



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



Traffic Safety Facts

2024 Data

DOT HS 813 837

October 2026

Passenger Vehicles

In this fact sheet for 2024 the information is presented as follows.

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Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

Key Findings

- In 2024 there were 22,713 passenger vehicle occupants who died in motor vehicle traffic crashes, a 5-percent decrease from 24,017 in 2023. An estimated 1,908,301 passenger vehicle occupants were injured, a 2-percent decrease from 1,947,393 in 2023.
- Passenger vehicles made up 91 percent of registered vehicles and accounted for 89 percent of total vehicle miles traveled (VMT) in 2024. There were 56,011 vehicles in fatal traffic crashes in 2024, of which 75 percent (42,205) were passenger vehicles.
- In 2024 the traffic fatality rate per 100,000 registered vehicles continued to be the highest for passenger car occupants (10.81), followed by pickup occupants (7.26), SUV occupants (6.23), and van occupants (6.14).
- Among passenger vehicle occupants killed in 2024 in traffic crashes, 47 percent were passenger car occupants and 53 percent were light-truck occupants.
- When a passenger car and a light truck hit head-on in a fatal traffic crash in 2024, an occupant was nearly three times more frequently killed in the passenger car than in the light truck.
- Eighty-four percent of passenger vehicle occupants who were totally ejected from vehicles in fatal traffic crashes in 2024 were killed.
- Among passenger vehicle occupants killed in traffic crashes in 2024, the percentages of fatalities in vehicles that rolled over in traffic crashes was highest for pickups (39%), followed by SUVs (32%), vans (23%), and passenger cars (20%).
- Drivers of passenger cars had the highest percentage of alcohol impairment in fatal traffic crashes (25%) compared to other passenger vehicle drivers (22% for pickups, 19% for SUVs, and 12% for vans) in 2024.
- Drivers of passenger cars had the highest percentage of drivers who were speeding in fatal traffic crashes (22%) compared to other passenger vehicle drivers (16% for pickups, 15% for SUVs, and 10% for vans) in 2024.

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

The data in this fact sheet covers only the period from 2020 through 2024 because 2020 saw a modification in vehicle classification. This update means that vehicle type categories from 2020 onward are not directly comparable to those used in 2019 and prior years, impacting any analyses that include vehicle-specific data. For more information refer to the Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification section located at the end of this publication.

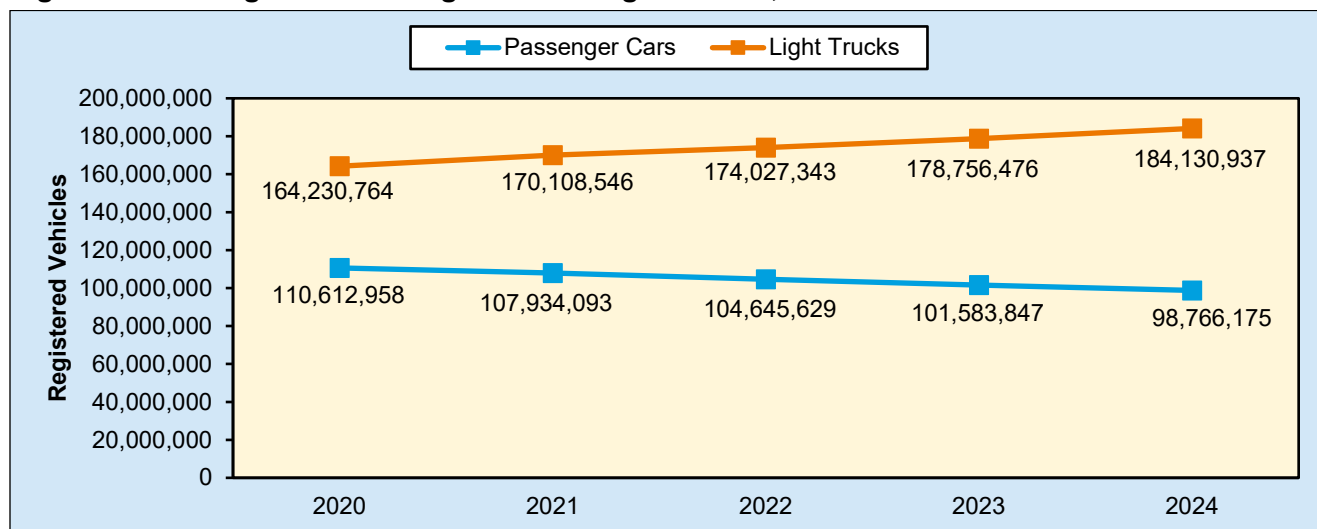
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur on private property not regularly used by the public for transport,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

Registration Data

The passenger vehicle registration data contained in this fact sheet was obtained from R. L. Polk’s National Vehicle Population Profile, a compilation of all passenger vehicles registered in compliance with State requirements.

Figure 1 highlights the passenger car and light-truck registration data from 2020 to 2024. From 2023 to 2024 passenger car registrations decreased 3 percent, and light-truck registrations increased 3 percent. Among the light-truck categories in 2024 compared to 2023, SUV registrations increased 5 percent, pickup registrations increased 1 percent, and van registrations decreased 1 percent. Table 2 has more information on the light-truck registration data.

Figure 1. Passenger Car and Light-Truck Registrations, 2020–2024



Source: Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

Overview

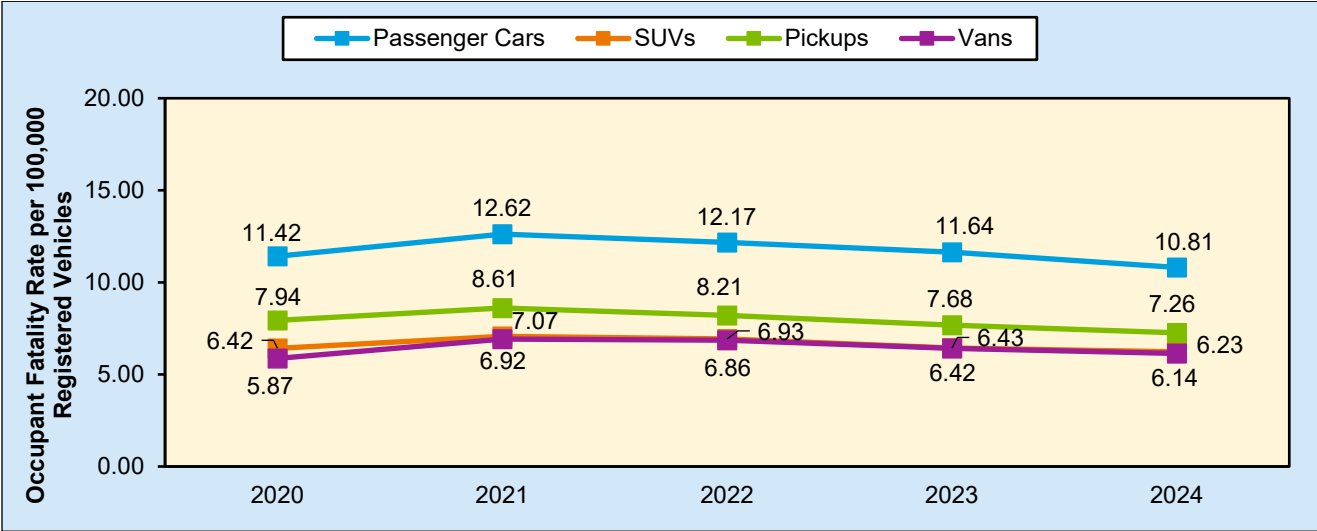
In 2024:

- There were 22,713 passenger vehicle occupants who died in motor vehicle traffic crashes, a 5-percent decrease from 24,017 in 2023, and an estimated 1,908,301 passenger vehicle occupants who were injured, a 2-percent decrease from 1,947,393 in 2023.
- Passenger vehicles made up 91 percent of registered vehicles and accounted for 89 percent of total VMT.
- An estimated 10,968,362 vehicles were in police-reported traffic crashes; 82 percent (8,977,391) were passenger vehicles.
- There were 56,011 vehicles in fatal traffic crashes, of which 75 percent (42,205) were passenger vehicles.

Figure 2 displays the occupant fatality rates per 100,000 registered vehicles in traffic crashes for four types of passenger vehicles (passenger cars, SUVs, pickups, and vans) from 2020 to 2024. Overall, the occupant fatality rate trend for each vehicle type decreased from 2023 to 2024. The data for Figure 2 is presented in Tables 1 and 2.

In 2024 the fatality rate continued to be highest for passenger car occupants (10.81), followed by pickup occupants (7.26), SUV occupants (6.23), and van occupants (6.14). Occupant fatality rates per 100,000 registered vehicles from 2023 to 2024 decreased 7 percent (11.64 to 10.81) for passenger cars and decreased 4 percent (6.82 to 6.54) for light trucks. Among light-truck categories, occupant fatality rates decreased 5 percent (7.68 to 7.26) for pickups, decreased 4 percent (6.42 to 6.14) for vans, and decreased 3 percent (6.43 to 6.23) for SUVs.

Figure 2. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Traffic Crashes, by Vehicle Type, 2020–2024



Sources: FARS 2020–2023 Final File, 2024 Annual Report File (ARF); Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

Table 1 presents the number of passenger vehicle occupant fatalities and estimated number of passenger vehicle occupants injured alongside registered vehicle counts between 2020 and 2024. Additionally, it provides the passenger vehicle occupant fatality and injury rates per 100,000 registered vehicles, categorized by total passenger vehicles, passenger cars, and light trucks.

- Passenger car occupant fatalities, as a proportion of passenger vehicle occupant fatalities, decreased from 49 percent in 2023 (11,828 of 24,017) to 47 percent in 2024 (10,675 of 22,713).
- Light-truck occupant fatalities, as a proportion of passenger vehicle occupant fatalities, increased from 51 percent in 2023 (12,189 of 24,017) to 53 percent in 2024 (12,038 of 22,713).

- From 2023 to 2024 in traffic crashes (fatality rates here are registered vehicle-based):
 - The total passenger vehicle occupant fatality rate per 100,000 registered vehicles decreased from 8.57 to 8.03 (-6%).
 - The passenger car occupant fatality rate decreased from 11.64 to 10.81 (-7%).
 - The light-truck occupant fatality rate decreased from 6.82 to 6.54 (-4%).
 - The passenger vehicle occupant injury rate decreased from 695 to 675 (-3%).
 - The passenger car occupant injury rate decreased from 905 to 888 (-2%).
 - The light-truck occupant injury rate decreased from 575 to 560 (-3%).

Table 1. Passenger Vehicle Occupants Killed and Injured in Traffic Crashes, Registered Vehicles, and Occupant Fatality/Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2020–2024

Year	Passenger Vehicle Type						Passenger Vehicles*		
	Passenger Cars			Light Trucks*					
	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate
2020	12,628	110,612,958	11.42	11,286	164,230,764	6.87	23,914	274,843,722	8.70
2021	13,619	107,934,093	12.62	12,847	170,108,546	7.55	26,466	278,042,639	9.52
2022	12,737	104,645,629	12.17	12,763	174,027,343	7.33	25,500	278,672,972	9.15
2023	11,828	101,583,847	11.64	12,189	178,756,476	6.82	24,017	280,340,323	8.57
2024	10,675	98,766,175	10.81	12,038	184,130,937	6.54	22,713	282,897,112	8.03
Year	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate
2020	1,022,587	110,612,958	924	884,424	164,230,764	539	1,907,011	274,843,722	694
2021	1,108,839	107,934,093	1,027	983,904	170,108,546	578	2,092,743	278,042,639	753
2022	969,838	104,645,629	927	930,789	174,027,343	535	1,900,627	278,672,972	682
2023	919,091	101,583,847	905	1,028,302	178,756,476	575	1,947,393	280,340,323	695
2024	877,252	98,766,175	888	1,031,049	184,130,937	560	1,908,301	282,897,112	675

Sources: FARS 2020–2023 Final File, 2024 ARF; CRSS 2020–2024; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

*Includes other/unknown light-truck vehicle types.

Table 2 presents the same information as in Table 1 for three light-truck categories (SUVs, pickups, and vans) from 2020 to 2024 in traffic crashes.

- From 2023 to 2024 in traffic crashes (fatality rates here are registered vehicle-based):
 - The SUV occupant fatality rate per 100,000 registered vehicles decreased from 6.43 to 6.23 (-3%).
 - The pickup occupant fatality rate decreased from 7.68 to 7.26 (-5%).
 - The van occupant fatality rate decreased from 6.42 to 6.14 (-4%).
 - The SUV occupant injury rate decreased from 647 to 643 (-1%).
 - The pickup occupant injury rate decreased from 427 to 385 (-10%).
 - The van occupant injury rate decreased from 622 to 604 (-3%).

Table 2. Light-Truck Occupants Killed and Injured in Traffic Crashes, Registered Vehicles, and Occupant Fatality/Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2020–2024

Year	Light-Truck Vehicle Type*								
	SUVs			Pickups			Vans		
	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate
2020	6,015	93,697,770	6.42	4,321	54,407,870	7.94	938	15,977,754	5.87
2021	6,990	98,928,860	7.07	4,770	55,373,720	8.61	1,084	15,660,603	6.92
2022	7,121	102,758,301	6.93	4,586	55,840,036	8.21	1,049	15,287,627	6.86
2023	6,901	107,357,274	6.43	4,321	56,233,914	7.68	965	15,028,686	6.42
2024	7,013	112,540,425	6.23	4,111	56,633,228	7.26	910	14,825,287	6.14
Year	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate
2020	580,609	93,697,770	620	218,537	54,407,870	402	84,318	15,977,754	528
2021	659,903	98,928,860	667	228,002	55,373,720	412	95,997	15,660,603	613
2022	624,248	102,758,301	607	218,988	55,840,036	392	87,359	15,287,627	571
2023	694,288	107,357,274	647	240,323	56,233,914	427	93,553	15,028,686	622
2024	723,240	112,540,425	643	218,231	56,633,228	385	89,490	14,825,287	604

Sources: FARS 2020–2023 Final File, 2024 ARF; CRSS 2020–2024; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

*Excludes other/unknown light-truck vehicle types.

The Federal Highway Administration (FHWA) releases annual estimates of the number of miles traveled by vehicle type (passenger vehicles, motorcycles, buses, and large trucks). Table 3 contains the VMT estimates for passenger cars and light trucks along with occupant fatality and injury rates per 100 million VMT from 2020 to 2024 in traffic crashes.

Some highlights from 2023 to 2024 (fatality rates here are VMT-based):

- The occupant fatality rate per 100 million VMT for passenger vehicles decreased from 0.83 to 0.78 (-6%).
- The occupant fatality rate for passenger cars decreased from 1.13 to 1.05 (-7%).
- The occupant fatality rate for light trucks decreased from 0.66 to 0.63 (-5%).
- The occupant injury rate for passenger vehicles decreased from 68 to 65 (-4%).
- The occupant injury rate for passenger cars decreased from 88 to 86 (-2%).
- The occupant injury rate for light trucks decreased from 56 to 54 (-4%).

Table 3. Passenger Vehicle Occupants Killed and Injured in Traffic Crashes, Vehicle Miles Traveled, and Occupant Fatality/Injury Rates per 100 Million VMT, by Vehicle Type, 2020–2024

Year	Passenger Vehicle Type						Passenger Vehicles*		
	Passenger Cars			Light Trucks*					
	Occupant Fatalities	VMT (millions)	Occupant Fatality Rate	Occupant Fatalities	VMT (millions)	Occupant Fatality Rate	Occupant Fatalities	VMT (millions)	Occupant Fatality Rate
2020	12,628	1,035,519	1.22	11,286	1,537,469	0.73	23,914	2,572,988	0.93
2021	13,619	1,074,905	1.27	12,847	1,694,094	0.76	26,466	2,768,999	0.96
2022	12,737	1,059,950	1.20	12,763	1,762,714	0.72	25,500	2,822,664	0.90
2023	11,828	1,043,259	1.13	12,189	1,835,817	0.66	24,017	2,879,076	0.83
2024	10,675	1,020,876	1.05	12,038	1,903,231	0.63	22,713	2,924,107	0.78
Year	Occupants Injured	VMT (millions)	Occupant Injury Rate	Occupants Injured	VMT (millions)	Occupant Injury Rate	Occupants Injured	VMT (millions)	Occupant Injury Rate
2020	1,022,587	1,035,519	99	884,424	1,537,469	58	1,907,011	2,572,988	74
2021	1,108,839	1,074,905	103	983,904	1,694,094	58	2,092,743	2,768,999	76
2022	969,838	1,059,950	91	930,789	1,762,714	53	1,900,627	2,822,664	67
2023	919,091	1,043,259	88	1,028,302	1,835,817	56	1,947,393	2,879,076	68
2024	877,252	1,020,876	86	1,031,049	1,903,231	54	1,908,301	2,924,107	65

Sources: FARS 2020–2023 Final File, 2024 ARF; CRSS 2020–2024; VMT – FHWA

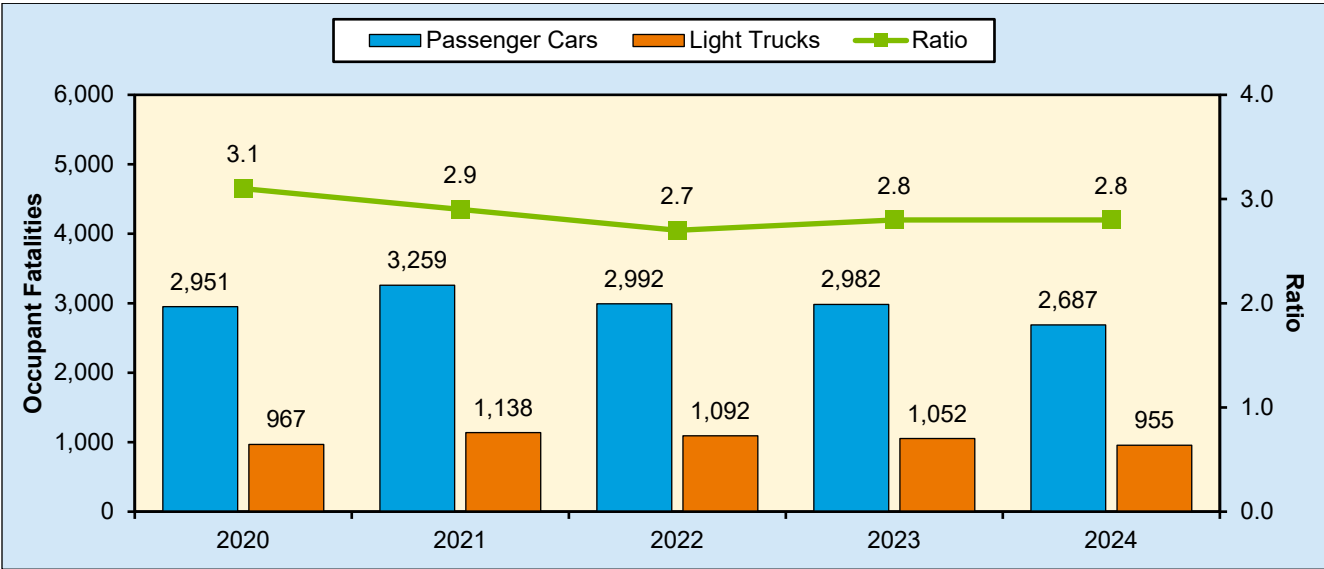
*Includes other/unknown light-truck vehicle types.

Passenger Car and Light-Truck, Two-Vehicle Fatal Traffic Crashes

In 2024 there were 3,309 two-vehicle fatal traffic crashes involving a passenger car and a light truck, representing 25 percent of all two-vehicle fatal crashes (13,278) and 9 percent of total fatal traffic crashes (36,297). Figure 3 illustrates the occupant fatality counts for these specific two-vehicle collisions from 2020 through 2024, alongside the corresponding ratios between passenger car and light-truck occupant deaths. Throughout this period, passenger car occupant fatalities ranged from 2.7 to 3.1 times higher than those in light trucks, with the ratio specifically at 2.8 in 2024. The following data provides a more detailed breakdown from 2020 to 2024:

- When a passenger car and a light truck hit head-on, an occupant was 2.7 to 3.2 times more frequently killed in the passenger car than in the light truck. In 2024 the ratio was 2.7.
- When the front of a passenger car hit the side of a light truck, an occupant was 1.4 to 1.8 times more frequently killed in the light truck than in the passenger car. In 2024 the ratio was 1.4.
- However, when the front of a light truck hit the side of a passenger car, an occupant was 12.4 to 14.2 times more frequently killed in the passenger car than in the light truck. In 2024 the ratio was 13.9.

Figure 3. Occupant Fatalities and Ratios in Two-Vehicle Traffic Crashes Involving a Passenger Car and a Light Truck, 2020–2024



Source: FARS 2020–2023 Final File, 2024 ARF

Table 4 presents the number of occupant fatalities in two-vehicle traffic crashes between a passenger car and a light truck from 2023 to 2024:

- The number of passenger car occupant fatalities decreased 9.9 percent, from 2,982 in 2023 to 2,687 in 2024.
- The number of light-truck occupant fatalities decreased 9.2 percent, from 1,052 in 2023 to 955 in 2024.

Table 4. Occupant Fatalities in Two-Vehicle Traffic Crashes Involving a Passenger Car and a Light Truck, 2023 and 2024

Occupants	Year		Percentage Change
	2023	2024	
Killed in Passenger Cars	2,982	2,687	-9.9%
Killed in Light Trucks	1,052	955	-9.2%

Source: FARS 2023 Final File, 2024 ARF

Restraint Use

The 2024 National Occupant Protection Use Survey observed that the seat belt use rate among adult front-seat occupants was 91.2 percent for passenger vehicles, 91.0 percent for passenger cars, 93.6 percent for vans and SUVs, and 85.0 percent for pickups.¹

Lap/shoulder seat belts, when used, are estimated to reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light-truck occupants, seat belts are estimated to reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.²

In fatal traffic crashes in 2024 there were 22,713 passenger vehicle occupants who were killed, with exactly half (50%) of these deaths occurring in rural areas. For these passenger vehicle occupant fatalities occurring in rural

¹ National Center for Statistics and Analysis. (2025, October, Revised). *Seat belt use in 2024 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 813 682). National Highway Traffic Safety Administration. [doi:10.21949/t29h-qg38](https://doi.org/10.21949/t29h-qg38)

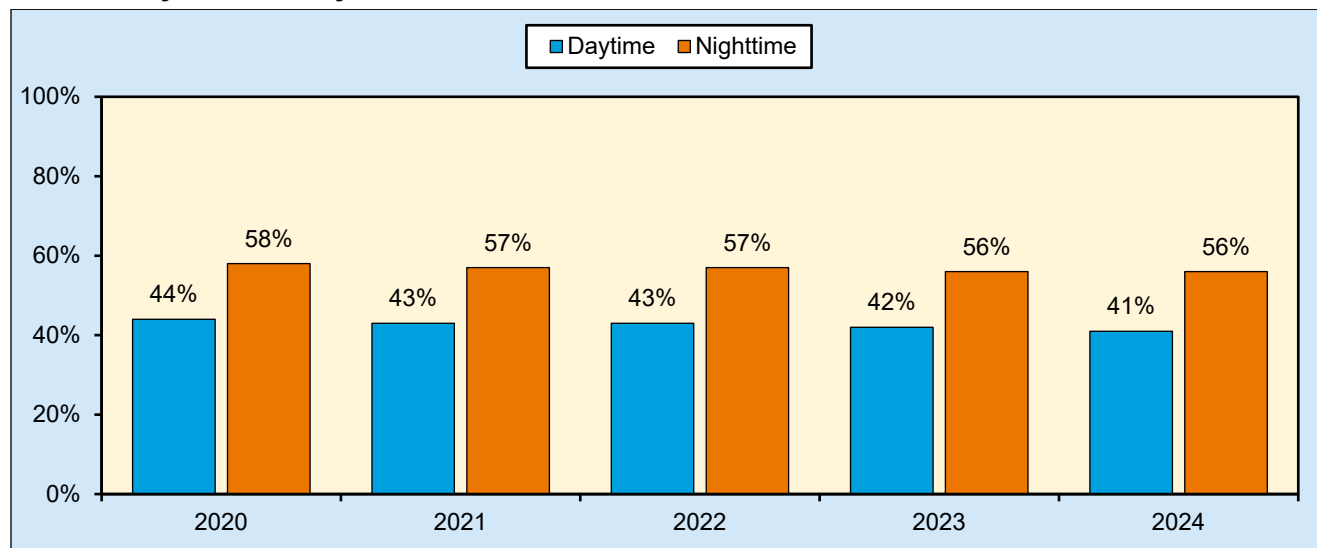
² Kahane, C. J., & Simons, J. F. (2024, December). *Fatalities, injuries, and crashes prevented by vehicle safety technologies and associated FMVSS, 1968 to 2019 – Passenger cars and LTVs* (Report No. DOT HS 813 611). National Highway Traffic Safety Administration. crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813611

areas, 50 percent were unrestrained (based on known restraint use) compared to 47 percent in urban areas (based on known restraint use). Sixty percent of rural pickup occupants killed were unrestrained (based on known restraint use) — the highest percentage of any passenger vehicle occupants killed among rural and urban areas.

Figure 4 displays the percentages of passenger vehicle occupants killed in traffic crashes who were unrestrained (based on known restraint use) by time of day:

- Daytime (6 a.m. to 5:59 p.m.) declined from 44 percent in 2020 to 41 percent in 2024.
- Nighttime (6 p.m. to 5:59 a.m.) declined from 58 percent in 2020 to 56 percent in 2024.

Figure 4. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, by Time of Day, 2020–2024



Source: FARS 2020–2023 Final File, 2024 ARF

*Based on known restraint use.

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

Table 5 presents the percentages of unrestrained (based on known restraint use) passenger vehicle occupant fatalities in traffic crashes, by vehicle type and time of day, from 2020 to 2024. SUV occupant fatalities had the lowest daytime percentage (38%) and van occupant fatalities had the lowest nighttime percentage (48%) of unrestrained occupant fatalities in 2024, while pickup occupant fatalities had the highest percentages for both daytime (53%) and nighttime (65%).

Table 5. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, By Time of Day and Vehicle Type, 2020–2024

Time of Day and Year		Passenger Vehicle Type					Passenger Vehicle Occupant Fatalities**
		Passenger Cars	Light Trucks				
			SUVs	Pickups	Vans	Total**	
Daytime	2020	39%	44%	55%	44%	48%	44%
	2021	40%	42%	55%	36%	46%	43%
	2022	40%	41%	55%	36%	45%	43%
	2023	40%	39%	52%	44%	44%	42%
	2024	40%	38%	53%	40%	43%	41%
Nighttime	2020	54%	61%	69%	50%	63%	58%
	2021	54%	57%	68%	55%	61%	57%
	2022	54%	57%	69%	48%	60%	57%
	2023	54%	54%	69%	46%	59%	56%
	2024	54%	54%	65%	48%	58%	56%

Source: FARS 2020–2023 Final File, 2024 ARF

*Based on known restraint use.

**Includes occupants of other/unknown light-truck vehicle types.

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

Ejection

The term “totally ejected” means that the occupant’s body was entirely outside the vehicle but may have been in contact with the vehicle; “partially ejected” means that part of the occupant’s body was outside the vehicle at some time during the crash sequence. Eighty-four percent of passenger vehicle occupants (3,563 of 4,228) who were totally ejected from vehicles in fatal traffic crashes in 2024 were killed. Ejection from a vehicle is one of the deadliest events that can happen to a person in a crash. Seat belts are shown to be effective in mitigating ejection risks.

Table 6 presents the ejection status of passenger vehicle occupants (killed and survived) in fatal traffic crashes in 2024. In passenger cars, 13 percent of occupants killed were totally ejected from the vehicles, while 18 percent of those killed in light trucks were totally ejected.

Table 6. Passenger Vehicle Occupants in Fatal Traffic Crashes, by Vehicle Type, Survival Status, and Ejection Status, 2024

Vehicle Type by Survival Status		Ejection Status										Total	
		Not Ejected		Ejected						Unknown			
				Totally Ejected		Partially Ejected		Total*					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	Killed	8,854	83%	1,377	13%	327	3%	1,722	16%	99	1%	10,675	100%
	Survived	13,630	97%	242	2%	49	0%	293	2%	153	1%	14,076	100%
	Total	22,484	91%	1,619	7%	376	2%	2,015	8%	252	1%	24,751	100%
Light Trucks**	Killed	9,213	77%	2,186	18%	524	4%	2,734	23%	91	1%	12,038	100%
	Survived	25,085	97%	423	2%	69	0%	505	2%	234	1%	25,824	100%
	Total	34,298	91%	2,609	7%	593	2%	3,239	9%	325	1%	37,862	100%
Passenger Vehicles**	Killed	18,067	80%	3,563	16%	851	4%	4,456	20%	190	1%	22,713	100%
	Survived	38,715	97%	665	2%	118	0%	798	2%	387	1%	39,900	100%
	Total	56,782	91%	4,228	7%	969	2%	5,254	8%	577	1%	62,613	100%

Source: FARS 2024 ARF

*Includes ejected unknowns if totally or partially ejected.

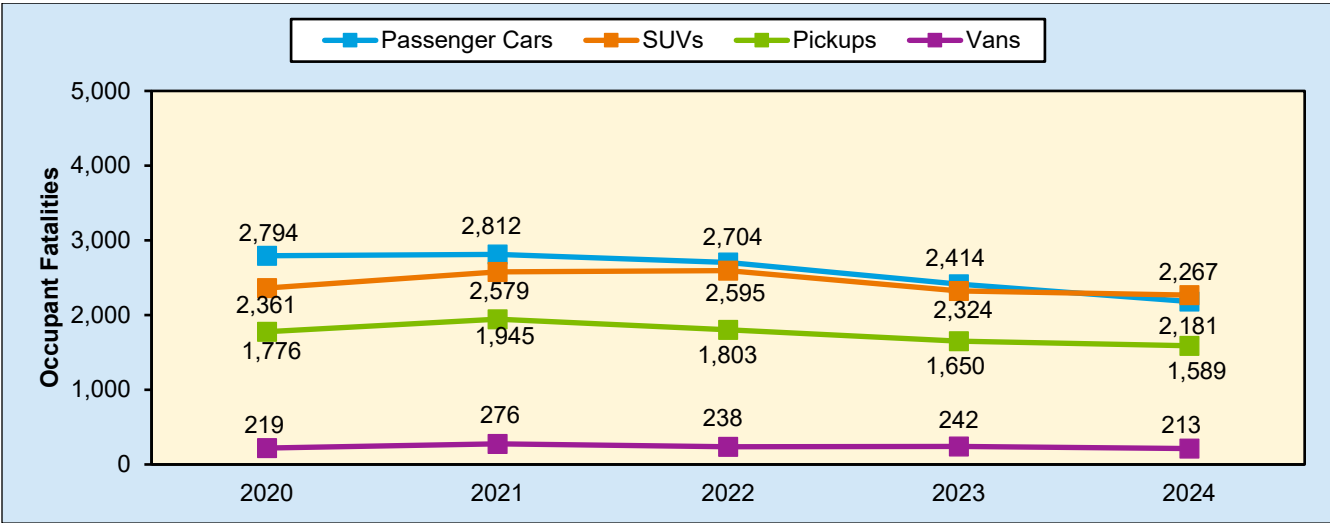
**Includes SUVs, pickups, vans, and other/unknown light-truck vehicle types.

Rollover

A rollover traffic crash is one of the most dangerous forms of crashes among passenger vehicles, accounting for 28 percent of passenger vehicle occupant fatalities in 2024. Among passenger vehicle occupants killed in 2024, the percentages of fatalities in vehicles that rolled over in traffic crashes was highest for pickups (39%), followed by SUVs (32%), vans (23%), and passenger cars (20%).

All four passenger vehicle categories in Figure 5 decreased from 2023 to 2024. The data used in Figure 5 is shown in Table 7.

Figure 5. Passenger Vehicle Occupant Fatalities in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2024



Source: FARS 2020–2023 Final File, 2024 ARF

Table 7 presents the number of passenger vehicle occupants killed in vehicles that rolled over in traffic crashes by vehicle type from 2020 to 2024.

From 2023 to 2024 the rollover fatalities in traffic crashes for occupants of:

- Total passenger vehicles decreased from 6,630 to 6,250 (-6%);
- Passenger cars decreased from 2,414 to 2,181 (-10%);
- SUVs decreased from 2,324 to 2,267 (-2%);
- Pickups decreased from 1,650 to 1,589 (-4%); and
- Vans decreased from 242 to 213 (-12%).

Table 7. Passenger Vehicle Occupant Fatalities in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2024

Year	Passenger Vehicle Type					Passenger Vehicle Occupant Fatalities*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2020	2,794	2,361	1,776	219	4,363	7,157
2021	2,812	2,579	1,945	276	4,800	7,612
2022	2,704	2,595	1,803	238	4,637	7,341
2023	2,414	2,324	1,650	242	4,216	6,630
2024	2,181	2,267	1,589	213	4,069	6,250

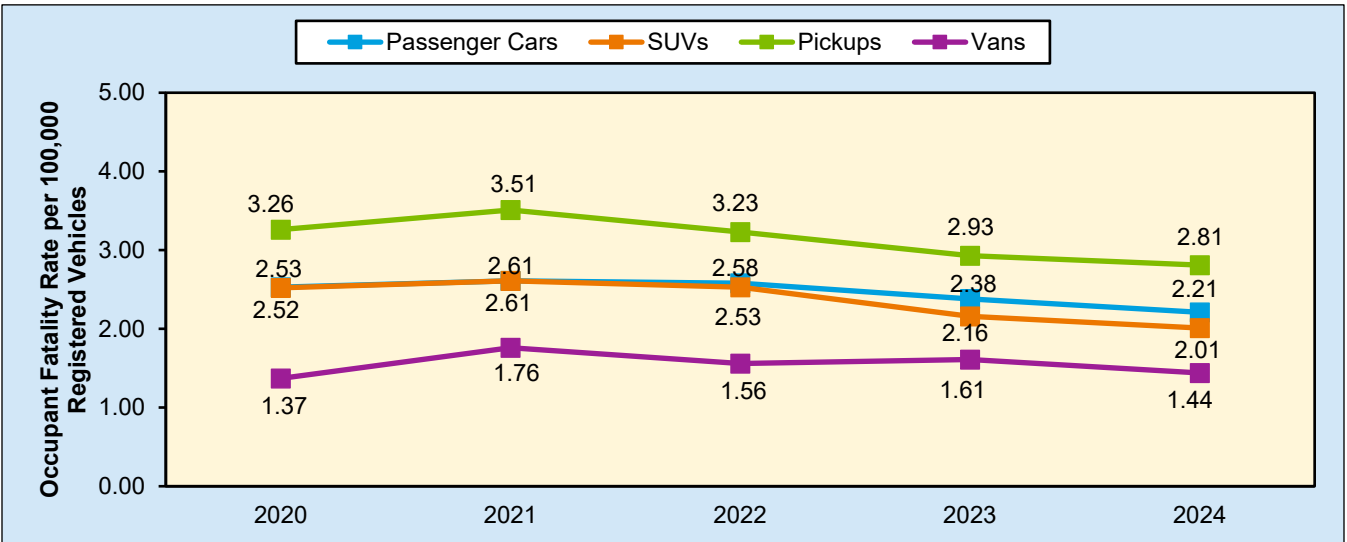
Source: FARS 2020–2023 Final File, 2024 ARF

*Includes occupants of other/unknown light-truck vehicle types.

In rural fatal traffic crashes during 2024, rollover percentages for passenger vehicles varied by vehicle type, with pickups recording the highest percentage at 28 percent. This was followed by SUVs at 27 percent, passenger cars at 20 percent, and vans at 17 percent. Passenger vehicles in urban areas saw lower rollover percentages: 12 percent for pickups, 11 percent for SUVs, 8 percent for passenger cars, and 7 percent for vans.

Figure 6 displays the passenger vehicle occupant fatality rates per 100,000 registered vehicles in vehicles that rolled over in traffic crashes by vehicle type from 2020 to 2024. The data for Figure 6 is presented in Table 8.

Figure 6. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2024



Sources: FARS 2020–2023 Final File, 2024 ARF; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

Table 8 presents the passenger vehicle occupant fatality rates per 100,000 registered vehicles in vehicles that rolled over in traffic crashes by vehicle type from 2020 to 2024.

From 2023 to 2024 the occupant fatality rates per 100,000 registered vehicles, in vehicles that rolled over in traffic crashes for:

- Total passenger vehicles decreased from 2.36 to 2.21 (-6%);
- Passenger cars decreased from 2.38 to 2.21 (-7%);
- SUVs decreased from 2.16 to 2.01 (-7%);
- Pickups decreased from 2.93 to 2.81 (-4%); and
- Vans decreased from 1.61 to 1.44 (-11%).

Table 8. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2024

Year	Passenger Vehicle Type					Passenger Vehicle Occupant Fatality Rates*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2020	2.53	2.52	3.26	1.37	2.66	2.60
2021	2.61	2.61	3.51	1.76	2.82	2.74
2022	2.58	2.53	3.23	1.56	2.66	2.63
2023	2.38	2.16	2.93	1.61	2.36	2.36
2024	2.21	2.01	2.81	1.44	2.21	2.21

Sources: FARS 2020–2023 Final File, 2024 ARF; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

*Includes other/unknown light-truck vehicle types.

Alcohol

A driver is considered to be alcohol-impaired when the driver’s blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. From 2020 to 2024 the percentages of alcohol-impaired passenger vehicle drivers (killed and survived) in fatal traffic crashes for each vehicle type changed slightly as shown in Table 9. Drivers of passenger cars had the highest percentages of alcohol impairment in fatal traffic crashes (25%) compared to other passenger vehicle drivers (22% for pickups, 19% for SUVs, and 12% for vans) in 2024. The percentages of alcohol-impaired van drivers in fatal traffic crashes were substantially lower than other passenger vehicle drivers.

Table 9. Percentages of Alcohol-Impaired Passenger Vehicle Drivers in Fatal Traffic Crashes, by Vehicle Type, 2020–2024

Year	Drivers by Passenger Vehicle Type										Passenger Vehicle Drivers*	
	Passenger Cars		Light Trucks									
			SUVs		Pickups		Vans		Total*			
Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
2020	4,530	24%	2,042	17%	1,894	22%	237	13%	4,178	19%	8,707	21%
2021	5,128	24%	2,609	19%	2,194	22%	277	13%	5,081	20%	10,208	22%
2022	4,863	24%	2,886	21%	2,343	24%	269	13%	5,500	21%	10,362	23%
2023	4,462	24%	2,641	19%	2,048	22%	238	12%	4,928	20%	9,390	21%
2024	4,239	25%	2,624	19%	1,994	22%	221	12%	4,839	19%	9,078	22%

Source: FARS 2020–2023 Final File, 2024 ARF

*Includes drivers of other/unknown light-truck vehicle types.

Note: NHTSA estimates BACs when alcohol test results are unknown.

Speeding

NHTSA considers a driver to be speeding if the driver was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a factor in the crash. From 2020 to 2024 the percentages of passenger vehicle drivers in fatal traffic crashes for each vehicle type who were speeding changed slightly as shown in Table 10. Drivers of passenger cars had the highest percentages of drivers who were speeding (22%) compared to other passenger vehicle drivers (16% for pickups, 15% for SUVs, and 10% for vans) in 2024. The percentages of van drivers in fatal traffic crashes who were speeding were substantially lower than other passenger vehicle drivers.

Table 10. Percentages of Passenger Vehicle Drivers in Fatal Traffic Crashes Who Were Speeding, by Vehicle Type, 2020–2024

Year	Drivers by Passenger Vehicle Type										Passenger Vehicle Drivers*	
	Passenger Cars		Light Trucks									
			SUVs		Pickups		Vans		Total*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2020	4,363	23%	1,827	16%	1,448	17%	199	11%	3,478	16%	7,841	19%
2021	4,724	22%	2,047	15%	1,592	16%	227	10%	3,867	15%	8,591	18%
2022	4,425	22%	2,118	15%	1,495	16%	197	10%	3,811	15%	8,236	18%
2023	4,159	22%	2,032	15%	1,520	16%	179	9%	3,731	15%	7,890	18%
2024	3,731	22%	2,081	15%	1,443	16%	184	10%	3,708	15%	7,439	18%

Source: FARS 2020–2023 Final File, 2024 ARF

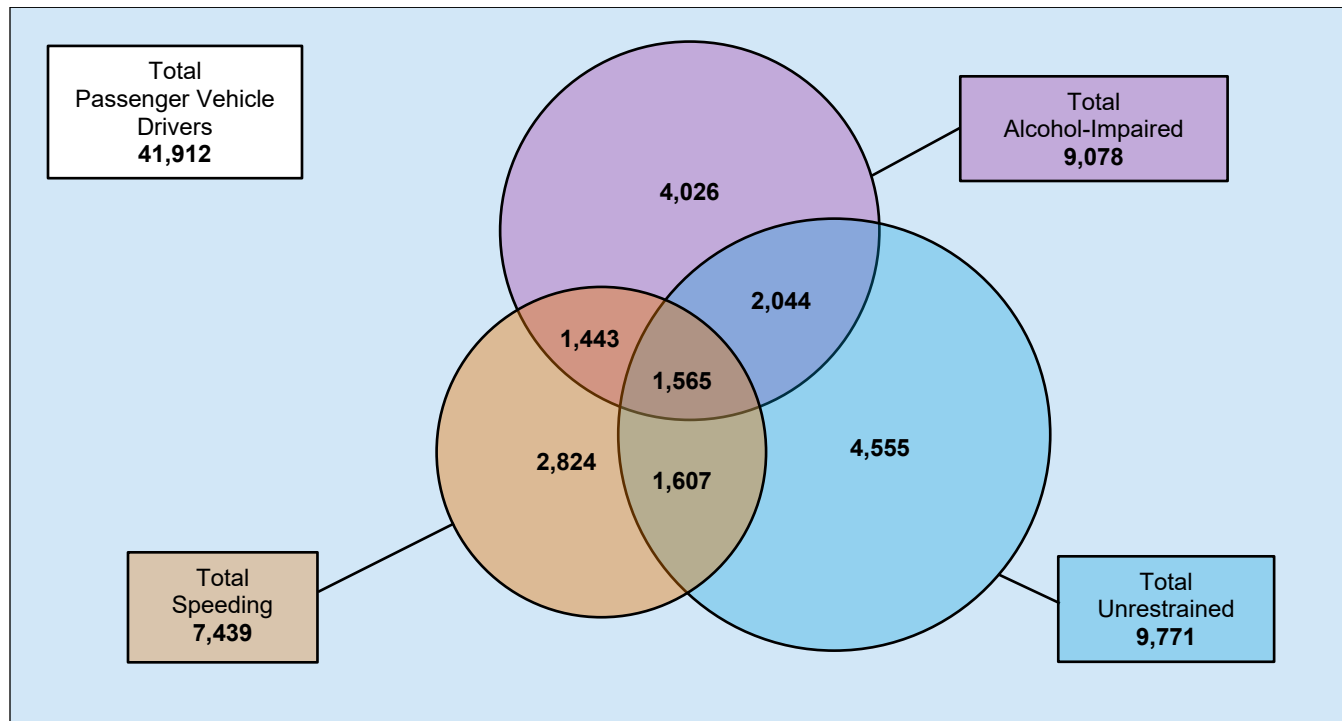
*Includes drivers of other/unknown light-truck vehicle types.

Behavioral Factors: Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use

Figure 7 is a Venn diagram of passenger vehicle drivers in fatal traffic crashes by three behavioral factors (speeding involvement, alcohol-impaired driving, and restraint use). In 2024, of the 41,912 passenger vehicle drivers, 18,064 had at least one of these three behavioral factors (43%), while 23,848 (57%) did not have any of these three behavioral factors;

- 2,044 were both alcohol-impaired and unrestrained (4.9%);
- 1,607 were both speeding and unrestrained (3.8%);
- 1,443 were both speeding and alcohol-impaired (3.4%); and
- 1,565 were exhibiting all three behavioral factors simultaneously (3.7%).

Figure 7. Passenger Vehicle Drivers in Fatal Traffic Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use, 2024



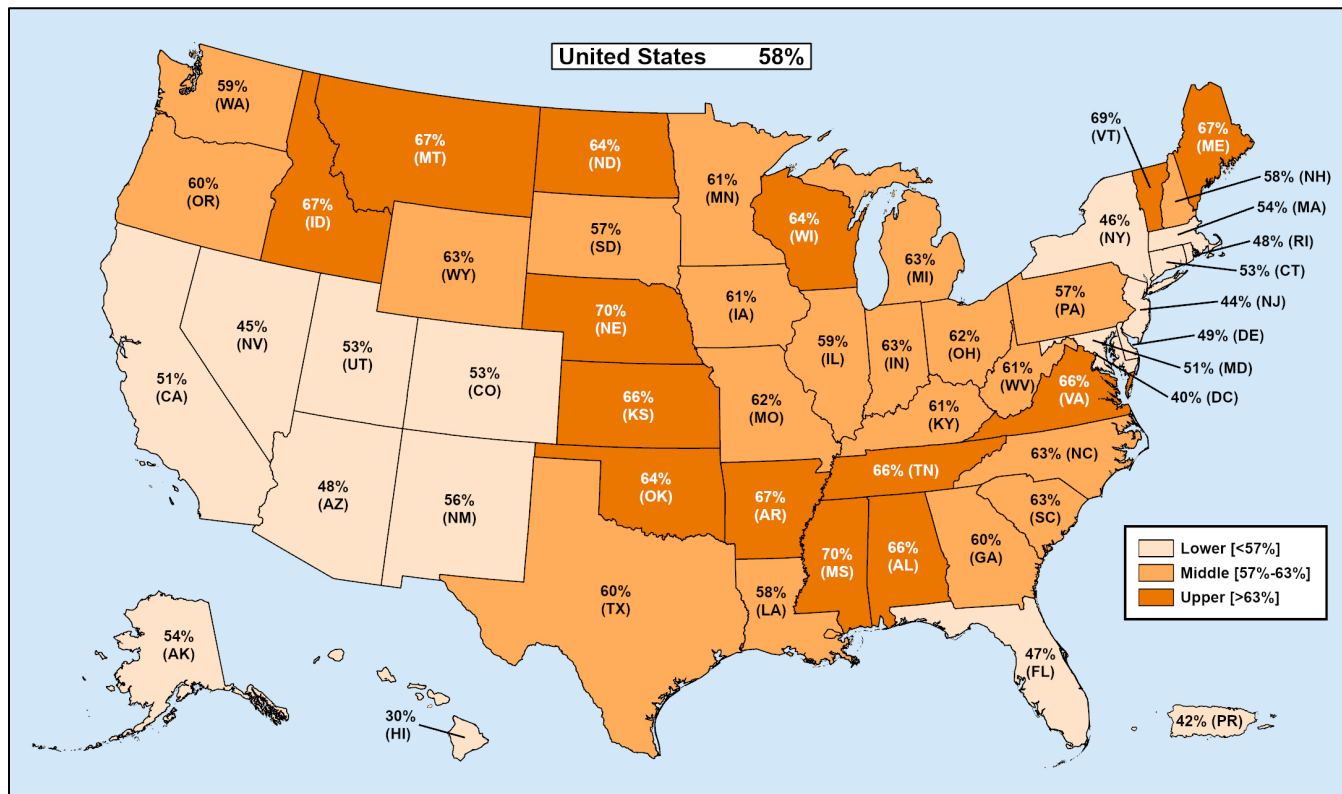
Source: FARS 2024 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

States

Figure 8 shows a heat map of the percentages of passenger vehicle occupant fatalities compared to total traffic fatalities within the State in 2024. In general, the States with lower percentages of passenger vehicle occupant fatalities were more likely to have nonoccupant (pedestrian, pedalcyclist, or other nonoccupant) or other traffic fatalities than the States with higher percentages. The percentages ranged from 30 percent (Hawaii) to 70 percent (Mississippi and Nebraska), compared to 58 percent for the Nation as a whole.

Figure 8. Percentages of Total Traffic Fatalities Who Were Passenger Vehicle Occupants, by State, 2024



Source: FARS 2024 ARF

For each State, the District of Columbia, and Puerto Rico, Table 11 presents the number of passenger vehicle occupant fatalities in traffic crashes in 2024 by vehicle type. Puerto Rico is not included in the overall U.S. total.

Of the total passenger vehicle occupant fatalities in traffic crashes by State (excluding the District of Columbia and Puerto Rico) in 2024:

- The State with the largest percentage of passenger car fatalities was New Jersey (62%), followed by Delaware (61%).
- The States with the largest percentages of SUV fatalities were New Hampshire and Rhode Island (48%), followed by New York (40%).
- The State with the largest percentage of pickup fatalities was Wyoming (43%), followed by Alaska (42%).
- The State with the largest percentage of van fatalities was North Dakota (9%), followed by Wisconsin (8%).

Table 11. Passenger Vehicle Occupant Fatalities in Traffic Crashes, by State and Vehicle Type, 2024

State	Passenger Vehicle Type										Passenger Vehicle Occupant Fatalities*
	Passenger Cars		Light Trucks								
			SUVs		Pickups		Vans		Total*		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Alabama	309	49%	167	26%	145	23%	15	2%	327	51%	636
Alaska	10	26%	12	32%	16	42%	0	0%	28	74%	38
Arizona	249	42%	222	38%	103	17%	18	3%	343	58%	592
Arkansas	161	40%	140	35%	85	21%	15	4%	240	60%	401
California	1,145	58%	468	24%	301	15%	62	3%	832	42%	1,977
Colorado	136	37%	138	38%	79	22%	11	3%	228	63%	364
Connecticut	87	53%	57	35%	10	6%	9	6%	76	47%	163
Delaware	38	61%	16	26%	5	8%	3	5%	24	39%	62
Dist. of Columbia	15	79%	3	16%	1	5%	0	0%	4	21%	19
Florida	725	49%	459	31%	224	15%	71	5%	754	51%	1,479
Georgia	392	46%	251	30%	171	20%	34	4%	456	54%	848
Hawaii	16	52%	10	32%	4	13%	1	3%	15	48%	31
Idaho	52	33%	49	31%	48	30%	11	7%	108	68%	160
Illinois	352	50%	220	31%	89	13%	37	5%	347	50%	699
Indiana	236	45%	181	34%	82	16%	29	5%	292	55%	528
Iowa	94	43%	75	35%	37	17%	11	5%	123	57%	217
Kansas	77	34%	76	34%	61	27%	11	5%	148	66%	225
Kentucky	213	49%	127	29%	81	19%	13	3%	221	51%	434
Louisiana	194	44%	138	32%	96	22%	10	2%	244	56%	438
Maine	59	50%	35	29%	23	19%	2	2%	60	50%	119
Maryland	160	54%	100	34%	25	9%	9	3%	134	46%	294
Massachusetts	89	45%	75	38%	24	12%	9	5%	108	55%	197
Michigan	280	40%	273	39%	100	14%	41	6%	414	60%	694
Minnesota	123	42%	105	36%	52	18%	11	4%	168	58%	291
Mississippi	234	44%	141	27%	131	25%	22	4%	294	56%	528
Missouri	262	44%	195	33%	109	18%	29	5%	333	56%	595
Montana	37	27%	52	38%	47	34%	1	1%	100	73%	137
Nebraska	61	35%	59	34%	45	26%	10	6%	114	65%	175
Nevada	95	51%	58	31%	34	18%	0	0%	92	49%	187
New Hampshire	26	34%	37	48%	14	18%	0	0%	51	66%	77
New Jersey	184	62%	77	26%	18	6%	17	6%	112	38%	296
New Mexico	97	42%	71	31%	61	27%	1	0%	133	58%	230
New York	230	45%	205	40%	50	10%	23	5%	278	55%	508
North Carolina	522	51%	307	30%	159	15%	39	4%	506	49%	1,028
North Dakota	17	29%	19	33%	17	29%	5	9%	41	71%	58
Ohio	345	48%	241	34%	91	13%	39	5%	371	52%	716
Oklahoma	155	38%	125	30%	115	28%	17	4%	257	62%	412
Oregon	129	40%	100	31%	72	22%	23	7%	195	60%	324
Pennsylvania	317	49%	233	36%	70	11%	26	4%	330	51%	647
Rhode Island	13	52%	12	48%	0	0%	0	0%	12	48%	25
South Carolina	367	56%	149	23%	121	18%	20	3%	290	44%	657
South Dakota	25	30%	30	36%	24	29%	4	5%	58	70%	83
Tennessee	399	51%	213	27%	146	19%	31	4%	390	49%	789
Texas	1,083	43%	760	30%	585	23%	79	3%	1,424	57%	2,507
Utah	73	50%	41	28%	28	19%	5	3%	74	50%	147
Vermont	20	49%	11	27%	9	22%	1	2%	21	51%	41
Virginia	281	47%	174	29%	117	19%	30	5%	321	53%	602
Washington	227	53%	121	28%	69	16%	15	3%	205	47%	432
West Virginia	69	44%	42	27%	39	25%	7	4%	88	56%	157
Wisconsin	179	47%	124	32%	49	13%	30	8%	203	53%	382
Wyoming	16	24%	19	28%	29	43%	3	4%	51	76%	67
U.S. Total	10,675	47%	7,013	31%	4,111	18%	910	4%	12,038	53%	22,713
Puerto Rico	75	62%	33	27%	9	7%	4	3%	46	38%	121

Source: FARS 2024 ARF

*Includes occupants of other/unknown light-truck vehicle types.

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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of passenger vehicle occupant fatalities from the 2023 Final File was 24,017, updated from 23,959 from the 2023 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 bicycles will no longer be captured in FARS or CRSS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (passenger cars, light trucks, large trucks, motorcycles, buses) from FARS 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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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>.

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<https://doi.org/10.21949/ca40-ad80>

For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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 Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- 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 reports can be found at <https://crashstats.nhtsa.dot.gov>.



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