



U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**



Traffic Safety Facts

2022 Data



DOT HS 813 588

July 2024

Large Trucks

In this fact sheet for 2022 the information is presented as follows.

- [Overview](#)
- [Crash Characteristics](#)
- [Drivers](#)
- [State](#)

A large truck as defined in this fact sheet is any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. These large trucks include both commercial and non-commercial vehicles.

Key Findings

- In 2022 there were 5,936 people killed in traffic crashes involving large trucks. This was a 2-percent increase from 5,821 in 2021.
- Seventy percent of people killed in large-truck traffic crashes in 2022 were occupants of other vehicles.
- Seventy-six percent of the fatal traffic crashes involving large trucks in 2022 occurred on weekdays (6 a.m. Monday to 5:59 p.m. Friday).
- Three percent of drivers of large trucks involved in fatal traffic crashes in 2022 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, much lower than drivers of other vehicle types (28% for motorcycles, 25% for passenger cars, and 21% for light trucks).
- Drivers of large trucks involved in fatal traffic crashes in 2022 had a higher percentage (20.8%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 18.9%; passenger cars, 17.8%; and light trucks, 15.9%).
- In 2022 drivers of large trucks in fatal traffic crashes were less likely (6.0%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 16.3%; passenger cars, 12.9%; and light trucks, 10.1%).

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

In 2022 there were 5,936 people killed and an estimated 160,608 people injured in traffic crashes involving large trucks. An estimated 536,424 large trucks were involved in police-reported traffic crashes nationwide during 2022. Table 1 shows a majority (71%) of the large trucks involved in fatal crashes were heavy trucks in 2022 (GVWR > 26,000 lbs.).

Table 1. Large Trucks Involved in Fatal Traffic Crashes, by GVWR, 2020–2022

Year	Medium Trucks (10,001 lbs. - 26,000 lbs.)		Heavy Trucks (> 26,000 lbs.)		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2020	1,297	27%	3,519	73%	5	0%	4,821	100%
2021	1,603	28%	4,099	71%	31	1%	5,733	100%
2022	1,673	29%	4,143	71%	21	0%	5,837	100%

Sources: FARS 2020–2021 Final File, 2022 Annual Report File (ARF)

Table 2 provides an overview of people killed and injured in traffic crashes involving large trucks from 2013 to 2022.

Fatalities in traffic crashes involving large trucks increased by 2 percent from 2021 to 2022. Of the fatalities in 2022:

- 70 percent (4,167) were occupants of other vehicles;
- 18 percent (1,097) were occupants of large trucks; and
- 11 percent (672) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants).

From 2021 to 2022 there was a 9-percent increase in the number of large-truck occupants killed, a 6-percent increase in the number of nonoccupants killed, and a less than 1 percent decrease in the number of occupants of other vehicles killed in traffic crashes involving large trucks.

Estimates of people injured in traffic crashes involving large trucks increased by 4 percent from 2021 to 2022. Of the people injured in 2022:

- 72 percent (115,201) were occupants of other vehicles;
- 26 percent (41,874) were occupants of large trucks; and
- 2 percent (3,534) were nonoccupants.

From 2021 to 2022 there was a 24-percent increase in the number of nonoccupants injured, a 5-percent increase in the number of occupants of other vehicles injured, and a 1-percent decrease in the number of large-truck occupants injured in traffic crashes involving large trucks.

Table 2. People Killed and Injured in Traffic Crashes Involving Large Trucks, by Person Type and Crash Type, 2013–2022

Year	Large-Truck Occupants by Crash Type						Other People						Total
	Single-Vehicle		Multi-Vehicle		Total		Occupants of Other Vehicles		Nonoccupants		Total		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Killed													
2013	431	11%	264	7%	695	17%	2,845	71%	441	11%	3,286	83%	3,981
2014	405	10%	251	6%	656	17%	2,859	73%	393	10%	3,252	83%	3,908
2015	395	10%	270	7%	665	16%	3,017	74%	413	10%	3,430	84%	4,095
2016	520	11%	295	6%	815	17%	3,351	72%	512	11%	3,863	83%	4,678
2017	525	11%	353	7%	878	18%	3,535	72%	493	10%	4,028	82%	4,906
2018	538	11%	352	7%	890	18%	3,563	71%	553	11%	4,116	82%	5,006
2019	494	10%	399	8%	893	18%	3,569	71%	570	11%	4,139	82%	5,032
2020	504	10%	318	6%	822	17%	3,501	71%	622	13%	4,123	83%	4,945
2021	584	10%	427	7%	1,011	17%	4,176	72%	634	11%	4,810	83%	5,821
2022	613	10%	484	8%	1,097	18%	4,167	70%	672	11%	4,839	82%	5,936
Injured													
2013	8,949	9%	15,673	16%	24,621	26%	69,221	72%	2,254	2%	71,476	74%	96,097
2014	10,280	9%	16,865	15%	27,146	24%	82,282	74%	2,389	2%	84,671	76%	111,817
2015	10,175	9%	19,927	17%	30,102	26%	85,172	72%	2,561	2%	87,733	74%	117,835
2016†	12,941	10%	23,241	17%	36,183	27%	94,958	70%	3,587	3%	98,545	73%	134,727
2017†	14,550	10%	25,442	17%	39,992	27%	105,509	71%	2,808	2%	108,317	73%	148,309
2018†	13,480	9%	25,719	17%	39,200	26%	108,490	72%	3,480	2%	111,970	74%	151,170
2019†	15,199	10%	30,490	19%	45,688	29%	109,515	69%	4,156	3%	113,670	71%	159,359
2020†	14,969	11%	26,597	19%	41,566	29%	97,595	69%	2,452	2%	100,048	71%	141,613
2021†	13,823	9%	28,346	18%	42,169	27%	109,795	71%	2,849	2%	112,644	73%	154,813
2022†	17,161	11%	24,713	15%	41,874	26%	115,201	72%	3,534	2%	118,735	74%	160,608

Sources: FARS 2013–2021 Final File, 2022 ARF; NASS GES 2013–2015; CRSS 2016–2022

†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Note: Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years.

In 2022 large trucks accounted for 10 percent of all vehicles involved in fatal traffic crashes and 5 percent of all vehicles involved in injury and property-damage-only traffic crashes. Large trucks accounted for 5 percent of all registered vehicles and 10 percent of the total vehicle miles traveled (VMT) in 2022. In comparison, passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 92 percent of all registered vehicles and 88 percent of the total VMT in 2022.

Table 3 summarizes the number of large trucks involved in fatal and injury traffic crashes, the number of registered large trucks, involvement rates for every 100,000 registered large trucks, large-truck VMT, and the involvement rates for every 100 million large-truck VMT from 2013 to 2022.

Table 3. Large Trucks Involved in Fatal and Injury Traffic Crashes, and Involvement Rates, 2013–2022

Year	Number of Large Trucks Involved	Number of Large Trucks Registered	Involvement Rate per 100,000 Registered Large Trucks	Large-Truck VMT (millions)	Involvement Rate per 100 Million Large-Truck VMT
Fatal Traffic Crashes					
2013	3,921	10,597,356	37.00	275,017	1.43
2014	3,749	10,905,956	34.38	279,132	1.34
2015	4,075	11,203,184	36.37	279,844	1.46
2016	4,562	11,498,561	39.67	287,895	1.58
2017	4,805	12,229,216	39.29	297,593	1.61
2018	4,909	13,233,910	37.09	304,864	1.61
2019	5,033	13,085,643	38.46	300,050	1.68
2020	4,821	12,899,372	37.37	297,649	1.62
2021	5,733	13,856,404	41.37	327,026	1.75
2022	5,837	14,333,821	40.72	331,272	1.76
Injury Traffic Crashes					
2013	73,089	10,597,356	690	275,017	27
2014	88,473	10,905,956	811	279,132	32
2015	87,307	11,203,184	779	279,844	31
2016†	102,080	11,498,561	888	287,895	35
2017†	106,733	12,229,216	873	297,593	36
2018†	112,253	13,233,910	848	304,864	37
2019†	118,527	13,085,643	906	300,050	40
2020†	104,741	12,899,372	812	297,649	35
2021†	117,210	13,856,404	846	327,026	36
2022†	120,190	14,333,821	839	331,272	36

Sources: FARS 2013–2021 Final File, 2022 ARF; NASS GES 2013–2015; CRSS 2016–2022; VMT and Registered Vehicles - Federal Highway Administration

†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Note: Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years.

Crash Characteristics

In 2022 large trucks were more likely to be involved in fatal multi-vehicle traffic crashes as opposed to fatal single-vehicle crashes than were passenger vehicles. Eighty-one percent of large trucks involved in fatal traffic crashes were in multi-vehicle crashes, compared with 63 percent for passenger vehicles in 2022.

Table 4 presents percentages of two-vehicle fatal traffic crashes involving large trucks by initial impact point of the large truck and the other vehicle (excluding large trucks) in 2022. The large truck and the other vehicle impacted each other on the front 32.5 percent of the time. The large trucks were impacted from the rear 3 times more often than the other vehicles (21.2% and 6.9%).

Table 4. Percentages of Two-Vehicle Fatal Traffic Crashes Involving Large Trucks, by Initial Impact Point, 2022

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	32.5%	12.8%	10.1%	6.8%	62.1%
Left Side	8.6%	0.9%	0.5%	<0.1%	10.0%
Right Side	5.8%	0.8%	0.1%	<0.1%	6.7%
Rear	20.4%	0.5%	0.3%	<0.1%	21.2%
Total	67.2%	14.9%	10.9%	6.9%	100.0%

Source: FARS 2022 ARF

Notes: Excludes two-vehicle traffic crashes involving two large trucks. Totals may not equal sum of components due to independent rounding.

According to Table 5, both the large truck and the other vehicle (excluding large trucks) were proceeding straight at the time of the traffic crash in 41.0 percent of the two-vehicle fatal traffic crashes. In 9.2 percent of these two-vehicle traffic crashes, the other vehicle was turning left regardless of the large-truck maneuver. In 9.8 percent of these traffic crashes the truck and the other vehicle were both negotiating a curve. In 6.0 percent of the two-vehicle fatal traffic crashes, the large truck was stopped in road regardless of the maneuver of the other vehicle.

Table 5. Percentages of Vehicle Maneuvers in Two-Vehicle Fatal Traffic Crashes Involving a Large Truck, by Maneuver of the Large Truck and Maneuver of the Other Vehicle, 2022

Vehicle Maneuver of the Large Truck	Vehicle Maneuver of the Other Vehicle						Total
	Going Straight	Stopped in Road	Turning Right	Turning Left	Negotiating a Curve	Other/Unknown Maneuver	
Going Straight	41.0%	2.1%	0.6%	7.8%	0.7%	9.2%	61.5%
Stopped in Road	4.9%	0.0%	0.0%	0.0%	0.2%	0.8%	6.0%
Turning Right	0.9%	<0.1%	<0.1%	0.0%	0.1%	0.3%	1.4%
Turning Left	7.0%	0.0%	<0.1%	0.1%	0.4%	1.0%	8.5%
Negotiating a Curve	0.9%	0.2%	<0.1%	1.0%	9.8%	1.1%	13.0%
Other/Unknown Maneuver	7.8%	0.1%	0.0%	0.3%	0.5%	1.0%	9.7%
Total	62.5%	2.5%	0.7%	9.2%	11.8%	13.4%	100.0%

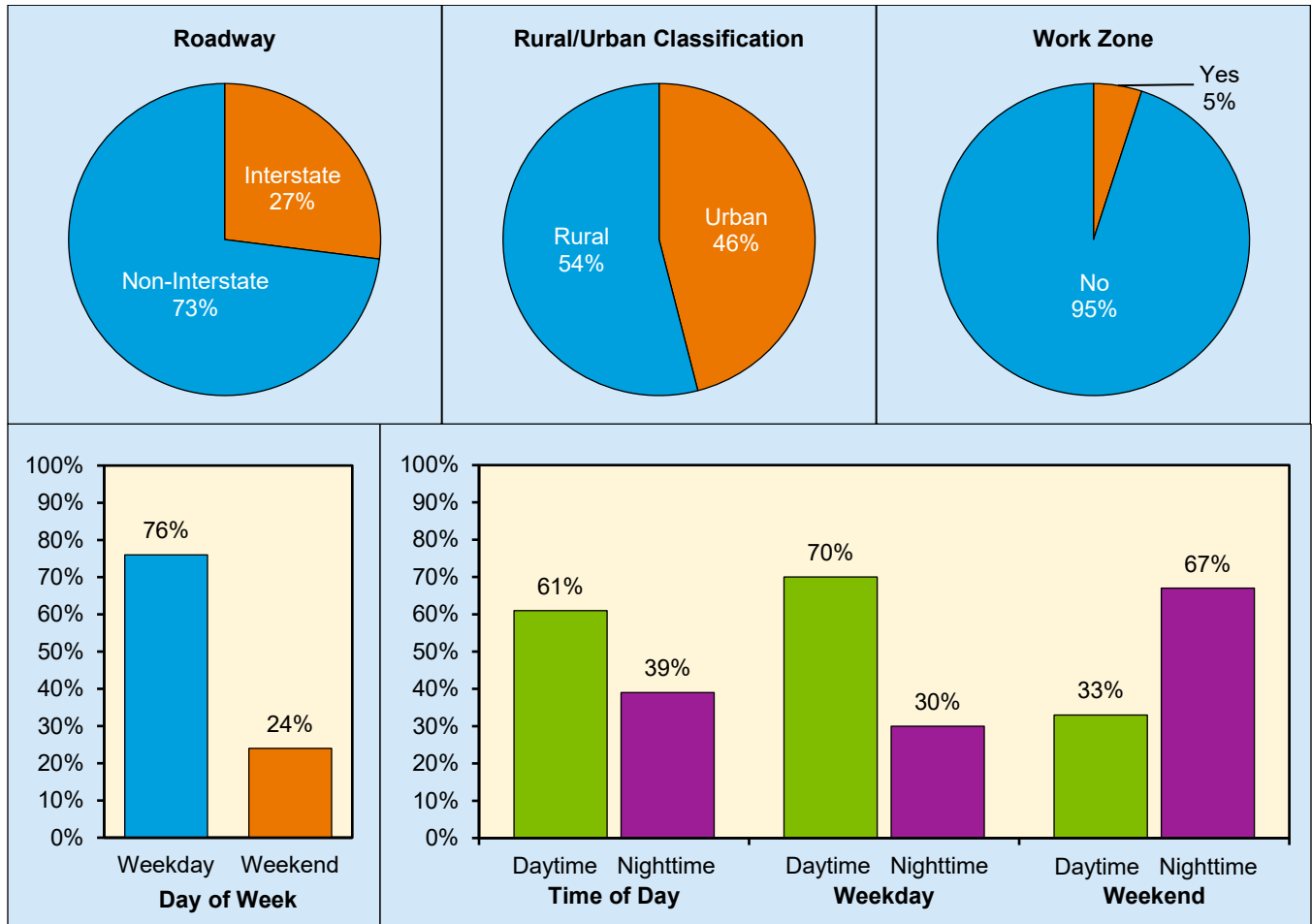
Source: FARS 2022 ARF

Notes: Excludes two-vehicle traffic crashes involving two large trucks. Totals may not equal sum of components due to independent rounding.

Figure 1 shows the percentages of fatal traffic crashes involving large trucks by roadway, rural/urban classification, work zone, day of the week (weekday/weekend), and time of day (nighttime/daytime) in 2022.

- Twenty-seven percent of fatal traffic crashes involving large trucks occurred on interstates.
- Fifty-four percent of fatal traffic crashes involving large trucks occurred in rural areas.
- Only 5 percent of fatal traffic crashes involving large trucks occurred in work zones.
- Seventy-six percent of the fatal traffic crashes involving large trucks occurred on weekdays.
- Of those fatal traffic crashes involving large trucks during weekdays, 70 percent occurred during daytime from 6 a.m. to 5:59 p.m.

Figure 1. Percentages of Fatal Traffic Crashes Involving Large Trucks in Relation to Roadway, Rural/Urban Classification, Work Zone, Day of Week and Time of Day, 2022



Source: FARS 2022 ARF

Note: Unknowns were removed before calculating percentages.

Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)

Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

Daytime – 6 a.m. to 5:59 p.m.

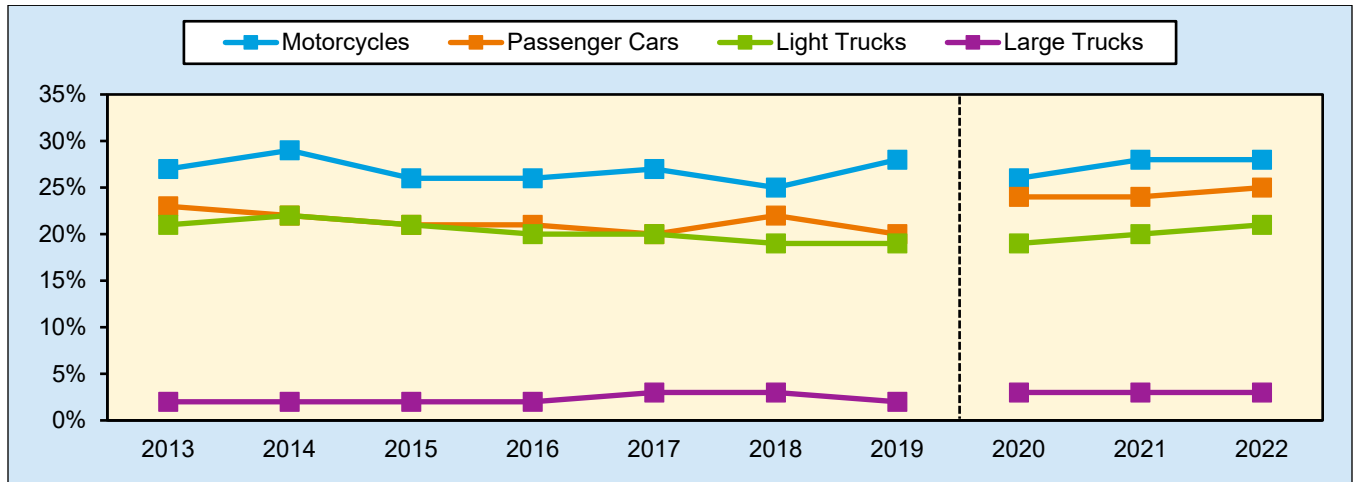
Nighttime – 6 p.m. to 5:59 a.m.

Drivers

Drivers are considered to be alcohol-impaired when their BACs are .08 g/dL or higher. All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

Figure 2 displays the proportions of alcohol-impaired drivers in fatal traffic crashes by vehicle types (large trucks, passenger cars, light trucks, and motorcycles) over the 10-year period 2013 to 2022. The percentage of drivers of large trucks involved in fatal traffic crashes who were alcohol-impaired was 3 percent in 2022. For drivers of other types of vehicles involved in fatal traffic crashes in 2022, the percentages of alcohol-impaired drivers were 28 percent for motorcycles, 25 percent for passenger cars, and 21 percent for light trucks.

Figure 2. Estimated Proportions of Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Vehicle Type, 2013–2022



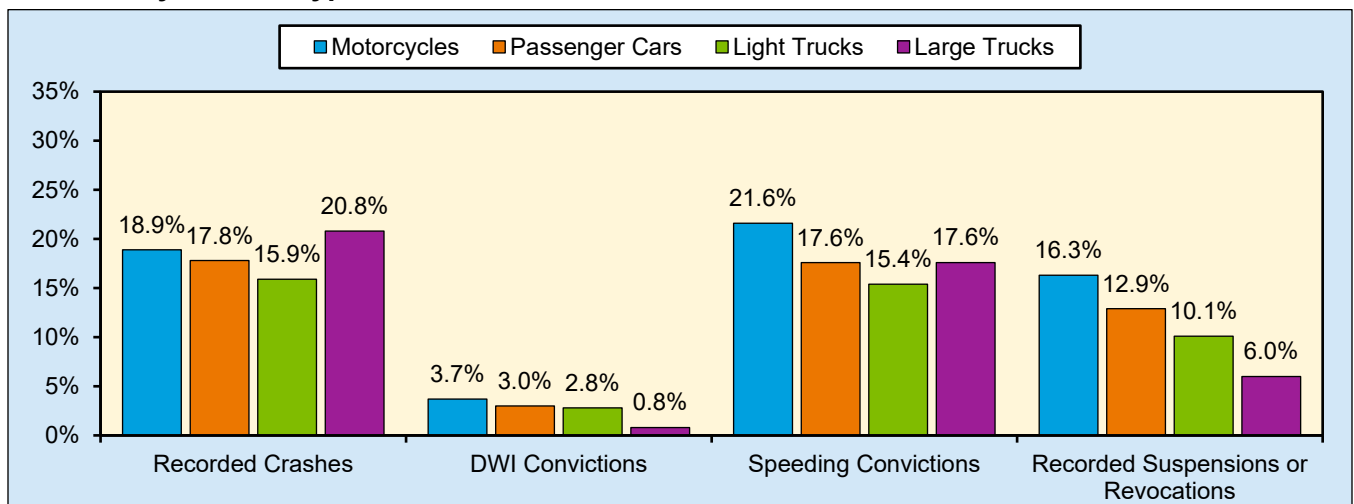
Source: FARS 2013–2021 Final File, FARS 2022 ARF

Notes: Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years. Starting in 2022, motorcyclists no longer include people on motorized bicycles. NHTSA estimates BACs when alcohol test results are unknown.

Figure 3 presents the percentages of drivers involved in fatal traffic crashes who had previous driving records (recorded crashes, DWI convictions, speeding convictions, and recorded suspensions or revocations) within 5 years from the time of the crash, by vehicle types in 2022.

- Large-truck drivers had a higher percentage (20.8%) of previously recorded traffic crashes compared to drivers of other vehicle types (motorcycles, 18.9%; passenger cars, 17.8%; and light trucks, 15.9%).
- Large-truck drivers had the lowest percentage (0.8%) of previous DWI convictions compared to drivers of other vehicle types (motorcycles, 3.7%; passenger cars, 3.0%; and light trucks, 2.8%).
- Large-truck drivers had the second highest percentage (17.6%) of at least one prior speeding conviction compared to motorcycle drivers (21.6%) who had the highest.
- Drivers of large trucks in fatal traffic crashes were less likely (6.0%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 16.3%; passenger cars, 12.9%; and light trucks, 10.1%).

Figure 3. Percentages of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2022



Source: FARS 2022 ARF

Note: Excludes all drivers with previous records that were unknown.

State

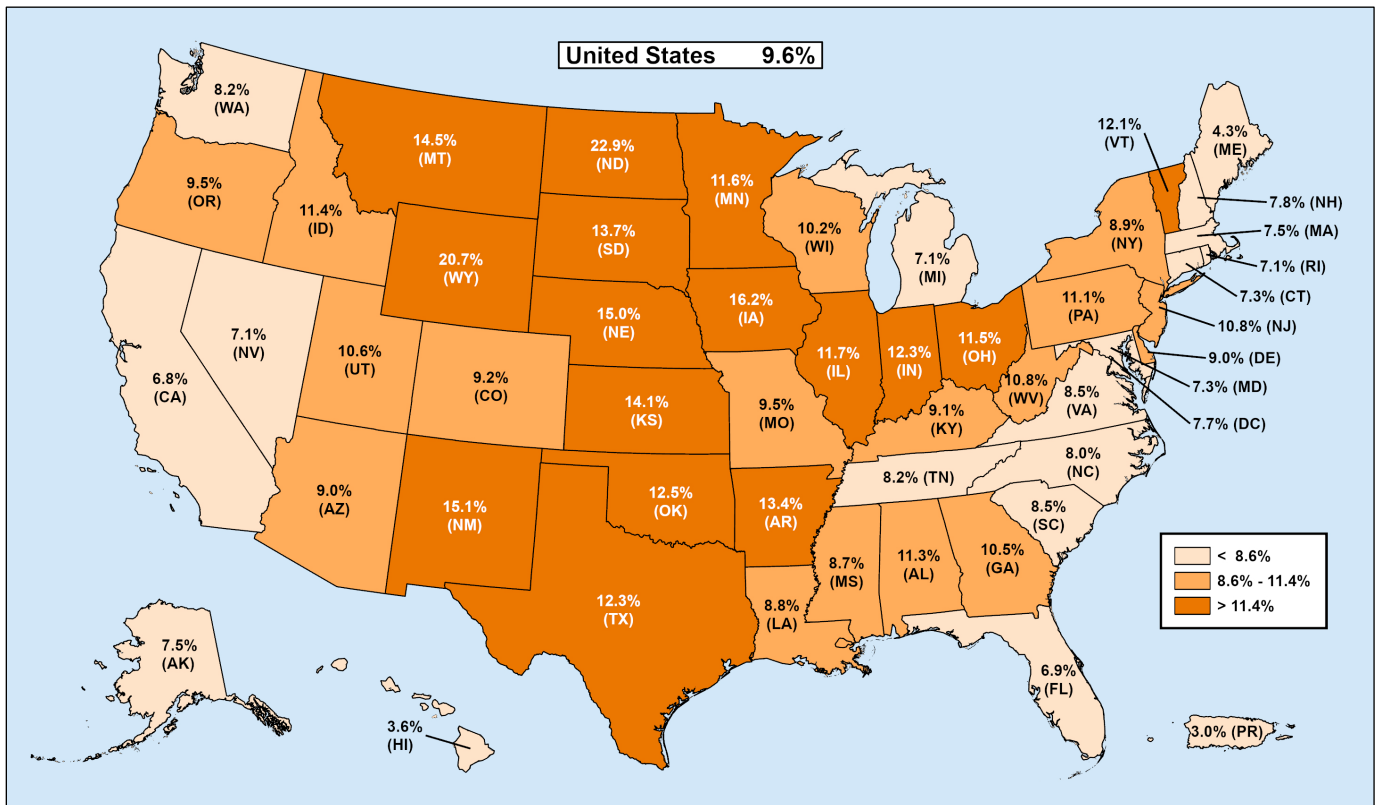
Figure 4 displays the percentage of large trucks involved in fatal traffic crashes by State. Table 6 presents the large-truck involvement in fatal traffic crashes in 2022 for the 50 States, the District of Columbia, and Puerto Rico. Puerto Rico is not included in the overall U.S. total.

- On average nationwide, 9.6 percent of all vehicles involved in fatal traffic crashes were large trucks.
- The percentages of large trucks involved in fatal traffic crashes, as a proportion of all vehicles, ranged from 3.6 percent in Hawaii to 22.9 percent in North Dakota between the 50 States.
- The percentages of large trucks involved in fatal traffic crashes were 10 percent or higher in 24 States.
- Texas had the highest number of large trucks involved in fatal traffic crashes at 782, and the largest number of total vehicles involved in fatal traffic crashes at 6,340.
- The States with higher percentages of large trucks involved in fatal traffic crashes are located in the middle of the country.

Table 7 shows the number of people killed in large-truck traffic crashes for each of the 50 States, the District of Columbia, and Puerto Rico, by person type in 2022. Puerto Rico is not included in the overall U.S. total.

- The highest number of large-truck occupants killed was 173 in Texas, followed by 64 in Georgia.
- The number of occupants of other vehicles killed ranged from 0 in the District of Columbia to 552 in Texas. Twelve States each had more than 100 occupants of other vehicles killed in large-truck traffic crashes.
- Texas had the highest number of nonoccupants killed in large-truck traffic crashes at 85. Two other States (California and Florida) had more than 60 nonoccupants killed in large-truck traffic crashes.

Figure 4. Large Trucks Involved, as Percentages of Total Vehicles in Fatal Traffic Crashes, by State, 2022



Source: FARS 2022 ARF

Table 6. Large Trucks Involved in Fatal Traffic Crashes, by State, 2022

State	Total Vehicles Involved in Fatal Traffic Crashes	Large Trucks Involved in Fatal Traffic Crashes		
		Number	Percentage of Total Vehicles	Percentage of U.S. Total for Large Trucks
Alabama	1,406	159	11.3%	2.7%
Alaska	120	9	7.5%	0.2%
Arizona	1,822	164	9.0%	2.8%
Arkansas	919	123	13.4%	2.1%
California	6,214	421	6.8%	7.2%
Colorado	1,090	100	9.2%	1.7%
Connecticut	508	37	7.3%	0.6%
Delaware	234	21	9.0%	0.4%
District of Columbia	39	3	7.7%	0.1%
Florida	5,208	360	6.9%	6.2%
Georgia	2,524	264	10.5%	4.5%
Hawaii	165	6	3.6%	0.1%
Idaho	306	35	11.4%	0.6%
Illinois	1,853	217	11.7%	3.7%
Indiana	1,407	173	12.3%	3.0%
Iowa	463	75	16.2%	1.3%
Kansas	538	76	14.1%	1.3%
Kentucky	1,070	97	9.1%	1.7%
Louisiana	1,244	110	8.8%	1.9%
Maine	253	11	4.3%	0.2%
Maryland	832	61	7.3%	1.0%
Massachusetts	597	45	7.5%	0.8%
Michigan	1,630	116	7.1%	2.0%
Minnesota	646	75	11.6%	1.3%
Mississippi	957	83	8.7%	1.4%
Missouri	1,491	141	9.5%	2.4%
Montana	255	37	14.5%	0.6%
Nebraska	367	55	15.0%	0.9%
Nevada	588	42	7.1%	0.7%
New Hampshire	206	16	7.8%	0.3%
New Jersey	1,038	112	10.8%	1.9%
New Mexico	656	99	15.1%	1.7%
New York	1,606	143	8.9%	2.4%
North Carolina	2,274	182	8.0%	3.1%
North Dakota	153	35	22.9%	0.6%
Ohio	1,906	219	11.5%	3.8%
Oklahoma	1,006	126	12.5%	2.2%
Oregon	819	78	9.5%	1.3%
Pennsylvania	1,683	186	11.1%	3.2%
Rhode Island	70	5	7.1%	0.1%
South Carolina	1,535	131	8.5%	2.2%
South Dakota	190	26	13.7%	0.4%
Tennessee	1,880	155	8.2%	2.7%
Texas	6,340	782	12.3%	13.4%
Utah	473	50	10.6%	0.9%
Vermont	107	13	12.1%	0.2%
Virginia	1,415	120	8.5%	2.1%
Washington	1,047	86	8.2%	1.5%
West Virginia	353	38	10.8%	0.7%
Wisconsin	834	85	10.2%	1.5%
Wyoming	164	34	20.7%	0.6%
U.S. Total	60,501	5,837	9.6%	100.0%
Puerto Rico	369	11	3.0%	-

Source: FARS 2022 ARF

Note: Percentages may not equal sum of components due to independent rounding.

Table 7. Fatalities in Traffic Crashes Involving Large Trucks, by State and Person Type, 2022

State	Large-Truck Occupants by Crash Type			Other People			Total
	Single-Vehicle	Multi-Vehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	
Alabama	23	9	32	113	11	124	156
Alaska	0	1	1	7	1	8	9
Arizona	12	16	28	121	24	145	173
Arkansas	11	12	23	71	15	86	109
California	19	22	41	319	76	395	436
Colorado	15	5	20	80	7	87	107
Connecticut	4	3	7	27	4	31	38
Delaware	2	0	2	20	1	21	23
District of Columbia	1	0	1	0	2	2	3
Florida	29	23	52	255	61	316	368
Georgia	31	33	64	166	35	201	265
Hawaii	2	0	2	2	2	4	6
Idaho	2	4	6	28	2	30	36
Illinois	12	19	31	166	21	187	218
Indiana	19	7	26	132	14	146	172
Iowa	11	5	16	60	1	61	77
Kansas	12	11	23	56	3	59	82
Kentucky	13	6	19	69	8	77	96
Louisiana	13	6	19	79	16	95	114
Maine	0	1	1	8	1	9	10
Maryland	7	0	7	46	6	52	59
Massachusetts	2	1	3	36	7	43	46
Michigan	5	6	11	93	11	104	115
Minnesota	4	7	11	59	6	65	76
Mississippi	11	5	16	62	9	71	87
Missouri	24	11	35	95	16	111	146
Montana	4	4	8	29	4	33	41
Nebraska	8	10	18	36	3	39	57
Nevada	9	2	11	29	5	34	45
New Hampshire	3	1	4	12	1	13	17
New Jersey	11	7	18	72	18	90	108
New Mexico	7	13	20	65	6	71	91
New York	14	8	22	88	36	124	146
North Carolina	27	15	42	132	19	151	193
North Dakota	3	5	8	23	0	23	31
Ohio	15	13	28	164	21	185	213
Oklahoma	15	11	26	96	14	110	136
Oregon	8	3	11	60	16	76	87
Pennsylvania	26	21	47	119	19	138	185
Rhode Island	0	1	1	3	1	4	5
South Carolina	11	7	18	97	11	108	126
South Dakota	4	5	9	17	3	20	29
Tennessee	23	12	35	109	10	119	154
Texas	81	92	173	552	85	637	810
Utah	11	0	11	33	7	40	51
Vermont	5	0	5	8	0	8	13
Virginia	12	12	24	90	12	102	126
Washington	8	11	19	52	14	66	85
West Virginia	8	1	9	29	0	29	38
Wisconsin	11	9	20	68	4	72	92
Wyoming	5	8	13	14	3	17	30
U.S. Total	613	484	1,097	4,167	672	4,839	5,936
Puerto Rico	2	1	3	7	1	8	11

Source: FARS 2022 ARF

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized the following year to the final version known as the Final File. The additional time between the ARF and the Final File provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of fatalities involving large trucks from the 2021 Final File was 5,821, which was updated from 5,788 from the 2021 ARF.

Crash Report Sampling System

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. CRSS replaced the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at <https://vpic.nhtsa.dot.gov/>.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2024, July). *Large trucks: 2022 data* (Traffic Safety Facts. Report No. DOT HS 813 588). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www.nhtsa.gov/report-a-safety-problem.

The following data tools and resources can be found at <https://cdan.dot.gov/>.

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- Pedestrians
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic Crash Data*. The fact sheets and Traffic Safety Facts annual report can be found at <https://crashstats.nhtsa.dot.gov/>.



U.S. Department
of Transportation

**National Highway
Traffic Safety
Administration**