0	0.0%	3	0.1%
Continuous Left-Turn Lane	0	0.0%	3	0.1%	3	0.1%
Unknown	0	0.0%	1	*	1	*
Total	726	100.0%	2,738	100.0%	3,464	100.0%
Injury Crashes						
On Roadway	3,000	31.6%	61,000	97.4%	64,000	87.7%
On Shoulder	*	3.8%	*	0.2%	1,000	0.8%
On Median	1,000	8.4%	1,000	1.4%	2,000	2.4%
On Roadside	5,000	44.1%	*	0.7%	5,000	7.0%
Outside Trafficway	*	2.6%	*	*	*	0.4%
Off Roadway, Location Unknown	*	1.7%	*	*	*	0.2%
In Parking Lane	1,000	6.1%	*	*	1,000	0.9%
Gore	*	1.0%	*	*	*	0.2%
Separator	*	0.8%	*	0.1%	*	0.2%
Continuous Left-Turn Lane	*	*	*	0.2%	*	0.2%
Unknown	*	*	*	*	*	*
Total	11,000	100.0%	62,000	100.0%	73,000	100.0%
Property Damage Only Crashes						
On Roadway	15,000	29.6%	186,000	98.0%	201,000	83.3%
On Shoulder	1,000	1.7%	1,000	0.3%	1,000	0.6%
On Median	3,000	6.7%	1,000	0.5%	4,000	1.8%
On Roadside	18,000	34.9%	1,000	0.7%	19,000	8.0%
Outside Trafficway	2,000	4.4%	*	0.1%	2,000	1.0%
Off Roadway, Location Unknown	1,000	1.1%	*	*	1,000	0.2%
In Parking Lane	10,000	20.3%	*	0.2%	11,000	4.5%
Gore	*	0.6%	*	*	*	0.1%
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.2%	*	0.2%
Unknown	*	0.5%	*	*	*	0.1%
Total	52,000	100.0%	190,000	100.0%	241,000	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, 2012

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,507	72.4%	53,000	72.3%	173,000	71.8%
Cloudy	552	15.9%	11,000	15.1%	41,000	17.0%
Rain	242	7.0%	7,000	9.2%	20,000	8.3%
Sleet, Hail	6	0.2%	*	0.5%	1,000	0.4%
Snow	57	1.6%	1,000	1.7%	4,000	1.8%
Fog, Smog, Smoke	72	2.1%	1,000	0.9%	1,000	0.2%
Severe Crosswinds	7	0.2%	*	*	*	0.2%
Blowing Sand, Soil, Dirt	4	0.1%	*	0.1%	*	*
Blowing Snow	4	0.1%	*	*	1,000	0.2%
Other	9	0.3%	*	0.1%	*	0.1%
Unknown	4	0.1%	*	*	*	*
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Road Surface Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,940	84.9%	59,000	81.2%	198,000	82.1%
Wet	393	11.3%	10,000	13.6%	29,000	11.9%
Snow	38	1.1%	1,000	1.6%	3,000	1.4%
Ice/Frost	42	1.2%	1,000	0.9%	3,000	1.1%
Slush	10	0.3%	*	0.1%	*	0.2%
Water (Standing, Moving)	4	0.1%	*	0.2%	*	0.1%
Mud, Dirt, Gravel	3	0.1%	*	0.3%	1,000	0.3%
Sand	1	*	*	0.1%	*	*
Non-Trafficway Area	25	0.7%	1,000	1.9%	4,000	1.7%
Other	1	*	*	*	*	0.1%
Unknown	7	0.2%	*	0.1%	2,000	1.0%
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,150	62.1%	56,000	76.8%	198,000	82.0%
Dark, Not Lighted	822	23.7%	6,000	8.6%	16,000	6.5%
Dark But Lighted	343	9.9%	8,000	10.3%	20,000	8.4%
Dark, Unknown Lighting	8	0.2%	*	0.4%	1,000	0.5%
Dawn	99	2.9%	2,000	2.8%	4,000	1.5%
Dusk	40	1.2%	1,000	1.2%	3,000	1.2%
Unknown	2	0.1%	*	*	*	*
Total	3,464	100.0%	73,000	100.0%	241,000	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, 2012

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	3,335	96.3%	70,000	96.3%	234,000	97.1%
Yes	129	3.7%	3,000	3.7%	7,000	2.9%
Unknown	0	0.0%	*	*	*	*
Total	3,464	100.0%	73,000	100.0%	241,000	100.0%
All Crashes						
No	30,253	98.2%	1,613,000	98.7%	3,896,000	98.6%
Yes	547	1.8%	21,000	1.3%	54,000	1.4%
Unknown	0	0.0%	*	*	*	*
Total	30,800	100.0%	1,634,000	100.0%	3,950,000	100.0%
Percentage of Work Zone Crashes						
That Involved at Least One Truck	23.6%		12.7%		13.1%	

*Less than 500 or less than 0.05 percent.

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

A Work Zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning sign/signals/indicators.

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

Crashes Table 13. Fatal Crashes Involving Large Trucks per State Population, 2012

State	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Large Truck Crashes per Million People	State	Fatal Crashes Involving Large Trucks	State Population (2010 Census)	Fatal Large Truck Crashes per Million People
Alabama	100	4,779,736	20.92	Nebraska	34	1,826,341	18.62
Alaska	4	710,231	5.63	Nevada	18	2,700,551	6.67
Arizona	66	6,392,017	10.33	New Hampshire	6	1,316,470	4.56
Arkansas	79	2,915,918	27.09	New Jersey	54	8,791,894	6.14
California	227	37,253,956	6.09	New Mexico	38	2,059,179	18.45
Colorado	47	5,029,196	9.35	New York	90	19,378,102	4.64
Connecticut	14	3,574,097	3.92	North Carolina	117	9,535,483	12.27
Delaware	8	897,934	8.91	North Dakota	40	672,591	59.47
District of Columbia	1	601,723	1.66	Ohio	139	11,536,504	12.05
Florida	183	18,801,310	9.73	Oklahoma	108	3,751,351	28.79
Georgia	139	9,687,653	14.35	Oregon	27	3,831,074	7.05
Hawaii	6	1,360,301	4.41	Pennsylvania	149	12,702,379	11.73
Idaho	13	1,567,582	8.29	Rhode Island	3	1,052,567	2.85
Illinois	106	12,830,632	8.26	South Carolina	77	4,625,364	16.65
Indiana	101	6,483,802	15.58	South Dakota	15	814,180	18.42
Iowa	52	3,046,355	17.07	Tennessee	96	6,346,105	15.13
Kansas	55	2,853,118	19.28	Texas	491	25,145,561	19.53
Kentucky	76	4,339,367	17.51	Utah	16	2,763,885	5.79
Louisiana	90	4,533,372	19.85	Vermont	5	625,741	7.99
Maine	10	1,328,361	7.53	Virginia	76	8,001,024	9.50
Maryland	53	5,773,552	9.18	Washington	42	6,724,540	6.25
Massachusetts	14	6,547,629	2.14	West Virginia	44	1,852,994	23.75
Michigan	66	9,883,640	6.68	Wisconsin	57	5,686,986	10.02
Minnesota	53	5,303,925	9.99	Wyoming	25	563,626	44.36
Mississippi	39	2,967,297	13.14				
Missouri	84	5,988,927	14.03	U.S. Total	3,464	308,745,538	11.22
Montana	11	989,415	11.12				

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

Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). State Populations: U.S. Census Bureau, 2010 Census Resident Population Data.

Crashes Table 14. Number of Vehicles in Fatal Crashes, 2012

Number of Vehicles	Fatal Crashes Involving Large Trucks		All Fatal Crashes	
	Number	Percent	Number	Percent
One vehicle	726	21.0%	18,705	60.7%
Two vehicles	2,191	63.3%	10,150	33.0%
Three vehicles	380	11.0%	1,482	4.8%
Four vehicles	87	2.5%	302	1.0%
Five vehicles	40	1.2%	94	0.3%
Six vehicles	19	0.5%	36	0.1%
Seven vehicles	9	0.3%	16	0.1%
Eight vehicles	2	0.1%	4	*
Nine vehicles	2	0.1%	2	*
Ten or more vehicles	8	0.2%	9	*
Total Crashes	3,464	100.0%	30,800	100.0%

*Less than 0.05 percent.

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

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

Vehicles

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 2012, 3,802 large trucks were involved in fatal crashes, 77,000 were involved in injury crashes, and 253,000 were involved in property damage only crashes.
- ◆ Hazardous materials (HM) placards were present on 4 percent of the large trucks involved in fatal crashes and 2 percent of those in nonfatal crashes. HM was released from the cargo compartments of 15 percent of the placarded trucks. Flammable liquids (gasoline, fuel oil, etc.) accounted for 48 percent of the HM releases from cargo compartments in fatal crashes and 56 percent of the HM releases in nonfatal crashes.
- ◆ “Collision with vehicle in transport” was recorded as the most harmful event for 73 percent of the large trucks involved in fatal crashes.
- ◆ Singles (truck tractors pulling a single semi-trailer) accounted for 61 percent of the large trucks involved in fatal crashes in 2012; doubles (tractors pulling two trailers) made up 3 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for less than 0.1 percent of all large trucks involved in fatal crashes.
- ◆ Vehicle-related 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.
- ◆ On average, there were 0.18 large truck occupant fatalities per large truck in fatal crashes. The majority of large trucks involved (83 percent) did not have any occupant fatalities, and 17 percent had only one occupant fatality.

Vehicles Table 1. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2012

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	696	18.3%	9,607	21.0%	13,755	18.9%
Single-Unit, 3+ Axles	357	9.4%	5,929	12.9%	7,505	10.3%
Truck/Trailer(s)	225	5.9%	4,974	10.9%	8,829	12.2%
Truck Tractor (Bobtail)	55	1.4%	1,436	3.1%	2,127	2.9%
Tractor/Semi-trailer	2,308	60.7%	20,734	45.3%	34,882	48.0%
Tractor/Double	104	2.7%	984	2.1%	2,013	2.8%
Tractor/Triple	1	*	34	0.1%	62	0.1%
Light Truck (HM Placard)	—	—	9	*	21	*
Unknown	56	1.5%	1,884	4.1%	3,146	4.3%
Missing	—	—	203	0.4%	304	0.4%
Total	3,802	100.0%	45,794	100.0%	72,644	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 greater than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds, or any vehicle carrying hazardous material that requires placarding, regardless of weight. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.

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

Vehicles Table 2. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2012

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,637	43.1%	18,769	41.0%	33,003	45.4%
Cargo Tank	360	9.5%	3,245	7.1%	4,364	6.0%
Flatbed	446	11.7%	5,374	11.7%	8,814	12.1%
Dump	325	8.5%	4,022	8.8%	5,357	7.4%
Concrete Mixer	36	0.9%	497	1.1%	534	0.7%
Auto Transporter	24	0.6%	449	1.0%	922	1.3%
Garbage/Refuse	77	2.0%	1,265	2.8%	1,694	2.3%
Grain, Gravel, etc.	122	3.2%	1,072	2.3%	1,467	2.0%
Pole	13	0.3%	216	0.5%	317	0.4%
Log	71	1.9%	492	1.1%	620	0.9%
Intermodal Container Chassis	25	0.7%	289	0.6%	449	0.6%
Vehicle Towing Another Vehicle	20	0.5%	80	0.2%	159	0.2%
No Cargo Body	183	4.8%	3,382	7.4%	4,275	5.9%
Other	292	7.7%	6,049	13.2%	9,854	13.6%
Unknown	171	4.5%	593	1.3%	815	1.1%
Total	3,802	100.0%	45,794	100.0%	72,644	100.0%

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

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

Vehicles Table 3. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2012

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%	211	0.5%	333	0.5%
10,001 - 26,000 lb	671	17.6%	9,912	21.6%	15,040	20.7%
≥26,001 lb	3,125	82.2%	35,513	77.5%	56,989	78.4%
Unknown	6	0.2%	158	0.3%	282	0.4%
Total	3,802	100.0%	45,794	100.0%	72,644	100.0%

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

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

Vehicles Table 4. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2012

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	145	3.8%	1,074	2.3%	1,535	2.1%
No	3,657	96.2%	31,080	67.9%	47,302	65.1%
Unknown	0	0.0%	13,640	29.8%	23,807	32.8%
Total	3,802	100.0%	45,794	100.0%	72,644	100.0%

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

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

Vehicles Table 5. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2012

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes								
Explosives	2	3.8%	2	2.6%	0	0.0%	4	2.8%
Gases	2	3.8%	14	18.4%	1	5.9%	17	11.7%
Flammable Liquids	28	53.8%	39	51.3%	2	11.8%	69	47.6%
Flammable Solids	1	1.9%	1	1.3%	1	5.9%	3	2.1%
Oxidizing Substances	0	0.0%	1	1.3%	0	0.0%	1	0.7%
Poisonous and Infectious Substances	1	1.9%	1	1.3%	0	0.0%	2	1.4%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	5	9.6%	8	10.5%	1	5.9%	14	9.7%
Miscellaneous Dangerous Goods	5	9.6%	1	1.3%	0	0.0%	6	4.1%
Unknown	8	15.4%	9	11.8%	12	70.6%	29	20.0%
Total	52	100.0%	76	100.0%	17	100.0%	145	100.0%
Nonfatal Crashes (MCMIS Data)								
Explosives	11	3.1%	58	3.1%	13	2.5%	82	3.0%
Gases	33	9.3%	290	15.4%	71	13.8%	394	14.3%
Flammable Liquids	174	48.9%	797	42.2%	223	43.4%	1,194	43.3%
Flammable Solids	5	1.4%	16	0.8%	5	1.0%	26	0.9%
Oxidizing Substances	6	1.7%	23	1.2%	4	0.8%	33	1.2%
Poisonous and Infectious Substances	1	0.3%	17	0.9%	2	0.4%	20	0.7%
Radioactive Materials	0	0.0%	4	0.2%	0	0.0%	4	0.1%
Corrosives	23	6.5%	112	5.9%	26	5.1%	161	5.8%
Miscellaneous Dangerous Goods	32	9.0%	183	9.7%	14	2.7%	229	8.3%
Unknown	71	19.9%	388	20.6%	156	30.4%	615	22.3%
Total	356	100.0%	1,888	100.0%	514	100.0%	2,758	100.0%

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

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

Vehicles Table 6. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2012

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,229	58.6%	35,000	45.2%	91,000	36.1%
Rear	633	16.6%	17,000	22.2%	59,000	23.2%
Left	386	10.2%	9,000	12.4%	36,000	14.3%
Right	260	6.8%	10,000	13.6%	41,000	16.0%
Non-Collision	153	4.0%	4,000	5.5%	9,000	3.7%
Other	78	2.1%	1,000	1.1%	17,000	6.7%
Unknown	63	1.7%	*	*	*	*
Total	3,802	100.0%	77,000	100.0%	253,000	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, 2012

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,787	73.3%	64,000	83.2%	188,000	74.5%
Collision with Fixed Object	150	3.9%	3,000	3.9%	25,000	9.7%
Collision with Pedestrian	275	7.2%	1,000	1.5%	*	*
Overturn (Rollover)	281	7.4%	5,000	6.9%	6,000	2.3%
Collision with Pedalcycle or Other Personal Conveyance	72	1.9%	1,000	1.1%	*	*
Collision with Parked Motor Vehicle	16	0.4%	1,000	1.4%	13,000	5.1%
Collision with Train	8	0.2%	*	*	*	0.2%
Collision with Other Object	54	1.4%	1,000	1.3%	13,000	4.9%
Collision with Animal	3	0.1%	*	*	4,000	1.4%
Jackknife	2	0.1%	*	0.4%	2,000	0.7%
Explosion/Fire	129	3.4%	*	0.1%	*	0.1%
Cargo/Equipment Loss or Shift	2	0.1%	*	*	*	0.2%
Other	22	0.6%	*	0.2%	2,000	0.8%
Unknown	1	*	*	*	*	*
Total	3,802	100.0%	77,000	100.0%	253,000	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, 2012

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Yes	163	4.3%	1,000	1.2%	4,000	1.4%
No	3,639	95.7%	76,000	98.8%	249,000	98.6%
Total	3,802	100.0%	77,000	100.0%	253,000	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, 2012

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	81	4.5%	7,000	13.7%	21,000	12.4%
Passenger Vehicle Rear-Ending Large Truck	260	14.3%	9,000	17.5%	18,000	10.8%
Large Truck Crossing Center Median (Head-On)	32	1.8%	*	0.2%	*	*
Passenger Vehicle Crossing Center Median (Head-On)	322	17.7%	1,000	1.5%	*	0.2%
Large Truck Striking Passenger Vehicle (Other)	718	39.5%	17,000	34.1%	53,000	32.1%
Passenger Vehicle Striking Large Truck (Other)	329	18.1%	11,000	23.0%	47,000	28.5%
Other Collision	76	4.2%	5,000	10.0%	27,000	16.1%
Total	1,818	100.0%	49,000	100.0%	166,000	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, 2012

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	52	64.2%	45	55.6%
Passenger Vehicle Rear-Ending Large Truck	260	58	22.3%	224	86.2%
Large Truck Crossing Center Median (Head-On)	32	25	78.1%	18	56.3%
Passenger Vehicle Crossing Center Median (Head-On)	322	58	18.0%	307	95.3%
Large Truck Striking Passenger Vehicle (Other)	718	199	27.7%	621	86.5%
Passenger Vehicle Striking Large Truck (Other)	329	129	39.2%	254	77.2%
Other Collision	76	33	43.4%	55	72.4%
Total	1,818	554	30.5%	1,524	83.8%

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, 2012

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	20	2.8%	30	1.0%	50	1.3%
Brake System	15	2.1%	33	1.1%	48	1.3%
Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	6	0.8%	7	0.2%	13	0.3%
Power Train	0	0.0%	6	0.2%	6	0.2%
Highway Construction, Maintenance or Utility Vehicle, In Transport (Inside or Outside Work Zone)	1	0.1%	5	0.2%	6	0.2%
Other Lights	1	0.1%	4	0.1%	5	0.1%
Truck Coupling / Trailer Hitch / Safety Chains	0	0.0%	5	0.2%	5	0.1%
Steering	3	0.4%	1	*	4	0.1%
Police, Fire, or EMS Vehicle at Scene...	0	0.0%	4	0.1%	4	0.1%
Vehicle Contributing Factors—No Details	1	0.1%	2	0.1%	3	0.1%
At Least One Vehicle-Related Factor Recorded	47	6.5%	112	3.6%	159	4.2%
No Vehicle-Related Factors Recorded	679	93.5%	2,964	96.4%	3,643	95.8%
Total	726	100.0%	3,076	100.0%	3,802	100.0%
At Least One Moving Violation Recorded	71	9.8%	323	10.5%	394	10.4%
No Moving Violations Recorded	655	90.2%	2,753	89.5%	3,408	89.6%
Total	726	100.0%	3,076	100.0%	3,802	100.0%

*Less than 0.05 percent.

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

Vehicles Table 12. Passenger Vehicles in Fatal Crashes by Vehicle-Related Factors and Violations Recorded, 2012

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	375	2.5%	170	0.8%	545	1.5%
Vehicle Registration for Handicapped	77	0.5%	114	0.6%	191	0.5%
Brake System	31	0.2%	24	0.1%	55	0.2%
Electric/Alternative Fuel Vehicle	20	0.1%	34	0.2%	54	0.2%
Headlights	11	0.1%	15	0.1%	26	0.1%
Steering	15	0.1%	7	*	22	0.1%
Other Lights	0	0.0%	15	0.1%	15	*
Vehicle Contributing Factors—No Details	4	*	10	*	14	*
Power Train	9	0.1%	5	*	14	*
Reconstructed/Altered Vehicle	8	0.1%	5	*	13	*
At Least One Vehicle-Related Factor Recorded	593	4.0%	482	2.4%	1,075	3.0%
No Vehicle-Related Factors Recorded	14,400	96.0%	19,871	97.6%	34,271	97.0%
Total	14,993	100.0%	20,353	100.0%	35,346	100.0%
At Least One Moving Violation Recorded	1,878	12.5%	2,867	14.1%	4,745	13.4%
No Moving Violations Recorded	13,115	87.5%	17,486	85.9%	30,601	86.6%
Total	14,993	100.0%	20,353	100.0%	35,346	100.0%

*Less than 0.05 percent.

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

Vehicles Table 13. Large Trucks in Fatal Crashes by Truck Weight Rating, 2012

Truck Weight Rating	Number	Percent
Class 2: 6,001–10,000 lb.	6	0.2%
Class 3: 10,001–14,000 lb.	283	7.4%
Class 4: 14,001–16,000 lb.	73	1.9%
Class 5: 16,001–19,500 lb.	90	2.4%
Class 6: 19,501–26,000 lb.	212	5.6%
Class 7: 26,001–33,000 lb.	212	5.6%
Class 8: 33,001 lb or More	2,831	74.5%
Weight Rating Unknown	95	2.5%
Total	3,802	100.0%

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

Vehicles Tables 14. Vehicles in Fatal Crashes by Age of Vehicle, 2012

Vehicle Age	Large Trucks in Fatal Crashes		All Vehicles in Fatal Crashes	
	Number	Percent	Number	Percent
Model Year More Recent Than Crash Year	75	2.0%	194	0.4%
Model Year Same as Crash Year	306	8.0%	1,650	3.6%
1 to 5 Years	1,138	29.9%	10,023	22.0%
6 to 10 Years	1,108	29.1%	14,538	31.9%
11 to 15 Years	763	20.1%	11,255	24.7%
16 to 20 Years	260	6.8%	4,599	10.1%
21 to 25 Years	84	2.2%	1,550	3.4%
26 Years or Older	49	1.3%	929	2.0%
Model Year Unknown	19	0.5%	899	2.0%
Total	3,802	100.0%	45,637	100.0%

Notes: Vehicle age is defined as the difference between the vehicle model year and the year of the crash. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) of greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Vehicles Table 15. Fatal Large Truck Crashes by Number of Fatalities, 2012

Number of Fatalities	Number	Percent
One Fatality	3,109	89.8%
Two Fatalities	291	8.4%
Three Fatalities	42	1.2%
Four Fatalities	12	0.3%
Five Fatalities	6	0.2%
Six Fatalities	2	0.1%
Seven Fatalities	2	0.1%
Total Fatal Crashes Involving Large Trucks	3,464	100.0%
Average Number of Fatalities in Fatal Crashes Involving Large Trucks	1.13	

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

Vehicles Table 16. Large Trucks in Fatal Crashes by Issuing Authority and Body Type, 2012

Issuing Authority	Single-Unit Straight Truck or Cab-Chassis		Truck/Tractor		Medium/Heavy Pickup		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
State Authority	115	10.5%	297	11.9%	3	1.7%	2	6.1%	417	11.0%
U.S. DOT	577	52.7%	2,047	81.8%	17	9.8%	14	42.4%	2,655	69.8%
MC/MX (ICC) ^a	2	0.2%	5	0.2%	0	0.0%	1	3.0%	8	0.2%
Canada	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Mexico	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
None	232	21.2%	46	1.8%	144	83.2%	10	30.3%	432	11.4%
Unknown or Not Reported	168	15.4%	107	4.3%	9	5.2%	6	18.2%	290	7.6%
Total	1,094	100.0%	2,502	100.0%	173	100.0%	33	100.0%	3,802	100.0%

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

Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) of greater than 10,000 pounds.
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 3,753 drivers of large trucks involved in fatal crashes, 206 (5 percent) were 25 years of age or younger, and 196 (5 percent) were 66 years of age or older. In comparison, 9 (4 percent) of the 244 drivers of buses in fatal crashes were 25 years of age or younger, and 22 (9 percent) were 66 years of age or older.
- ◆ About 3 percent of all the drivers of large trucks involved in fatal crashes were female, as compared with 30 percent of all drivers of buses involved in fatal crashes.
- ◆ Of the 3,753 drivers of large trucks involved in fatal crashes, 349 (9 percent) were not wearing a safety belt at the time of the crash; of those, 26 percent were completely or partially ejected from the vehicle.
- ◆ One or more driver-related factors were recorded for 55 percent of the drivers of large trucks involved in single-vehicle fatal crashes and for 27 percent of the drivers of large trucks involved in multiple-vehicle fatal crashes. In comparison, at least one driver-related factor was recorded for 72 percent of the drivers of passenger vehicles (cars, vans, pickup trucks, and sport utility vehicles) involved in single-vehicle crashes and 51 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, illness, etc.) was the second most common for passenger vehicle drivers.
- ◆ There were 697 large truck occupant fatalities in 2012, of which 85 percent were drivers of large trucks and 15 percent were passengers in large trucks.

People Table 1. Persons Killed and Injured in Crashes Involving Large Trucks, 2012

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	365	49.0%	227	7.1%	592	15.1%
Driver of Other Motor Vehicle	0	0.0%	2,189	68.9%	2,189	55.8%
Passenger of Large Truck in Transport	58	7.8%	43	1.4%	101	2.6%
Passenger of Other Motor Vehicle in Transport	0	0.0%	647	20.4%	647	16.5%
Occupant of Motor Vehicle Not in Transport	8	1.1%	2	0.1%	10	0.3%
Occupant of Non-Motor Vehicle Transport Device**	5	0.7%	0	0.0%	5	0.1%
Pedestrian	242	32.5%	56	1.8%	298	7.6%
Bicyclist	59	7.9%	2	0.1%	61	1.6%
Other Cyclist	0	0.0%	0	0.0%	0	0.0%
Other Person on Personal Conveyance/In Building	7	0.9%	0	0.0%	7	0.2%
Unknown Occupant Type in Motor Vehicle in Transport	1	0.1%	10	0.3%	11	0.3%
Total	745	100.0%	3,176	100.0%	3,921	100.0%
Persons Injured						
Driver of Large Truck	8,000	71.1%	13,000	13.6%	21,000	19.9%
Driver of Other Motor Vehicle	*	*	54,000	58.0%	54,000	51.7%
Passenger of Large Truck in Transport	1,000	7.2%	4,000	4.3%	5,000	4.6%
Passenger of Other Motor Vehicle in Transport	*	*	22,000	23.8%	22,000	21.2%
Occupant of Motor Vehicle Not in Transport	*	3.9%	*	*	*	0.5%
Occupant of Non-Motor Vehicle Transport Device**	*	0.1%	*	*	*	*
Pedestrian	1,000	10.0%	*	0.2%	1,000	1.3%
Bicyclist	1,000	7.6%	*	*	1,000	0.8%
Other Nonoccupant	*	*	*	*	*	*
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	*	*
Total	11,000	100.0%	93,000	100.0%	104,000	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, 2012

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	120	4.2%	103	9.5%	0	0.0%	223	5.7%
18 - 25	441	15.6%	170	15.6%	0	0.0%	611	15.6%
26 - 35	485	17.1%	174	16.0%	0	0.0%	659	16.8%
36 - 45	440	15.5%	121	11.1%	1	100.0%	562	14.3%
46 - 55	515	18.2%	155	14.3%	0	0.0%	670	17.1%
56 - 65	413	14.6%	143	13.2%	0	0.0%	556	14.2%
66 - 75	235	8.3%	96	8.8%	0	0.0%	331	8.4%
76 and over	179	6.3%	125	11.5%	0	0.0%	304	7.8%
Unknown	5	0.2%	0	0.0%	0	0.0%	5	0.1%
Total	2,833	100.0%	1,087	100.0%	1	100.0%	3,921	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 3. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex, 2012

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,241	6.2%	873	9.5%	0	0.0%	2,114	7.3%
18 - 25	4,273	21.4%	1,634	17.8%	3	25.0%	5,910	20.3%
26 - 35	3,486	17.5%	1,324	14.4%	2	16.7%	4,812	16.5%
36 - 45	2,626	13.2%	1,093	11.9%	2	16.7%	3,721	12.8%
46 - 55	2,977	14.9%	1,268	13.8%	0	0.0%	4,245	14.6%
56 - 65	2,414	12.1%	1,044	11.4%	1	8.3%	3,459	11.9%
66 - 75	1,465	7.3%	816	8.9%	1	8.3%	2,282	7.8%
76 and over	1,451	7.3%	1,114	12.1%	1	8.3%	2,566	8.8%
Unknown	35	0.2%	10	0.1%	2	16.7%	47	0.2%
Total	19,968	100.0%	9,176	100.0%	12	100.0%	29,156	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, 2012

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	4,000	6.8%	5,000	12.8%	9,000	9.1%
18 - 25	12,000	19.1%	9,000	21.7%	21,000	20.1%
26 - 35	14,000	21.9%	8,000	19.7%	22,000	21.1%
36 - 45	11,000	17.3%	7,000	16.6%	18,000	17.0%
46 - 55	13,000	20.1%	5,000	12.1%	18,000	17.1%
56 - 65	6,000	9.8%	4,000	9.0%	10,000	9.5%
66 - 75	2,000	3.6%	1,000	3.2%	4,000	3.4%
76 and over	1,000	1.5%	2,000	4.8%	3,000	2.8%
Total	64,000	100.0%	40,000	100.0%	104,000	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, 2012

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	137,000	12.9%	143,000	11.8%	280,000	12.3%
18 - 25	237,000	22.2%	253,000	21.0%	491,000	21.6%
26 - 35	199,000	18.7%	223,000	18.5%	422,000	18.6%
36 - 45	155,000	14.6%	177,000	14.7%	333,000	14.6%
46 - 55	152,000	14.2%	177,000	14.7%	329,000	14.5%
56 - 65	102,000	9.6%	127,000	10.6%	230,000	10.1%
66 - 75	50,000	4.7%	64,000	5.3%	114,000	5.0%
76 and over	34,000	3.2%	42,000	3.5%	76,000	3.4%
Total	1,067,000	100.0%	1,207,000	100.0%	2,275,000	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, 2012

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	336	8.6%	3,000	3.2%
3am - 6am	386	9.8%	5,000	5.1%
6am - 9am	577	14.7%	16,000	15.5%
9am - 12pm	625	15.9%	21,000	20.2%
12pm - 3pm	706	18.0%	23,000	22.1%
3pm - 6pm	601	15.3%	17,000	16.7%
6pm - 9pm	380	9.7%	12,000	11.6%
9pm - 12am	309	7.9%	6,000	5.6%
Unknown	1	*	*	*
<i>Daytime (6am - 6pm)</i>	<i>2,509</i>	<i>64.0%</i>	<i>78,000</i>	<i>74.5%</i>
<i>Nighttime (6pm - 6am)</i>	<i>1,411</i>	<i>36.0%</i>	<i>26,000</i>	<i>25.5%</i>
Total	3,921	100.0%	104,000	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, 2012

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and Under	7	0.2%	0	0.0%	0	0.0%	7	0.2%
18 - 25	198	5.4%	1	1.1%	0	0.0%	199	5.3%
26 - 35	576	15.8%	14	14.9%	0	0.0%	590	15.7%
36 - 45	921	25.3%	25	26.6%	0	0.0%	946	25.2%
46 - 55	1,092	30.0%	34	36.2%	0	0.0%	1,126	30.0%
56 - 65	656	18.0%	17	18.1%	0	0.0%	673	17.9%
66 - 75	168	4.6%	3	3.2%	0	0.0%	171	4.6%
76 and Over	24	0.7%	0	0.0%	1	7.1%	25	0.7%
Unknown	3	*	0	0.0%	13	92.9%	16	0.4%
Total	3,645	100.0%	94	100.0%	14	100.0%	3,753	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, 2012

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and Under	0	0.0%	0	0.0%	0	0.0%
18 - 25	7	4.1%	2	2.8%	9	3.7%
26 - 35	17	9.9%	11	15.3%	28	11.5%
36 - 45	30	17.4%	23	31.9%	53	21.7%
46 - 55	53	30.8%	16	22.2%	69	28.3%
56 - 65	47	27.3%	16	22.2%	63	25.8%
66 - 75	15	8.7%	4	5.6%	19	7.8%
76 and Over	3	1.7%	0	0.0%	3	1.2%
Unknown	0	0.0%	0	0.0%	0	0.0%
Total	172	100.0%	72	100.0%	244	100.0%

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

People Table 9. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2012

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	258	7.1%	63	70.8%	27	61.4%	1	10.0%	349	9.3%
Shoulder Belt Only	11	0.3%	0	0.0%	0	0.0%	0	0.0%	11	0.3%
Lap Belt Only	64	1.8%	0	0.0%	2	4.5%	0	0.0%	66	1.8%
Lap and Shoulder Belt	3,016	83.5%	9	10.1%	11	25.0%	1	10.0%	3,037	80.9%
Type Unknown	4	0.1%	1	1.1%	0	0.0%	0	0.0%	5	0.1%
Unknown	257	7.1%	16	18.0%	4	9.1%	8	80.0%	285	7.6%
Total	3,610	100.0%	89	100.0%	44	100.0%	10	100.0%	3,753	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 10. Drivers of Large Trucks in Fatal Crashes by Commercial Drivers License (CDL) Status and License Compliance, 2012

CDL Status	Number	Percent	License Compliance	Number	Percent
Valid	3,097	82.5%	Valid License for Class of Vehicle	3,536	94.2%
No CDL	520	13.9%	Not Licensed	17	0.5%
Suspended	19	0.5%	No License Required for Class of Vehicle	1	*
Revoked, Expired, Canceled, Disqualified	22	0.6%	No Valid License for Class of Vehicle	98	2.6%
Other Not Valid	2	0.1%	Unknown if Required for Class of Vehicle	6	0.2%
Unknown	93	2.5%	Unknown	95	2.5%
Total	3,753	100.0%	Total	3,753	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 11. Large Truck Injury Crash Data by Injury Severity, 2012

Injury Severity	Injury Crashes		Large Trucks Involved in Injury Crashes		Persons Injured in Large Truck Crashes	
	Number	Percent	Number	Percent	Number	Percent
Incapacitating Injury	8,000	11.6%	9,000	11.3%	10,000	9.5%
Nonincapacitating Evident Injury	24,000	33.6%	26,000	33.5%	34,000	32.3%
Possible Injury	38,000	51.8%	40,000	52.1%	56,000	53.9%
Injured, Severity Unknown	2,000	3.0%	2,000	3.0%	4,000	4.2%
Total	73,000	100.0%	77,000	100.0%	104,000	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. Drug Test Results for Drivers in Fatal Crashes, 2012

Drug Test Result	Large Truck Drivers		All Drivers	
	Number	Percent	Number	Percent
Not Tested for Drugs	2,331	62.1%	23,389	51.6%
No Drugs Reported/Negative	754	20.1%	10,112	22.3%
Tested for Drugs, Results Unknown	228	6.1%	2,243	4.9%
Unknown	291	7.8%	3,828	8.4%
At Least One Positive Drug Test Result:	149	4.0%	5,765	12.7%
<i>Narcotic</i>	33	0.9%	1,530	3.4%
<i>Depressant</i>	26	0.7%	1,610	3.6%
<i>Stimulant</i>	45	1.2%	1,639	3.6%
<i>Hallucinogen</i>	0	0.0%	31	0.1%
<i>Cannabinoid</i>	30	0.8%	2,366	5.2%
<i>Phencyclidine (PCP)</i>	0	0.0%	41	0.1%
<i>Anabolic Steroid</i>	0	0.0%	5	*
<i>Inhalant</i>	0	0.0%	16	*
<i>Other Drugs</i>	70	1.9%	1,837	4.1%
<i>Tested for Drugs, Drugs Found, Type Unknown/Positive</i>	10	0.3%	292	0.6%
Total	3,753	100.0%	45,337	100.0%

*Less than 0.05 percent.

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

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

People Table 13. Large Truck Occupants Killed and Injured by Person Type, 2012

Person Type	Large Truck Occupants Killed		Large Truck Occupants Injured	
	Number	Percent	Number	Percent
Driver of Motor Vehicle In-Transport	592	84.9%	21,000	81.2%
Passenger of Motor Vehicle In-Transport	101	14.5%	5,000	18.8%
Unknown Occupant Type in Motor Vehicle In-Transport	4	0.6%	*	*
Total	697	100.0%	26,000	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: Large Truck Occupants Killed: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Large Truck Occupants Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

People Table 14. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2012

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding Related	94	13.1%	198	6.5%	292	7.8%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.) ^a	86	12.0%	156	5.1%	242	6.4%
Failure to Yield Right of Way	34	4.7%	130	4.3%	164	4.4%
Impairment (Fatigue, Alcohol, Illness, etc.) ^a	75	10.4%	75	2.5%	150	4.0%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	33	4.6%	115	3.8%	148	3.9%
Careless Driving	46	6.4%	58	1.9%	104	2.8%
Failure to Keep in Proper Lane	30	4.2%	70	2.3%	100	2.7%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	16	2.2%	84	2.8%	100	2.7%
Overcorrecting	62	8.6%	16	0.5%	78	2.1%
Following Improperly	4	0.6%	63	2.1%	67	1.8%
Making Improper Turn	19	2.6%	32	1.1%	51	1.4%
Non-Traffic Violation Charged (Manslaughter or Homicide or Other Assault)	10	1.4%	31	1.0%	41	1.1%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	7	1.0%	33	1.1%	40	1.1%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	22	3.1%	6	*	28	0.7%
Operating the Vehicle in an Erratic, Reckless, Careless or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	12	1.7%	13	0.4%	25	0.7%
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	25	0.8%	25	0.7%
Driver has a Driving Record or Driver's License from More than One State	4	0.6%	18	0.6%	22	0.6%
Driving on Wrong Side of Road (Intentional or Unintentional)	3	0.4%	16	0.5%	19	0.5%
Vehicle in Road	1	0.1%	18	0.6%	19	0.5%
Improper or Erratic Lane Changing	5	0.7%	13	0.4%	18	0.5%
Operating Without Required Equipment	5	0.7%	11	0.4%	16	0.4%
Tire Blow-Out or Flat	7	1.0%	6	0.2%	13	0.3%
Overloading or Improper Loading of Vehicle with Passenger or Cargo	4	0.6%	7	0.2%	11	0.3%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	3	0.4%	8	0.3%	11	0.3%
Starting or Backing Improperly	4	0.6%	6	0.2%	10	0.3%
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median	7	1.0%	1	*	8	0.2%
Failure to Observe Warnings or Instructions on Vehicle Displaying Them	2	0.3%	5	0.2%	7	0.2%
Live Animals in Road	4	0.6%	3	0.1%	7	0.2%
Making Improper Entry to or Exit from Trafficway	1	0.1%	5	0.2%	6	0.2%
Operator Inexperience	3	0.4%	3	0.1%	6	0.2%
Driver Has Not Complied With Physical or Other Imposed Restrictions	2	0.3%	4	0.1%	6	0.2%
Trailer Fishtailing or Swaying	3	0.4%	3	0.1%	6	0.2%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	1	0.1%	4	0.1%	5	0.1%
Driving Less Than Posted Minimum	0	0.0%	4	0.1%	4	0.1%
Phantom Vehicle	1	0.1%	3	0.1%	4	0.1%
At Least One Driver-Related Factor Recorded	406	56.3%	819	27.0%	1,225	32.6%
No Driver-Related Factors Recorded	313	43.5%	2,215	73.0%	2,528	67.4%
Total^b	719	100.0%	3,034	100.0%	3,753	100.0%
At Least One Moving Violation Recorded	64	8.9%	282	9.3%	346	9.2%
No Moving Violations Recorded	655	91.1%	2,752	90.7%	3,407	90.8%
Total^b	719	100.0%	3,034	100.0%	3,753	100.0%

^aFor more detail on driver distractions and impairments, see People Table 15.

^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 15. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2012

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Distracted, Details Unknown	11	1.5%	22	0.7%	33	0.9%
Looked But Did Not See	11	1.5%	18	0.6%	29	0.8%
Other Distraction	7	1.0%	7	0.2%	14	0.4%
Talking or Listening to Cellular Phone	1	0.1%	10	0.3%	11	0.3%
Distracted by Outside Person, Object or Event	6	0.8%	5	0.2%	11	0.3%
Other Cellular Phone Related	3	0.4%	8	0.3%	11	0.3%
Dialing Cellular Phone	1	0.1%	3	0.1%	4	0.1%
Using or Reaching For Device/Object Brought Into Vehicle	2	0.3%	1	*	3	0.1%
Eating or Drinking	1	0.1%	2	0.1%	3	0.1%
Distracted by Other Occupant(s)	1	0.1%	1	*	2	0.1%
Distracted by Moving Object in Vehicle	0	0.0%	2	0.1%	2	0.1%
Adjusting Audio and/or Climate Controls	0	0.0%	2	0.1%	2	0.1%
Using Other Device/Controls Integral to Vehicle	0	0.0%	1	*	1	*
Smoking Related	1	0.1%	0	0.0%	1	*
Lost In Thought/Day Dreaming	0	0.0%	1	*	1	*
At Least One Driver Distraction-Related Factor Recorded	86	12.0%	156	5.1%	242	6.4%
No Driver Distraction-Related Factors Recorded	633	88.0%	2,878	94.9%	3,511	93.6%
Total	719	100.0%	3,034	100.0%	3,753	100.0%

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Asleep or Fatigued	40	5.6%	23	0.8%	63	1.7%
Under the Influence of Alcohol, Drugs, or Medication	21	2.9%	37	1.2%	58	1.5%
Ill, Blackout	9	1.3%	10	0.3%	19	0.5%
Other Physical Impairment	2	0.3%	4	0.1%	6	0.2%
Emotional (Depressed, Angry, Disturbed, etc.)	2	0.3%	1	*	3	0.1%
Physical Impairment, No Details	1	0.1%	0	0.0%	1	*
At Least One Driver Impairment-Related Factor Recorded	75	10.4%	75	2.5%	150	4.0%
No Driver Impairment-Related Factors Recorded	644	89.6%	2,959	97.5%	3,603	96.0%
Total	719	100.0%	3,034	100.0%	3,753	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 16. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2012

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding Related	4,878	32.7%	2,198	10.9%	7,076	20.2%
Impairment (Fatigue, Alcohol, Illness, etc.)	4,317	28.9%	2,284	11.3%	6,601	18.8%
Failure to Keep in Proper Lane	847	5.7%	2,138	10.6%	2,985	8.5%
Distraction/inattention (Cell Phone, Lost in Thought, Eating, etc.)	1,501	10.1%	1,384	6.9%	2,885	8.2%
Failure to Yield Right of Way	317	2.1%	2,532	12.5%	2,849	8.1%
Overcorrecting	1,740	11.7%	335	1.7%	2,075	5.9%
Careless Driving	1,011	6.8%	615	3.0%	1,626	4.6%
Failure to Obey Actual Traffic Sign, Traffic Control Devices or Traffic Officers; Failure to Obey Safety Zone Traffic Laws	297	2.0%	1,236	6.1%	1,533	4.4%
Operating the Vehicle in an Erratic, Reckless, Careless, or Negligent Manner or Operating at Erratic or Suddenly Changing Speeds	899	6.0%	433	2.1%	1,332	3.8%
Vision Obscured (by Weather, Roadway Design, Vehicles, etc.)	420	2.8%	586	2.9%	1,006	2.9%
Driving on Wrong Side of Road (Intentional or Unintentional)	122	0.8%	734	3.6%	856	2.4%
Making Improper Turn	430	2.9%	340	1.7%	770	2.2%
Non-Traffic Violation Charged—Manslaughter or Homicide or Other Assault	353	2.4%	336	1.7%	689	2.0%
Ice, Water, Snow, Slush, Sand, Dirt, Oil, Wet Leaves on Road	225	1.5%	295	1.5%	520	1.5%
Operating Without Required Equipment	254	1.7%	125	0.6%	379	1.1%
Following Improperly	31	0.2%	300	1.5%	331	0.9%
Driver Has Not Complied With Physical or Other Imposed Restrictions	172	1.2%	103	0.5%	275	0.8%
Pedestrian, Pedalcyclist, or Other Nonmotorist in Road	240	1.6%	31	0.2%	271	0.8%
Improper or Erratic Lane Changing	92	0.6%	168	0.8%	260	0.7%
Illegal Driving on Road Shoulder, in Ditch, or Sidewalk, or on Median	240	1.6%	17	0.1%	257	0.7%
Aggressive Driving / Road Rage	138	0.9%	91	0.5%	229	0.7%
Police Pursuing Driver or Police Officer in Pursuit	116	0.8%	75	0.4%	191	0.5%
Driver Has Driving Record or Driver's License from More Than One State	79	0.5%	102	0.5%	181	0.5%
Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle	45	0.3%	131	0.6%	176	0.5%
Driver Has Not Complied with Learners Permit or Intermediate Driver License Restrictions (GDL Restrictions)	67	0.4%	52	0.3%	119	0.3%
Tire Blowout or Flat	90	0.6%	25	0.1%	115	0.3%
Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass	19	0.1%	92	0.5%	111	0.3%
Operator Inexperience	65	0.4%	41	0.2%	106	0.3%
Stopping in Roadway (Vehicle Not Abandoned)	0	0.0%	101	0.5%	101	0.3%
Live Animals in Road	64	0.4%	15	0.1%	79	0.2%
Phantom Vehicle	41	0.3%	30	0.1%	71	0.2%
Vehicle in Road	19	0.1%	51	0.3%	70	0.2%
Driving Wrong Way on One-Way Trafficway	5	*	57	0.3%	62	0.2%
Starting or Backing Improperly	32	0.2%	24	0.1%	56	0.2%
At Least One Driver-Related Factor(s) Recorded	10,764	72.2%	10,253	50.8%	21,017	59.9%
No Driver-Related Factors Recorded	4,154	27.8%	9,930	49.2%	14,084	40.1%
Total^a	14,918	100.0%	20,183	100.0%	35,101	100.0%
At Least One Moving Violation(s) Recorded	1,832	12.3%	2,711	13.4%	4,543	12.9%
No Moving Violations Recorded	13,086	87.7%	17,472	86.6%	30,558	87.1%
Total^a	14,918	100.0%	20,183	100.0%	35,101	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).

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



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