U.S. Department of Transportation

LARGE TRUCK AND BUS CRASH FACTS 2010

Federal Motor Carrier Safety Administration
Analysis Division

August 2012

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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 2010. Selected crash statistics on passenger vehicles are also presented for comparison purposes.

Data Sources

The information in this report was compiled by the Analysis Division of the Federal Motor Carrier Safety Administration (FMCSA). The major sources for the data are described below:

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

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

- **Highway Statistics.** *Highway Statistics* is an annual publication of the Office of Highway Policy Information of the Federal Highway Administration (FHWA). State agencies report the data, ranging from driver licensing to highway finance, and FHWA aggregates them to get national totals. This report takes vehicle miles traveled (VMT) and vehicle registrations from Table VM-1 of *Highway Statistics*, "Annual Vehicle Distance Traveled in Miles and Related Data." Readers are warned to be careful of crash rate data based on the VMT numbers from FHWA. For the years 2007 through 2010 FHWA implemented an enhanced methodology for estimating VMT by vehicle type. The new methodology did not change the total VMT, but it did make a large difference in the number of miles traveled attributed to large trucks and buses. As a result it would be misleading to cite large truck and bus data trends that encompassed both the years before 2007 and the years from 2007 through 2010. For more information on VMT data, go to www.fhwa.dot.gov/policyinformation/statistics/2010.

Organization of the Report

This year's report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data for 2010 in the context of available historical data for past years. In the other chapters, the 2010 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 2010. In some cases, such as for roadway function class or alcohol involvement, data are available only from 1981 or 1982 through 2010. Nonfatal crash statistics are available from 1990 through 2010. 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 2010, 3,484 large trucks were involved in fatal crashes, a 9-percent increase from 2009. However, from 2007 through 2010 the number of large trucks involved in fatal crashes declined by 25 percent. The number of passenger vehicles involved in fatal crashes declined by 21 percent over the same period.
- Over the past 10 years (2000 through 2010):
  - The number of large trucks involved in fatal crashes decreased from 4,995 to 3,484, a drop of 30 percent.
  - The number of large trucks involved in injury crashes decreased from 101,000 to 58,000, a drop of 42 percent.
  - The number of large trucks involved in property damage only crashes decreased from 351,000 to 214,000, a drop of 39 percent.
- Over the past 3 years (2007 through 2010):
  - The number of large trucks involved in fatal crashes declined by 25 percent, from 4,633 to 3,484, and the vehicle involvement rate for large trucks in fatal crashes (vehicles involved in fatal crashes per 100 million miles traveled by large trucks) declined by 20 percent.
  - The number of large trucks involved in injury crashes decreased by 23 percent, from 76,000 to 58,000, and the vehicle involvement rate for large trucks in injury crashes declined by 18 percent.
  - The number of large trucks involved in property damage only crashes decreased by 36 percent, from 333,000 to 214,000, and the vehicle involvement rate for large trucks in property damage only crashes declined by 32 percent.
- From 2000 through 2010, the number of buses involved in fatal crashes declined from 325 to 249, a drop of 23 percent. From 2007 to 2010, the number of buses involved in fatal crashes declined from 281 to 249, a drop of 11 percent, and the vehicle involvement rate for buses in fatal crashes declined by 7 percent.
- From 2000 through 2010, on average, intercity buses accounted for 12 percent of all buses involved in fatal crashes, and school buses and transit buses accounted for 40 percent and 35 percent, respectively, of all buses involved in fatal crashes.
- Alcohol was detected in the blood of 3.0 percent of large truck drivers in fatal crashes in 2010, compared with 26.7 percent of passenger vehicle drivers. For 1.8 percent of large truck drivers in fatal crashes in 2010, the blood alcohol concentration was 0.08 grams per deciliter or more, compared with 23.2 percent of passenger vehicle drivers.
- Large truck and bus fatalities per 100 million vehicle miles traveled by all motor vehicles increased by 9 percent, from 0.122 in 2009 to 0.133 in 2010.

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, 1975-2010

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	3,500	3,733	573	3,944	2,966,494	0.118	0.126	0.133	11,616,105

Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.

Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2010*. 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, 1990-2010

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	
1990	87,000	122,000	191,000	2,144,362	4.03	5.68	8.90	6,822,863
1991	67,000	93,000	143,000	2,172,050	3.10	4.29	6.56	6,803,425
1992	104,000	109,000	169,000	2,247,151	4.64	4.86	7.50	6,689,937
1993	106,000	111,000	160,000	2,296,378	4.62	4.82	6.99	6,742,587
1994	104,000	110,000	160,000	2,357,588	4.41	4.64	6.81	7,258,307
1995	94,000	98,000	148,000	2,422,696	3.87	4.05	6.10	7,404,923
1996	104,000	109,000	163,000	2,485,848	4.17	4.39	6.54	7,707,396
1997	104,000	108,000	157,000	2,561,695	4.06	4.22	6.12	7,780,874
1998	98,000	101,000	156,000	2,631,522	3.71	3.85	5.91	8,447,810
1999	109,000	115,000	176,000	2,691,056	4.04	4.28	6.53	8,520,203
2000	108,000	114,000	166,000	2,746,925	3.94	4.14	6.04	8,768,774
2001	96,000	101,000	153,000	2,795,610	3.45	3.63	5.49	8,607,223
2002	102,000	107,000	158,000	2,855,508	3.56	3.74	5.52	8,687,997
2003	97,000	103,000	150,000	2,890,221	3.37	3.55	5.21	8,533,438
2004	95,000	100,000	145,000	2,964,788	3.22	3.36	4.88	8,966,638
2005	89,000	95,000	136,000	2,989,430	2.98	3.17	4.56	9,289,052
2006	87,000	91,000	126,000	3,014,371	2.88	3.02	4.17	9,640,966
2007	82,000	86,000	124,000	3,031,124	2.72	2.85	4.09	11,586,455
2008	74,000	77,000	113,000	2,976,528	2.50	2.59	3.81	11,716,583
2009	60,000	63,000	93,000	2,956,764	2.03	2.14	3.15	11,815,207
2010	67,000	70,000	106,000	2,966,494	2.25	2.35	3.58	11,616,105

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2010*. 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, 1990-2010

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	
1990	239,000	320,000	2,144,362	11.1	14.9	6,822,863
1991	218,000	290,000	2,172,050	10.0	13.3	6,803,425
1992	303,000	312,000	2,247,151	13.5	13.9	6,689,937
1993	321,000	333,000	2,296,378	14.0	14.5	6,742,587
1994	390,000	402,000	2,357,588	16.6	17.1	7,258,307
1995	322,000	334,000	2,422,696	13.3	13.8	7,404,923
1996	325,000	337,000	2,485,848	13.1	13.6	7,707,396
1997	363,000	378,000	2,561,695	14.2	14.7	7,780,874
1998	341,000	359,000	2,631,522	13.0	13.6	8,447,810
1999	396,000	417,000	2,691,056	14.7	15.5	8,520,203
2000	378,000	394,000	2,746,925	13.8	14.3	8,768,774
2001	360,000	377,000	2,795,610	12.9	13.5	8,607,223
2002	366,000	381,000	2,855,508	12.8	13.3	8,687,997
2003	389,000	407,000	2,890,221	13.5	14.1	8,533,438
2004	349,000	364,000	2,964,788	11.8	12.3	8,966,638
2005	377,000	393,000	2,989,430	12.6	13.1	9,289,052
2006	324,000	340,000	3,014,371	10.7	11.3	9,640,966
2007	360,000	379,000	3,031,124	11.9	12.5	11,586,455
2008	342,000	358,000	2,976,528	11.5	12.0	11,716,583
2009	278,000	287,000	2,956,764	9.4	9.7	11,815,207
2010	247,000	256,000	2,966,494	8.4	8.7	11,616,105

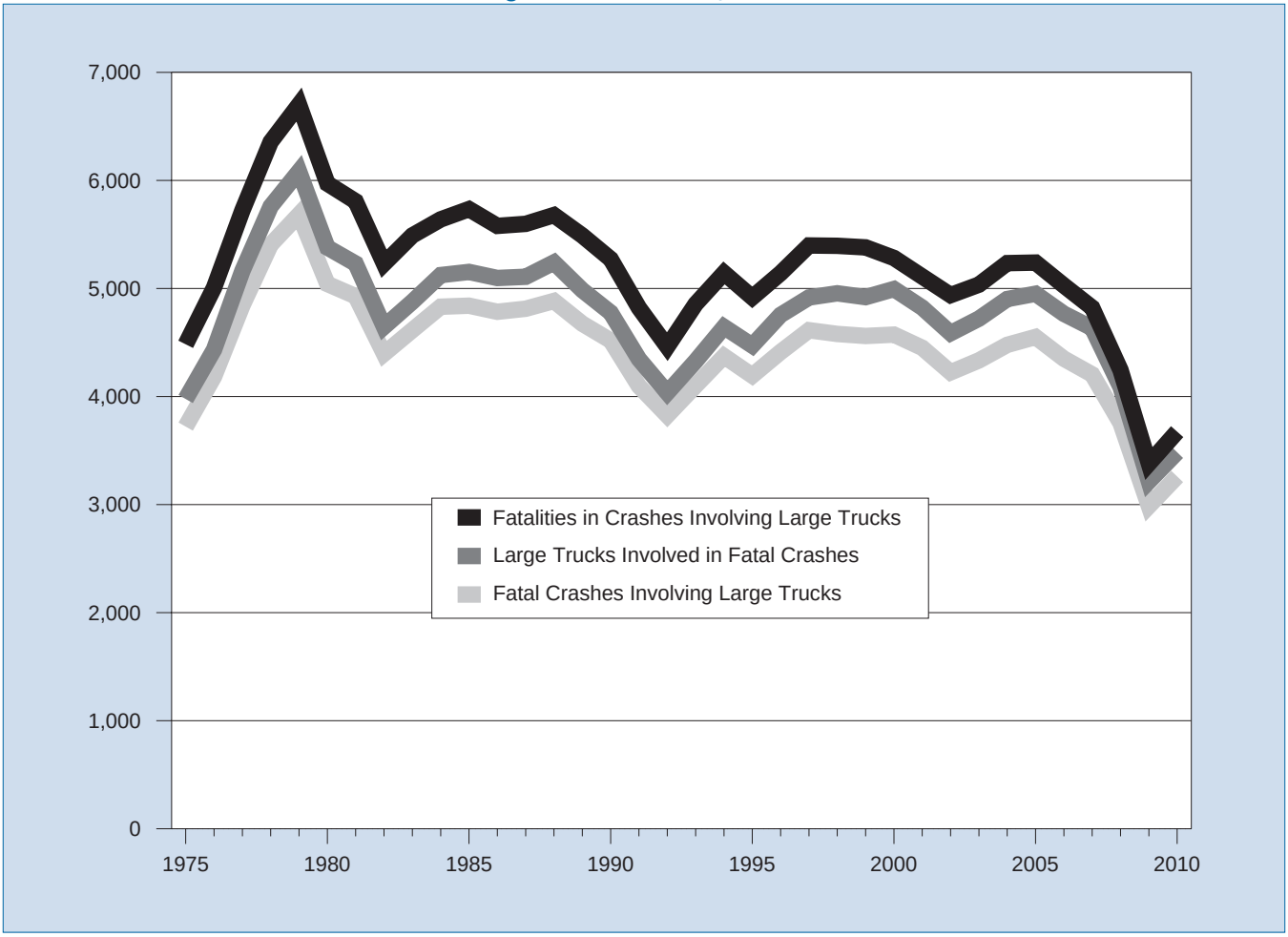
Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver. Rates are calculated on the basis of vehicle miles traveled by all motor vehicles (large trucks, buses, passenger vehicles, and motorcycles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2010*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 4. Large Truck Fatal Crash Statistics, 1975-2010

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	3,261	3,484	529	3,675	286,585	1.14	1.22	1.28	10,770,054

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 2010*. 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, 1975-2010



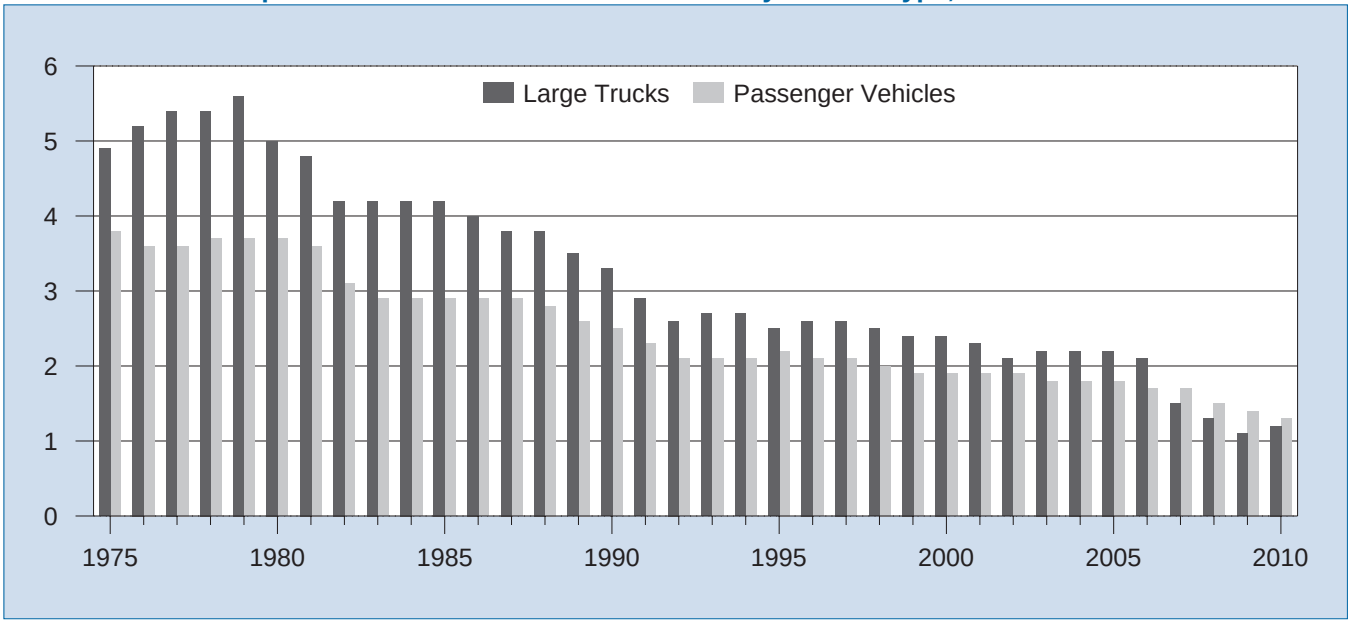
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 5. Passenger Vehicle Fatal Crash Statistics, 1975-2010

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	26,236	35,146	22,187	28,828	2,647,659	0.99	1.33	1.09	230,444,440

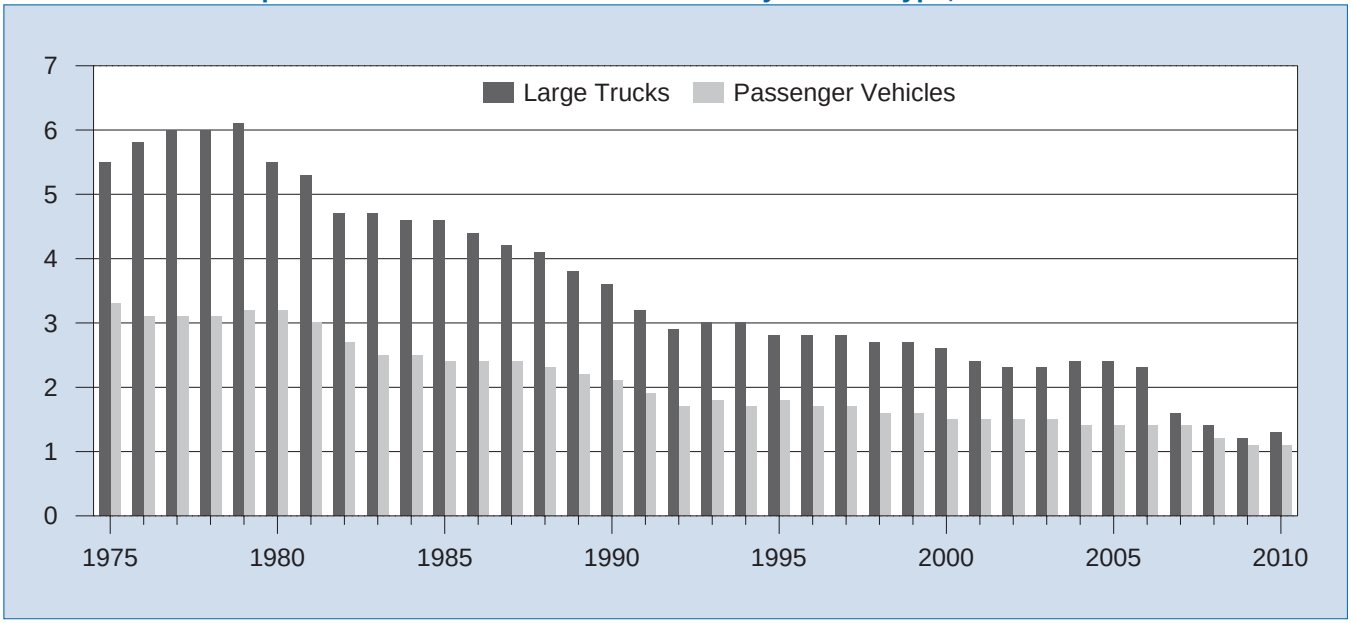
Notes: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. 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 2010*. 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, 1975-2010



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 2010*. 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, 1975-2010



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 2010*. 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, 1975-2010

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	30,196	44,713	27,805	32,885	2,966,494	1.02	1.51	1.11	250,272,812

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 2010*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 7. Large Truck Injury Crash Statistics, 1990-2010

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	
1990	102,000	107,000	150,000	146,242	69.7	73.3	102.6	6,195,876
1991	75,000	78,000	110,000	149,543	50.2	52.2	73.9	6,172,146
1992	91,000	95,000	139,000	153,384	59.2	61.8	90.4	6,045,205
1993	93,000	97,000	133,000	159,888	57.9	60.4	83.2	6,088,155
1994	91,000	96,000	133,000	170,216	53.3	56.2	78.1	6,587,884
1995	80,000	84,000	117,000	178,156	44.7	46.9	65.7	6,719,420
1996	89,000	94,000	129,000	182,971	48.6	51.3	70.7	7,012,615
1997	92,000	96,000	131,000	191,477	48.0	49.9	68.3	7,083,326
1998	85,000	89,000	127,000	196,380	43.3	45.1	64.8	7,732,270
1999	95,000	101,000	142,000	202,688	46.9	49.6	69.9	7,791,426
2000	96,000	101,000	140,000	205,520	46.9	48.9	68.0	8,022,649
2001	86,000	90,000	131,000	208,928	41.0	43.0	62.5	7,857,675
2002	90,000	94,000	130,000	214,603	41.9	43.9	60.4	7,927,280
2003	85,000	89,000	122,000	217,876	38.8	40.8	56.0	7,756,888
2004	83,000	87,000	116,000	220,811	37.5	39.3	52.6	8,171,364
2005	78,000	82,000	114,000	222,523	34.8	37.0	51.2	8,481,999
2006	77,000	80,000	106,000	222,513	34.5	36.1	47.5	8,819,007
2007	72,000	76,000	101,000	304,178	23.8	24.9	33.2	10,752,019
2008	64,000	66,000	90,000	310,680	20.5	21.3	28.8	10,873,275
2009	51,000	53,000	74,000	288,306	17.8	18.5	25.6	10,973,214
2010	56,000	58,000	80,000	286,585	19.4	20.3	27.9	10,770,054

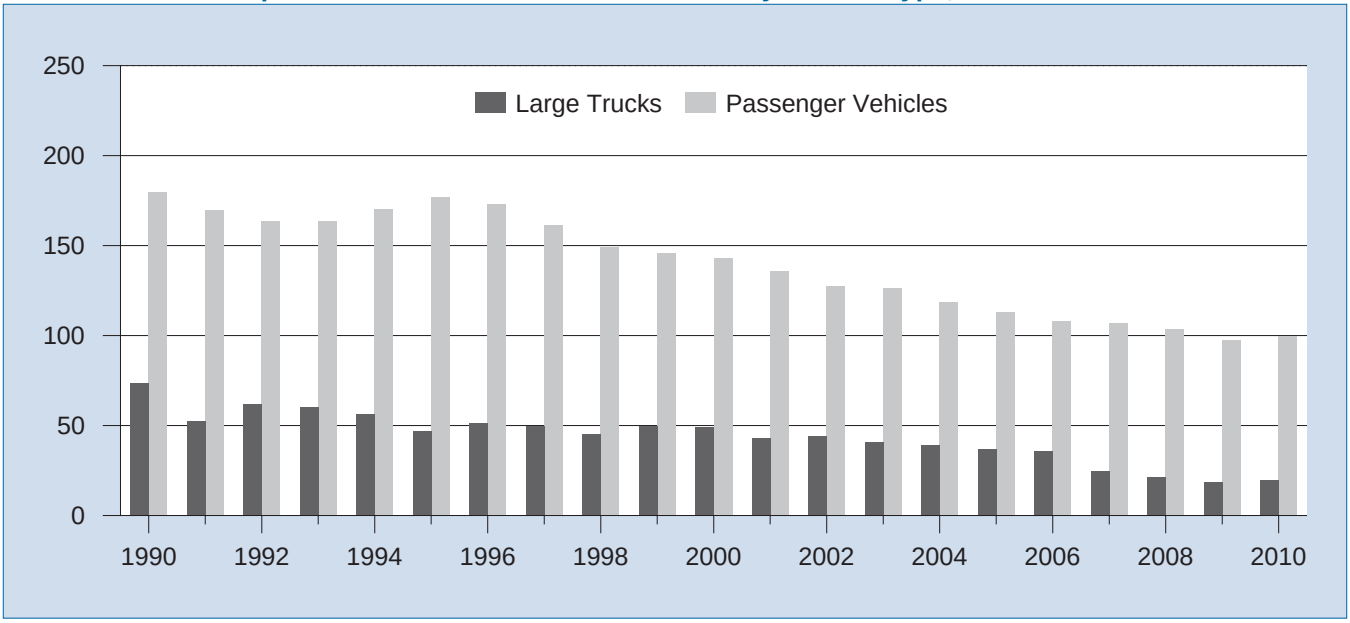
Notes: “Persons Injured” includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered 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 2010*. Injury Crashes, Vehicles Involved, and Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 8. Passenger Vehicle Injury Crash Statistics, 1990-2010

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	
1990	2,062,000	3,567,000	3,144,000	1,982,837	104.0	179.9	158.5	173,193,097
1991	1,953,000	3,404,000	3,027,000	2,007,579	97.3	169.5	150.8	175,389,400
1992	1,938,000	3,399,000	3,006,000	2,078,432	93.2	163.5	144.6	174,182,793
1993	1,970,000	3,474,000	3,087,000	2,120,459	92.9	163.8	145.6	177,629,233
1994	2,080,000	3,697,000	3,214,000	2,170,723	95.8	170.3	148.1	181,482,575
1995	2,170,000	3,938,000	3,410,000	2,228,323	97.4	176.7	153.0	185,762,753
1996	2,192,000	3,954,000	3,413,000	2,286,394	95.9	173.0	149.3	190,051,664
1997	2,104,000	3,801,000	3,295,000	2,353,295	89.4	161.5	140.0	191,960,390
1998	1,987,000	3,604,000	3,141,000	2,417,852	82.2	149.1	129.9	195,749,209
1999	2,005,000	3,603,000	3,175,000	2,470,122	81.2	145.9	128.5	200,012,521
2000	2,017,000	3,605,000	3,123,000	2,523,346	79.9	142.9	123.8	212,706,399
2001	1,954,000	3,496,000	2,974,000	2,569,980	76.0	136.0	115.7	221,821,103
2002	1,877,000	3,346,000	2,863,000	2,624,508	71.5	127.5	109.1	220,931,982
2003	1,873,000	3,362,000	2,828,000	2,655,987	70.5	126.6	106.5	222,856,560
2004	1,802,000	3,236,000	2,718,000	2,727,054	66.1	118.7	99.7	228,275,978
2005	1,754,000	3,102,000	2,625,000	2,749,472	63.8	112.8	95.5	231,904,922
2006	1,681,000	2,995,000	2,500,000	2,773,025	60.6	108.0	90.2	234,524,720
2007	1,642,000	2,871,000	2,412,000	2,691,034	61.0	106.7	89.6	235,678,150
2008	1,561,000	2,719,000	2,266,000	2,630,213	59.3	103.4	86.1	236,448,155
2009	1,456,000	2,573,000	2,149,000	2,633,248	55.3	97.7	81.6	234,467,679
2010	1,483,000	2,632,000	2,171,000	2,647,659	56.0	99.4	82.0	230,444,440

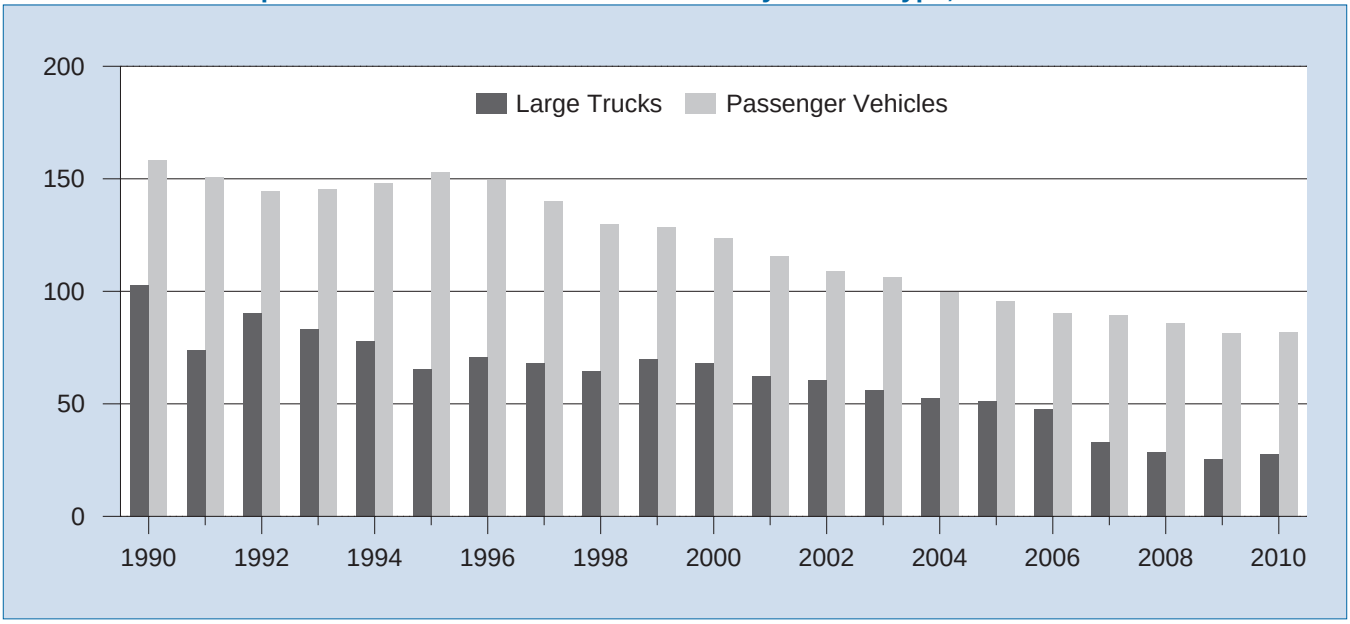
Notes: “Persons Injured” includes all nonfatally injured persons in injury and fatal crashes. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles). The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered 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 2010*. 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, 1990-2010



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 2010*. 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, 1990-2010



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 2010*. 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, 1990-2010

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	
1990	2,122,000	3,775,000	3,231,000	2,144,362	99.0	176.0	150.7	184,275,422
1991	2,008,000	3,581,000	3,097,000	2,172,050	92.4	164.9	142.6	186,370,190
1992	1,991,000	3,587,000	3,070,000	2,247,151	88.6	159.6	136.6	184,937,848
1993	2,022,000	3,647,000	3,149,000	2,296,378	88.0	158.8	137.1	188,349,676
1994	2,123,000	3,865,000	3,266,000	2,357,588	90.1	163.9	138.5	192,497,438
1995	2,217,000	4,094,000	3,465,000	2,422,696	91.5	169.0	143.0	197,064,868
1996	2,238,000	4,120,000	3,468,000	2,485,848	90.0	165.7	139.5	201,630,659
1997	2,149,000	3,966,000	3,348,000	2,561,695	83.9	154.8	130.7	203,567,637
1998	2,029,000	3,757,000	3,192,000	2,631,522	77.1	142.8	121.3	208,076,469
1999	2,054,000	3,773,000	3,236,000	2,691,056	76.3	140.2	120.3	212,685,157
2000	2,070,000	3,783,000	3,189,000	2,746,925	75.4	137.7	116.1	225,821,241
2001	2,003,000	3,663,000	3,033,000	2,795,610	71.6	131.0	108.5	235,331,382
2002	1,929,000	3,520,000	2,926,000	2,855,508	67.6	123.3	102.5	234,624,135
2003	1,925,000	3,536,000	2,889,000	2,890,221	66.6	122.4	99.9	236,760,033
2004	1,862,000	3,415,000	2,788,000	2,964,788	62.8	115.2	94.0	243,010,550
2005	1,816,000	3,287,000	2,699,000	2,989,430	60.8	110.0	90.3	247,421,120
2006	1,746,000	3,181,000	2,575,000	3,014,371	57.9	105.5	85.4	250,844,644
2007	1,711,000	3,064,000	2,491,000	3,031,124	56.5	101.1	82.2	254,403,081
2008	1,630,000	2,894,000	2,346,000	2,976,528	54.8	97.2	78.8	255,917,664
2009	1,517,000	2,727,000	2,217,000	2,956,764	51.3	92.2	75.0	254,212,610
2010	1,542,000	2,785,000	2,239,000	2,966,494	52.0	93.9	75.5	250,272,812

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 2010*. 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, 1990-2010

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	
1990	265,000	273,000	146,242	181.4	186.9	6,195,876
1991	240,000	248,000	149,543	160.2	166.0	6,172,146
1992	268,000	277,000	153,384	174.8	180.8	6,045,205
1993	287,000	296,000	159,888	179.2	185.1	6,088,155
1994	350,000	360,000	170,216	205.4	211.6	6,587,884
1995	279,000	289,000	178,156	156.7	162.4	6,719,420
1996	285,000	295,000	182,971	155.8	161.3	7,012,615
1997	325,000	337,000	191,477	169.6	176.1	7,083,326
1998	302,000	318,000	196,380	153.8	162.0	7,732,270
1999	353,000	369,000	202,688	174.1	182.2	7,791,426
2000	337,000	351,000	205,520	163.9	170.9	8,022,649
2001	319,000	335,000	208,928	152.8	160.3	7,857,675
2002	322,000	336,000	214,603	150.2	156.3	7,927,280
2003	347,000	363,000	217,876	159.4	166.7	7,756,888
2004	312,000	324,000	220,811	141.2	146.9	8,171,364
2005	341,000	354,000	222,523	153.2	159.2	8,481,999
2006	287,000	300,000	222,513	128.9	134.7	8,819,007
2007	317,000	333,000	304,178	104.3	109.5	10,752,019
2008	297,000	309,000	310,680	95.7	99.6	10,873,275
2009	232,000	239,000	288,306	80.5	83.0	10,973,214
2010	207,000	214,000	286,585	72.2	74.7	10,770,054

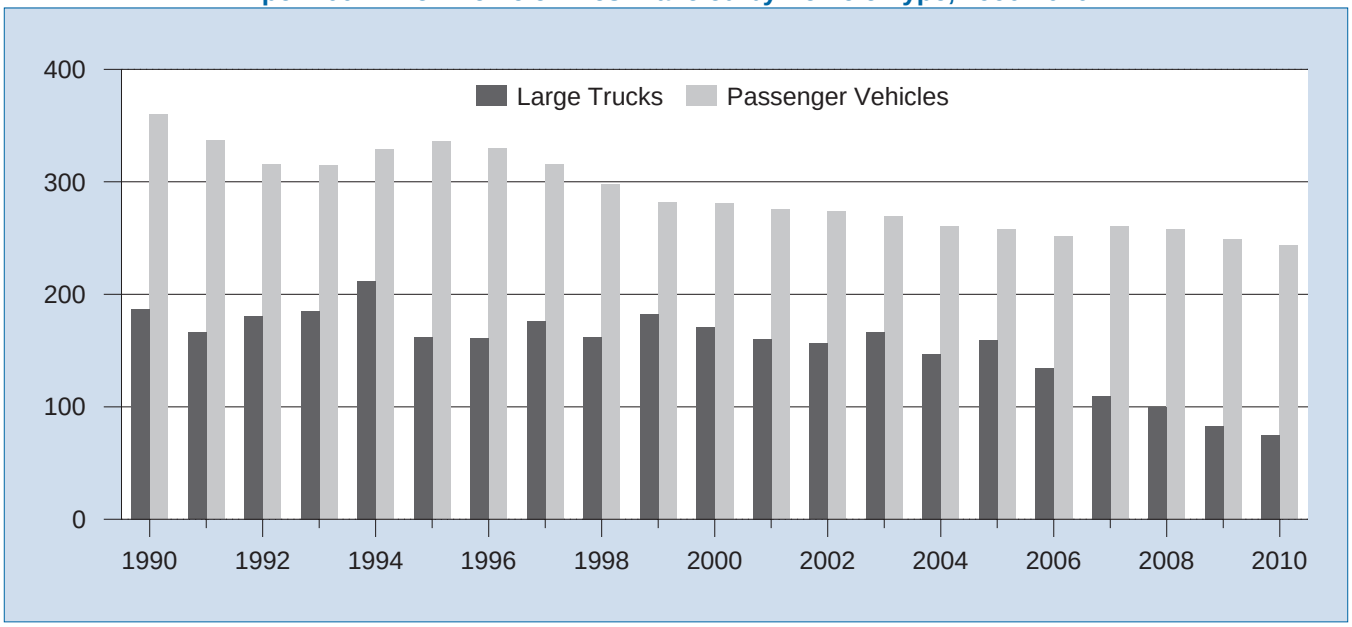
Notes: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As 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 2010*. 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, 1990-2010

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	
1990	4,207,000	7,140,000	1,982,837	212.2	360.1	173,193,097
1991	3,985,000	6,759,000	2,007,579	198.5	336.7	175,389,400
1992	3,872,000	6,556,000	2,078,432	186.3	315.4	174,182,793
1993	3,937,000	6,673,000	2,120,459	185.7	314.7	177,629,233
1994	4,205,000	7,149,000	2,170,723	193.7	329.3	181,482,575
1995	4,347,000	7,484,000	2,228,323	195.1	335.8	185,762,753
1996	4,403,000	7,555,000	2,286,394	192.6	330.4	190,051,664
1997	4,331,000	7,430,000	2,353,295	184.0	315.7	191,960,390
1998	4,168,000	7,211,000	2,417,852	172.4	298.2	195,749,209
1999	4,058,000	6,961,000	2,470,122	164.3	281.8	200,012,521
2000	4,151,000	7,088,000	2,523,346	164.5	280.9	212,706,399
2001	4,168,000	7,079,000	2,569,980	162.2	275.4	221,821,103
2002	4,228,000	7,199,000	2,624,508	161.1	274.3	220,931,982
2003	4,230,000	7,160,000	2,655,987	159.3	269.6	222,856,560
2004	4,170,000	7,102,000	2,727,054	152.9	260.4	228,275,978
2005	4,174,000	7,088,000	2,749,472	151.8	257.8	231,904,922
2006	4,084,000	6,979,000	2,773,025	147.3	251.7	234,524,720
2007	4,141,000	7,022,000	2,691,034	153.9	260.9	235,678,150
2008	4,027,000	6,779,000	2,630,213	153.1	257.8	236,448,155
2009	3,850,000	6,552,000	2,633,248	146.2	248.8	234,467,679
2010	3,776,000	6,458,000	2,647,659	142.6	243.9	230,444,440

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 2010*. 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, 1990-2010



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 2010*. 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, 1990-2010

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	
1990	4,309,000	7,493,000	2,144,362	201.0	349.4	184,275,422
1991	4,073,000	7,086,000	2,172,050	187.5	326.2	186,370,190
1992	3,974,000	6,906,000	2,247,151	176.9	307.3	184,937,848
1993	4,048,000	7,040,000	2,296,378	176.3	306.6	188,349,676
1994	4,336,000	7,576,000	2,357,588	183.9	321.3	192,497,438
1995	4,446,000	7,844,000	2,422,696	183.5	323.8	197,064,868
1996	4,494,000	7,918,000	2,485,848	180.8	318.5	201,630,659
1997	4,438,000	7,830,000	2,561,695	173.2	305.6	203,567,637
1998	4,269,000	7,587,000	2,631,522	162.2	288.3	208,076,469
1999	4,188,000	7,402,000	2,691,056	155.6	275.1	212,685,157
2000	4,286,000	7,510,000	2,746,925	156.0	273.4	225,821,241
2001	4,282,000	7,480,000	2,795,610	153.2	267.6	235,331,381
2002	4,348,000	7,608,000	2,855,508	152.3	266.4	234,624,135
2003	4,365,000	7,594,000	2,890,221	151.0	262.7	236,760,033
2004	4,281,000	7,489,000	2,964,788	144.4	252.6	243,010,550
2005	4,304,000	7,511,000	2,989,430	144.0	251.3	247,421,120
2006	4,189,000	7,345,000	3,014,371	139.0	243.7	250,844,644
2007	4,275,000	7,431,000	3,031,124	141.0	245.2	254,403,081
2008	4,146,000	7,166,000	2,976,528	139.3	240.8	255,917,664
2009	3,957,000	6,868,000	2,956,764	133.8	232.3	254,212,610
2010	3,847,000	6,737,000	2,966,494	129.7	227.1	250,272,812

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 2010*. 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, 1975-2010

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	1,387	1,209	337	192	162	4	28	**3,319**

Notes: A passenger car is defined as a motor vehicle used primarily for carrying passengers, including convertibles, sedans, and station wagons. A light truck is defined as a truck with a gross vehicle weight rating (GVWR) of 10,000 pounds or less, including pickups, vans, truck-based station wagons, and sport utility vehicles. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 14. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2010

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	278	58	20	**356**	3,319	**3,675**

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, 1990-2010

Year	Large Truck			Passenger Car		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1990	4,709	4.7%	2.8%	33,893	34.2%	28.9%
1991	4,291	4.4%	2.6%	31,102	31.5%	26.8%
1992	3,980	3.3%	1.9%	29,670	30.4%	25.5%
1993	4,271	3.9%	2.3%	30,060	28.5%	23.8%
1994	4,592	3.2%	2.1%	30,103	28.1%	23.8%
1995	4,410	3.6%	2.3%	30,773	26.9%	22.6%
1996	4,688	3.1%	2.1%	30,451	27.2%	22.7%
1997	4,859	2.7%	1.7%	29,896	25.6%	21.6%
1998	4,905	2.5%	1.5%	28,907	25.6%	21.3%
1999	4,868	2.5%	1.5%	27,878	25.2%	21.3%
2000	4,948	2.8%	1.5%	27,661	28.1%	23.6%
2001	4,779	2.5%	1.2%	27,444	27.0%	22.7%
2002	4,550	2.5%	1.7%	27,236	26.6%	22.4%
2003	4,658	2.1%	1.4%	26,422	26.1%	22.0%
2004	4,837	2.2%	1.1%	25,568	27.0%	22.9%
2005	4,900	2.6%	1.4%	25,046	27.8%	23.5%
2006	4,729	2.0%	1.1%	24,162	27.2%	22.6%
2007	4,601	1.7%	1.0%	22,765	27.0%	22.6%
2008	4,040	2.8%	1.6%	20,379	27.4%	23.0%
2009	3,175	3.0%	1.7%	18,268	27.1%	23.2%
2010	3,446	3.0%	1.8%	17,623	26.7%	23.2%
Year	Light Truck			Motorcycle		
	Total Drivers	BAC=0.01+	BAC=0.08+	Total Drivers	BAC=0.01+	BAC=0.08+
1990	15,501	35.9%	31.1%	3,269	52.4%	43.2%
1991	14,702	35.2%	30.5%	2,816	52.1%	43.5%
1992	14,540	48.7%	40.0%	2,435	32.7%	28.4%
1993	15,207	30.8%	26.8%	2,471	45.3%	37.7%
1994	16,235	29.3%	25.2%	2,330	40.9%	33.0%
1995	17,483	28.7%	24.6%	2,262	41.6%	33.0%
1996	18,057	27.7%	24.0%	2,172	43.5%	35.3%
1997	18,502	26.3%	22.6%	2,159	40.8%	32.4%
1998	19,247	26.2%	22.2%	2,333	41.1%	34.4%
1999	19,865	26.4%	22.3%	2,528	40.1%	32.8%
2000	20,393	26.0%	22.2%	2,971	40.0%	31.8%
2001	20,704	26.7%	22.7%	3,261	36.9%	29.2%
2002	21,562	26.8%	23.1%	3,363	38.7%	30.9%
2003	22,172	25.3%	21.5%	3,800	36.3%	29.1%
2004	22,367	25.0%	21.5%	4,116	33.9%	27.1%
2005	22,879	25.2%	21.6%	4,679	34.5%	27.0%
2006	22,307	27.9%	24.0%	4,961	34.1%	26.2%
2007	21,719	27.3%	23.4%	5,306	35.2%	26.9%
2008	19,095	26.3%	22.6%	5,405	36.1%	28.9%
2009	17,806	26.9%	23.2%	4,592	36.3%	28.6%
2010	17,322	26.0%	22.5%	4,629	36.0%	27.8%

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, 1975-2010

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	2,779	3,018	471	3,173	183,826	1.51	1.64	1.73	2,585,229
2009	2,173	2,336	335	2,465	168,100	1.29	1.39	1.47	2,617,118
2010	2,423	2,585	374	2,772	175,911	1.38	1.47	1.58	2,552,865

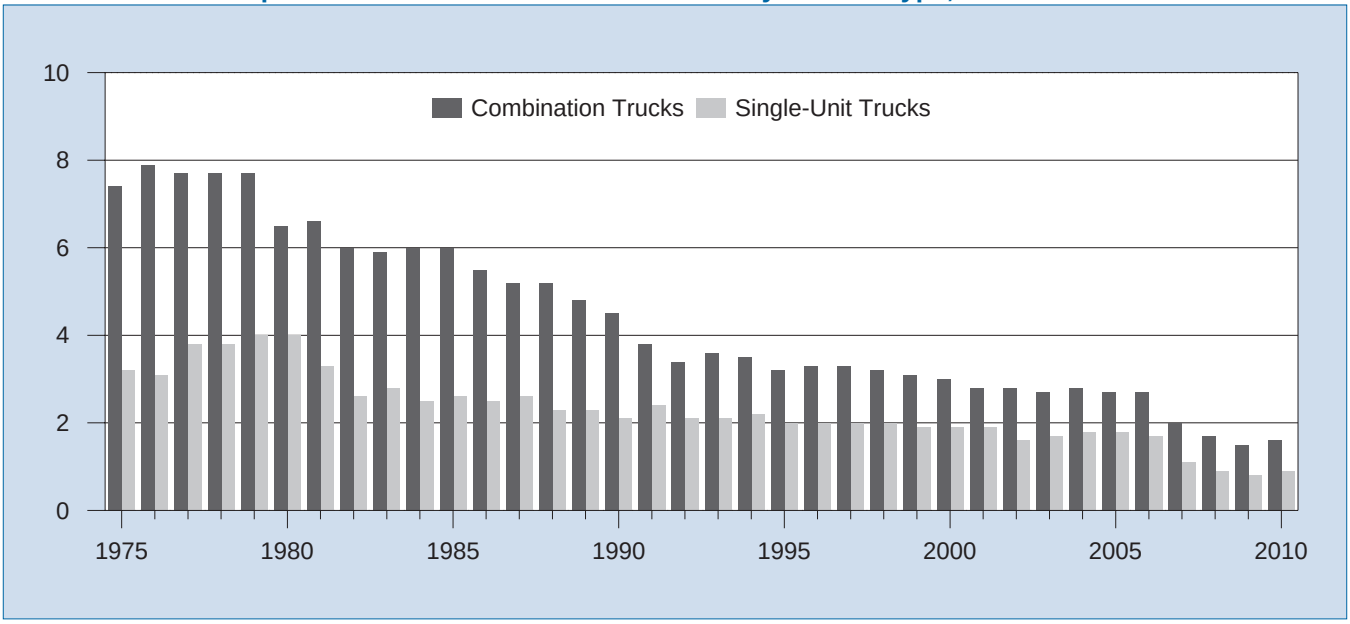
Notes: A combination truck is defined as a truck tractor pulling any number of trailers (including a “bobtail” truck tractor not pulling any trailers) or a straight truck pulling at least one trailer. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered 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 2010*. 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, 1975-2010

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	1,243	1,274	240	1,398	78,496	1.58	1.62	1.78	6,395,240
2006	1,219	1,254	239	1,339	80,344	1.52	1.56	1.67	6,649,337
2007	1,160	1,186	252	1,300	119,979	0.97	0.99	1.08	8,116,672
2008	1,056	1,071	211	1,173	126,855	0.83	0.84	0.92	8,288,046
2009	860	875	164	977	120,207	0.72	0.73	0.81	8,356,097
2010	883	899	155	964	110,674	0.80	0.81	0.87	8,217,189

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 2010*. 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, 1975-2010



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 2010*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 18. Combination Truck Injury Crash Statistics, 1990-2010

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	
1990	59,000	61,000	85,000	94,341	62.1	64.4	90.3	1,708,895
1991	42,000	44,000	63,000	96,645	43.7	45.5	65.2	1,691,331
1992	46,000	47,000	72,000	99,510	46.4	47.5	72.0	1,675,363
1993	54,000	56,000	77,000	103,116	52.7	54.5	74.8	1,680,305
1994	58,000	60,000	82,000	108,932	52.8	55.4	75.5	1,681,500
1995	48,000	50,000	67,000	115,451	41.6	43.5	58.4	1,695,751
1996	55,000	57,000	78,000	118,899	45.9	48.1	65.5	1,746,586
1997	51,000	53,000	72,000	124,584	40.7	42.4	58.1	1,789,968
1998	49,000	51,000	75,000	128,359	37.9	39.4	58.3	1,997,345
1999	54,000	57,000	79,000	132,384	40.5	43.0	59.8	2,028,562
2000	50,000	52,000	73,000	135,020	37.2	38.7	53.9	2,096,619
2001	46,000	49,000	71,000	136,534	34.0	35.6	51.8	2,154,174
2002	48,000	50,000	72,000	138,737	34.8	36.2	51.6	2,276,661
2003	46,000	49,000	65,000	140,128	32.8	34.6	46.7	1,908,365
2004	46,000	47,000	64,000	142,370	32.0	33.3	44.8	2,010,335
2005	43,000	46,000	63,000	144,028	30.0	31.6	43.9	2,086,759
2006	40,000	41,000	56,000	142,169	27.8	29.0	39.2	2,169,670
2007	39,000	41,000	55,000	184,199	21.0	22.0	30.0	2,635,347
2008	36,000	38,000	51,000	183,826	19.6	20.5	27.7	2,585,229
2009	29,000	30,000	42,000	168,100	17.3	17.9	24.9	2,617,118
2010	31,000	33,000	43,000	175,911	17.5	18.5	24.3	2,552,865

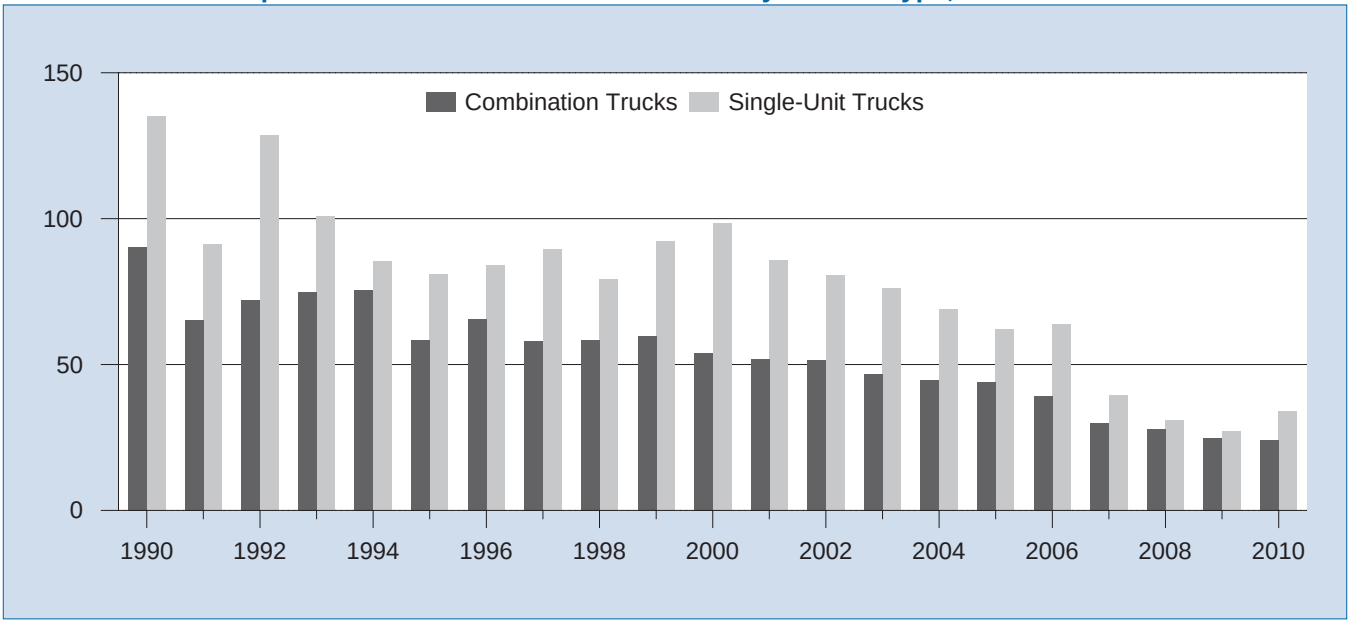
Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A combination truck is defined as a truck tractor pulling any number of trailers (including none) or a straight truck pulling at least one trailer. The Federal Highway Administration (FHWA) implemented an enhanced 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 2010*. 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, 1990-2010

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	
1990	45,000	46,000	70,000	51,901	86.2	89.4	135.0	4,486,981
1991	33,000	34,000	48,000	52,898	63.0	64.3	91.4	4,480,815
1992	46,000	48,000	69,000	53,874	85.2	88.2	128.5	4,369,842
1993	39,000	40,000	57,000	56,772	69.0	71.0	100.8	4,407,850
1994	34,000	35,000	52,000	61,284	56.1	57.6	85.6	4,906,385
1995	32,000	33,000	51,000	62,705	51.5	53.2	80.9	5,023,669
1996	36,000	37,000	54,000	64,072	56.0	57.3	84.0	5,266,029
1997	42,000	43,000	60,000	66,893	63.2	63.9	89.6	5,293,358
1998	38,000	38,000	54,000	68,021	55.2	56.0	79.4	5,734,925
1999	43,000	44,000	65,000	70,304	60.8	62.2	92.3	5,762,864
2000	48,000	48,000	70,000	70,500	67.5	68.4	98.6	5,926,030
2001	41,000	41,000	62,000	72,394	56.1	56.9	85.7	5,703,501
2002	43,000	44,000	61,000	75,866	40.4	58.0	80.7	5,650,619
2003	40,000	40,000	59,000	77,748	50.9	51.8	76.1	5,848,523
2004	39,000	39,000	54,000	78,441	49.2	50.2	69.0	6,161,028
2005	32,000	34,000	49,000	78,496	41.3	42.8	62.1	6,395,240
2006	38,000	39,000	51,000	80,344	47.6	48.6	63.9	6,649,337
2007	35,000	35,000	48,000	119,979	28.8	29.3	39.7	8,116,672
2008	28,000	28,000	39,000	126,855	22.2	22.4	31.1	8,288,046
2009	23,000	23,000	33,000	120,207	19.0	19.4	27.1	8,356,097
2010	25,000	26,000	38,000	110,674	23.0	23.2	34.2	8,217,189

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 2010*. 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, 1990-2010



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 2010*. 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, 1990-2010

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	
1990	161,000	166,000	94,341	170.9	175.6	1,708,895
1991	146,000	152,000	96,645	150.8	157.0	1,691,331
1992	129,000	134,000	99,510	129.5	134.3	1,675,363
1993	180,000	186,000	103,116	174.6	180.5	1,680,305
1994	217,000	223,000	108,932	199.4	204.8	1,681,500
1995	174,000	179,000	115,451	150.9	155.2	1,695,751
1996	168,000	173,000	118,899	141.0	145.8	1,746,586
1997	188,000	197,000	124,584	151.0	157.9	1,789,968
1998	170,000	178,000	128,359	132.3	138.9	1,997,345
1999	176,000	184,000	132,384	132.8	138.9	2,028,562
2000	171,000	179,000	135,020	126.8	132.2	2,096,619
2001	159,000	166,000	136,534	116.1	121.6	2,154,174
2002	153,000	159,000	138,737	110.1	114.9	2,276,661
2003	163,000	172,000	140,128	116.3	122.6	1,908,365
2004	161,000	168,000	142,370	113.2	118.0	2,010,335
2005	169,000	177,000	144,028	117.6	123.1	2,086,759
2006	143,000	150,000	142,169	100.4	105.7	2,169,670
2007	155,000	163,000	184,199	84.3	88.6	2,635,347
2008	142,000	149,000	183,826	77.1	81.0	2,585,229
2009	115,000	119,000	168,100	68.3	71.1	2,617,118
2010	107,000	111,000	175,911	60.7	63.1	2,552,865

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 2010*. 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, 1990-2010

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	
1990	106,000	108,000	51,901	204.0	207.5	4,486,981
1991	96,000	97,000	52,898	181.1	182.5	4,480,815
1992	141,000	144,000	53,874	262.2	266.5	4,369,842
1993	109,000	110,000	56,772	191.3	193.4	4,407,850
1994	135,000	137,000	61,284	220.9	223.6	4,906,385
1995	108,000	110,000	62,705	171.9	175.8	5,023,669
1996	120,000	122,000	64,072	187.7	190.1	5,266,029
1997	140,000	141,000	66,893	208.6	210.1	5,293,358
1998	138,000	140,000	68,021	202.5	205.5	5,734,925
1999	181,000	185,000	70,304	257.3	263.6	5,762,864
2000	171,000	173,000	70,500	242.8	244.9	5,926,030
2001	167,000	169,000	72,394	230.6	233.2	5,703,501
2002	173,000	176,000	75,866	228.0	232.1	5,650,619
2003	189,000	191,000	77,748	242.6	246.0	5,848,523
2004	154,000	156,000	78,441	196.0	199.3	6,161,028
2005	117,000	118,000	78,496	149.0	150.3	6,395,240
2006	147,000	149,000	80,344	182.9	186.0	6,649,337
2007	167,000	170,000	119,979	139.6	141.6	8,116,672
2008	159,000	161,000	126,855	125.4	126.6	8,288,046
2009	118,000	120,000	120,207	98.4	99.7	8,356,097
2010	102,000	103,000	110,674	91.8	92.9	8,217,189

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 2010*. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Trends Table 22. Bus Fatal Crash Statistics, 1975-2010

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	245	249	44	276	13,789	1.78	1.81	2.00	846,051

Notes: A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2010*. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 23. Bus Injury Crash Statistics, 1990-2010

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	
1990	14,000	15,000	43,000	5,726	246.9	256.4	748.0	626,987
1991	15,000	15,000	34,000	5,750	256.5	263.4	583.3	631,279
1992	14,000	14,000	32,000	5,778	247.2	249.8	553.4	644,732
1993	14,000	14,000	29,000	6,125	227.6	229.9	479.5	654,432
1994	14,000	14,000	29,000	6,409	215.7	216.5	449.5	670,423
1995	14,000	14,000	32,000	6,420	224.6	225.0	505.5	685,503
1996	15,000	15,000	33,000	6,563	231.9	232.3	509.3	694,781
1997	12,000	13,000	27,000	6,842	181.8	183.8	399.1	697,548
1998	13,000	13,000	30,000	7,007	181.2	181.9	426.5	715,540
1999	14,000	14,000	36,000	7,662	187.2	188.2	464.6	728,777
2000	13,000	13,000	29,000	7,590	169.7	173.2	388.0	746,125
2001	11,000	12,000	25,000	7,070	162.7	163.2	360.2	749,548
2002	13,000	13,000	30,000	6,845	184.3	184.6	434.1	760,717
2003	14,000	14,000	31,000	6,782	202.3	203.9	454.0	776,550
2004	13,000	13,000	29,000	6,801	188.1	189.3	429.3	795,274
2005	12,000	12,000	23,000	6,980	175.0	175.6	335.9	807,053
2006	11,000	11,000	21,000	6,783	156.7	157.5	310.1	821,959
2007	11,000	11,000	24,000	14,516	73.3	73.7	164.4	834,436
2008	11,000	11,000	24,000	14,823	73.5	73.5	164.6	843,308
2009	9,000	10,000	20,000	14,387	64.9	69.3	140.2	841,993
2010	12,000	12,000	27,000	13,789	83.5	83.7	196.4	846,051

Notes: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes. A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2010*. 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, 1990-2010

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	
1990	46,000	46,000	5,726	803.1	808.2	626,987
1991	41,000	41,000	5,750	717.6	717.7	631,279
1992	35,000	35,000	5,778	608.1	608.1	644,732
1993	37,000	38,000	6,125	606.6	613.1	654,432
1994	42,000	42,000	6,409	651.3	657.3	670,423
1995	44,000	44,000	6,420	687.8	691.9	685,503
1996	42,000	42,000	6,563	634.5	642.9	694,781
1997	41,000	41,000	6,842	594.0	594.0	697,548
1998	40,000	40,000	7,007	576.6	577.4	715,540
1999	48,000	48,000	7,662	625.6	630.0	728,777
2000	42,000	43,000	7,590	558.5	562.0	746,125
2001	42,000	42,000	7,070	600.8	600.8	749,548
2002	45,000	45,000	6,845	658.5	658.5	760,717
2003	44,000	44,000	6,782	643.9	647.5	776,550
2004	39,000	39,000	6,801	574.6	576.6	795,274
2005	38,000	39,000	6,980	543.4	556.5	807,053
2006	41,000	41,000	6,783	598.9	598.9	821,959
2007	45,000	46,000	14,516	311.9	315.4	834,436
2008	48,000	49,000	14,823	325.6	329.2	843,308
2009	47,000	47,000	14,387	327.2	329.4	841,993
2010	42,000	42,000	13,789	303.6	307.8	846,051

Notes: A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver. The Federal Highway Administration (FHWA) implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type beginning with data from 2007. As a result, involvement rates may differ, and in some cases significantly, from earlier years.
Sources: Vehicle Miles Traveled and Registered Vehicles: Federal Highway Administration, *Highway Statistics 2010*. 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, 1975-2010

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	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	111	36	83	11	4	**245**

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 26. Buses in Fatal Crashes by Type of Bus, 1975-2010

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	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	114	37	83	11	4	**249**

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 27. Fatalities in Crashes Involving Buses by Type of Bus, 1975-2010

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	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	117	53	85	17	4	**276**

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 28. Bus Occupant Fatalities in Crashes Involving Buses by Type of Bus, 1975-2010

Year	School Bus	Cross-Country Intercity Bus (Motorcoach)	Transit Bus	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**

Note: A bus is defined as a motor vehicle designed to carry more than 10 passengers, not including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Trends Table 29. Fatalities in Crashes Involving Large Trucks by State, 2000-2010

State	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alabama	159	145	128	147	164	122	137	134	131	80	114
Alaska	4	10	8	5	14	5	4	4	5	3	7
Arizona	105	85	104	119	106	118	136	98	98	66	64
Arkansas	118	98	98	109	110	115	91	114	76	79	83
California	374	378	362	370	415	429	394	366	318	275	235
Colorado	68	95	53	77	69	68	67	82	68	40	49
Connecticut	34	29	18	24	25	21	29	28	24	13	23
Delaware	20	15	17	19	19	7	17	6	7	11	9
District of Columbia	2	1	0	0	5	3	2	2	1	1	3
Florida	310	365	376	365	377	400	350	301	264	181	181
Georgia	219	255	198	232	248	229	232	229	180	153	152
Hawaii	2	8	4	4	4	9	12	3	6	5	4
Idaho	26	34	32	40	29	34	29	27	30	20	15
Illinois	173	200	156	194	158	191	159	154	146	88	112
Indiana	163	135	131	156	157	138	140	147	137	96	112
Iowa	90	83	68	77	70	73	75	71	73	65	88
Kansas	81	80	79	71	94	80	69	77	63	59	86
Kentucky	101	107	122	119	124	124	105	104	113	112	100
Louisiana	126	123	114	130	105	122	104	121	111	83	107
Maine	30	28	22	14	21	19	21	21	23	22	14
Maryland	63	78	63	62	83	60	61	69	52	50	43
Massachusetts	51	30	24	35	43	24	34	28	23	20	16
Michigan	156	122	135	117	118	111	116	124	88	67	85
Minnesota	89	64	86	68	74	70	62	86	70	59	90
Mississippi	123	98	83	72	101	91	90	75	70	61	56
Missouri	183	139	154	167	158	166	155	136	124	86	84
Montana	26	27	26	27	16	23	34	31	25	24	14
Nebraska	56	68	59	56	49	48	34	43	43	43	55
Nevada	37	46	32	32	29	53	51	29	22	19	15
New Hampshire	10	14	15	13	15	11	7	12	13	8	5
New Jersey	94	77	72	75	86	98	74	64	47	69	51
New Mexico	52	59	61	50	63	63	80	57	45	36	46
New York	157	139	132	158	140	145	174	155	119	107	120
North Carolina	191	201	169	162	200	204	152	168	162	128	117
North Dakota	10	12	19	16	15	17	19	12	20	31	18
Ohio	189	168	203	151	190	177	158	134	143	114	132
Oklahoma	112	94	130	102	114	121	140	112	115	94	91
Oregon	52	64	55	65	53	66	62	53	37	30	46
Pennsylvania	184	185	174	224	189	183	193	194	192	134	164
Rhode Island	1	6	5	6	5	1	8	7	2	5	2
South Carolina	133	108	101	99	110	124	95	91	85	82	65
South Dakota	22	21	19	17	18	13	19	14	14	16	25
Tennessee	163	138	150	118	155	163	148	149	95	92	92
Texas	513	486	467	487	483	506	500	502	453	318	400
Utah	39	34	44	21	31	32	39	39	29	21	35
Vermont	9	7	10	10	15	9	11	5	7	6	10
Virginia	115	110	100	120	99	112	107	108	81	77	77
Washington	72	63	55	46	57	69	65	79	55	31	30
West Virginia	57	48	65	57	64	55	48	48	47	34	50
Wisconsin	97	108	109	101	107	87	76	85	63	55	56
Wyoming	21	23	32	30	41	31	42	24	30	11	27
U.S. Total	**5,282**	**5,111**	**4,939**	**5,036**	**5,235**	**5,240**	**5,027**	**4,822**	**4,245**	**3,380**	**3,675**

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, 2000-2010

State	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alabama	143	128	112	130	132	107	118	120	114	73	102
Alaska	4	10	4	5	13	4	4	4	5	3	5
Arizona	91	74	84	95	88	99	112	88	83	58	51
Arkansas	100	88	75	93	89	106	84	97	69	70	74
California	331	334	313	311	359	357	358	326	283	240	218
Colorado	60	75	47	58	60	62	60	67	53	35	42
Connecticut	31	26	17	23	25	18	26	22	23	13	23
Delaware	19	11	16	15	18	7	17	6	7	7	9
District of Columbia	2	1	0	0	5	3	2	2	1	1	3
Florida	279	303	320	314	322	341	309	259	237	170	170
Georgia	189	216	169	201	214	211	208	197	168	129	137
Hawaii	2	8	4	4	4	4	7	3	6	4	4
Idaho	25	30	28	37	28	27	24	24	26	18	15
Illinois	152	172	142	162	139	171	136	137	126	85	100
Indiana	138	120	110	142	139	125	120	125	114	82	98
Iowa	78	70	61	56	58	61	66	62	63	56	79
Kansas	70	73	70	62	76	67	61	69	53	50	68
Kentucky	85	91	104	108	110	108	93	95	93	101	84
Louisiana	108	111	95	107	94	107	90	104	97	68	88
Maine	24	23	21	13	18	17	18	19	20	20	13
Maryland	58	70	58	55	67	56	56	59	48	45	38
Massachusetts	45	27	22	34	39	22	32	27	21	18	16
Michigan	137	115	120	104	110	100	106	109	82	62	80
Minnesota	73	59	75	61	65	59	59	67	62	48	74
Mississippi	107	84	71	61	81	77	74	67	66	53	53
Missouri	145	118	137	140	132	142	120	120	107	79	76
Montana	24	25	20	21	14	22	25	29	24	21	12
Nebraska	48	55	47	46	39	39	27	37	38	40	45
Nevada	33	41	29	32	25	44	37	25	20	18	15
New Hampshire	10	13	14	12	13	11	7	10	12	7	5
New Jersey	79	71	63	69	82	93	67	60	44	60	51
New Mexico	42	45	45	37	52	50	62	53	40	33	41
New York	147	128	123	139	121	127	155	137	109	100	111
North Carolina	164	176	152	148	174	182	136	143	140	112	98
North Dakota	9	11	16	14	14	10	14	12	19	28	14
Ohio	166	156	182	134	160	158	141	116	129	101	114
Oklahoma	97	77	97	90	92	103	117	87	100	71	87
Oregon	51	52	44	49	46	59	47	46	35	27	42
Pennsylvania	164	159	157	188	165	170	169	179	174	120	152
Rhode Island	1	5	5	6	5	1	8	6	2	4	2
South Carolina	108	99	83	89	97	110	80	78	73	76	57
South Dakota	18	20	16	14	17	13	17	14	13	12	19
Tennessee	145	117	124	103	128	134	129	129	83	82	82
Texas	412	422	391	419	396	429	409	430	392	273	350
Utah	38	31	34	17	26	26	32	34	28	21	27
Vermont	8	6	10	10	12	8	10	4	6	6	9
Virginia	99	95	82	107	90	102	96	96	70	68	72
Washington	59	55	52	38	50	55	62	69	52	29	27
West Virginia	46	44	55	51	56	48	43	41	38	29	39
Wisconsin	91	91	85	86	90	76	70	74	59	46	51
Wyoming	18	20	23	25	29	23	30	20	27	11	19
U.S. Total	**4,573**	**4,451**	**4,224**	**4,335**	**4,478**	**4,551**	**4,350**	**4,204**	**3,754**	**2,983**	**3,261**

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, 2000-2010

State	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alabama	153	144	123	148	135	118	126	127	124	81	105
Alaska	4	10	4	5	13	4	4	5	5	3	5
Arizona	100	79	88	102	102	107	129	95	100	67	53
Arkansas	109	102	78	101	93	129	97	110	76	80	79
California	362	365	346	333	381	377	384	394	304	263	239
Colorado	65	85	51	61	64	65	73	77	58	40	46
Connecticut	36	28	17	24	27	19	28	25	28	15	23
Delaware	21	11	17	15	19	7	18	6	7	7	9
District of Columbia	2	1	0	0	5	3	2	2	1	1	3
Florida	302	335	351	343	359	383	336	287	270	179	179
Georgia	208	230	203	208	233	240	227	212	180	135	144
Hawaii	2	8	4	4	4	4	7	3	6	4	4
Idaho	26	32	30	38	29	31	24	26	32	18	15
Illinois	163	180	159	178	151	196	158	148	138	90	113
Indiana	167	133	120	166	166	137	137	143	129	108	108
Iowa	84	76	67	62	60	65	73	70	69	63	90
Kansas	79	78	75	73	85	72	64	74	57	51	71
Kentucky	97	95	114	117	123	117	104	103	98	109	90
Louisiana	113	126	103	117	103	121	97	115	104	74	93
Maine	24	27	21	14	18	18	18	20	21	21	13
Maryland	67	76	61	63	76	57	60	63	49	52	38
Massachusetts	46	27	22	34	42	24	33	27	22	19	16
Michigan	147	123	123	110	121	106	113	115	90	64	83
Minnesota	77	60	78	62	67	61	60	74	62	50	77
Mississippi	118	85	72	67	84	80	81	70	70	54	56
Missouri	165	129	151	153	145	152	130	138	117	83	76
Montana	24	27	22	21	15	22	26	29	28	21	13
Nebraska	52	61	59	52	41	46	28	44	41	42	49
Nevada	36	44	33	36	28	48	43	25	21	19	16
New Hampshire	10	14	15	13	13	11	7	10	12	7	5
New Jersey	88	76	69	85	94	106	75	70	48	65	58
New Mexico	45	47	57	39	58	57	67	60	43	33	43
New York	153	134	131	147	128	137	163	145	113	101	116
North Carolina	173	186	166	160	184	193	148	151	143	116	104
North Dakota	11	11	18	14	14	10	17	13	21	28	17
Ohio	189	163	189	147	179	174	152	124	133	108	123
Oklahoma	107	84	108	104	97	111	134	96	108	78	88
Oregon	59	52	45	52	47	60	50	52	39	29	49
Pennsylvania	177	181	174	213	209	188	183	214	195	131	159
Rhode Island	1	5	5	6	5	1	9	6	2	4	2
South Carolina	120	106	91	96	102	119	90	81	81	78	61
South Dakota	22	22	16	14	17	15	17	14	13	12	19
Tennessee	157	129	130	113	141	150	144	147	92	86	89
Texas	447	460	414	448	436	457	450	465	432	299	377
Utah	39	33	38	18	26	28	32	36	32	25	28
Vermont	8	6	10	12	12	10	10	4	6	6	11
Virginia	112	115	89	122	97	106	105	103	74	75	87
Washington	64	56	53	39	52	58	68	71	54	30	27
West Virginia	48	48	57	55	61	49	45	45	46	29	40
Wisconsin	98	95	93	89	94	78	72	78	67	46	53
Wyoming	18	23	27	28	47	24	48	21	28	12	22
U.S. Total	**4,995**	**4,823**	**4,587**	**4,721**	**4,902**	**4,951**	**4,766**	**4,633**	**4,089**	**3,211**	**3,484**

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, 2000-2010

State	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alabama	25	19	17	16	18	10	17	17	18	15	9
Alaska	2	3	0	2	5	1	1	2	1	1	0
Arizona	21	17	16	16	19	15	22	22	15	18	6
Arkansas	28	19	18	18	16	22	20	24	13	15	16
California	74	83	67	59	71	70	72	73	56	48	59
Colorado	11	12	9	8	8	17	13	18	14	10	6
Connecticut	6	7	4	7	7	2	3	5	7	2	8
Delaware	1	2	2	0	2	3	2	0	0	3	1
District of Columbia	1	0	0	0	3	2	1	2	1	1	3
Florida	45	48	52	56	49	58	54	49	43	34	35
Georgia	32	38	26	39	39	30	34	33	34	33	19
Hawaii	0	5	2	2	0	0	1	0	3	1	0
Idaho	4	6	5	8	6	6	1	6	7	4	5
Illinois	23	34	26	22	20	35	23	23	21	9	18
Indiana	16	16	19	17	22	25	20	19	15	12	9
Iowa	9	8	5	6	12	5	8	11	12	8	12
Kansas	5	17	9	5	9	10	13	4	7	5	9
Kentucky	16	10	18	16	20	21	25	18	20	16	10
Louisiana	22	17	16	14	15	18	12	21	24	8	16
Maine	3	3	3	2	3	3	6	4	7	0	4
Maryland	7	9	7	6	13	11	8	13	7	9	6
Massachusetts	9	9	4	11	12	2	7	10	9	6	4
Michigan	18	12	10	14	14	10	19	8	10	13	16
Minnesota	10	11	10	8	11	10	11	4	13	10	11
Mississippi	26	14	11	8	16	13	17	13	13	10	5
Missouri	32	16	23	30	15	25	25	26	13	12	15
Montana	6	7	4	2	8	8	7	13	7	8	1
Nebraska	5	8	11	4	2	4	3	2	3	2	10
Nevada	9	11	4	12	2	10	5	6	3	7	3
New Hampshire	0	0	2	1	5	2	0	0	0	1	0
New Jersey	17	17	17	8	20	19	11	15	9	14	12
New Mexico	11	14	16	10	15	12	11	18	15	10	7
New York	44	37	31	49	35	53	53	47	40	31	35
North Carolina	30	31	33	21	34	31	18	30	33	18	23
North Dakota	1	2	2	1	0	3	2	2	4	5	3
Ohio	24	21	22	13	13	20	27	14	23	10	14
Oklahoma	16	12	20	16	18	21	24	18	17	18	21
Oregon	9	13	7	8	10	11	12	8	8	8	14
Pennsylvania	26	26	26	35	31	28	42	33	29	22	38
Rhode Island	0	0	0	2	0	0	3	2	0	1	0
South Carolina	14	16	9	20	19	19	12	15	20	15	9
South Dakota	4	3	4	3	4	1	5	4	1	3	6
Tennessee	28	24	17	20	16	25	23	31	13	21	18
Texas	57	66	62	81	60	84	79	78	77	53	52
Utah	11	8	8	3	10	8	8	10	5	7	3
Vermont	1	2	0	2	2	0	2	1	0	2	1
Virginia	15	18	20	15	20	27	21	15	17	13	20
Washington	10	9	11	5	8	11	12	21	15	9	6
West Virginia	13	13	11	7	10	10	9	6	7	8	6
Wisconsin	9	14	10	14	12	13	4	9	7	2	10
Wyoming	3	6	4	9	6	6	8	7	9	5	3
U.S. Total	**809**	**813**	**730**	**751**	**785**	**850**	**836**	**830**	**745**	**596**	**617**

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, 2000-2010

State	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Alabama	118	109	95	114	114	97	101	103	96	58	93
Alaska	2	7	4	3	8	3	3	2	4	2	5
Arizona	70	57	68	79	69	84	90	66	68	40	45
Arkansas	72	69	57	75	73	84	64	73	56	55	58
California	257	249	246	252	288	287	286	253	227	192	159
Colorado	49	62	38	50	52	45	47	49	39	25	36
Connecticut	25	19	13	16	18	16	23	17	16	11	15
Delaware	18	9	14	15	16	4	15	6	7	4	8
District of Columbia	1	1	0	0	2	1	1	0	0	0	0
Florida	234	252	268	258	273	283	255	210	194	136	135
Georgia	157	178	143	162	175	181	174	164	134	96	118
Hawaii	2	3	2	2	4	4	6	3	3	3	4
Idaho	21	24	23	29	22	21	23	18	19	14	10
Illinois	129	137	116	140	119	136	113	114	105	76	82
Indiana	122	104	91	125	117	100	100	106	99	70	89
Iowa	69	62	56	50	46	56	58	51	51	48	67
Kansas	65	56	61	57	67	57	48	65	46	45	59
Kentucky	69	81	86	92	90	87	68	77	73	85	74
Louisiana	86	94	79	93	79	89	78	83	73	60	72
Maine	21	19	18	11	15	14	12	15	13	20	9
Maryland	51	61	51	49	54	45	48	46	41	36	32
Massachusetts	36	18	18	23	27	20	25	17	12	12	12
Michigan	119	103	110	90	96	90	87	101	72	49	64
Minnesota	63	48	65	53	54	49	48	63	49	38	63
Mississippi	81	70	60	53	65	64	57	54	53	43	48
Missouri	113	101	114	110	117	117	95	94	94	67	61
Montana	18	18	16	19	6	14	18	16	17	13	11
Nebraska	43	47	36	42	37	35	24	35	35	38	35
Nevada	24	30	25	20	23	34	32	19	17	11	12
New Hampshire	10	13	12	11	8	9	7	10	12	6	5
New Jersey	62	54	46	61	62	74	56	45	35	46	39
New Mexico	31	31	29	27	37	38	51	35	25	23	34
New York	103	91	92	90	86	74	102	90	69	69	76
North Carolina	134	145	119	127	140	151	118	113	107	94	75
North Dakota	8	9	14	13	14	7	12	10	15	23	11
Ohio	142	135	160	121	147	138	114	102	106	91	100
Oklahoma	81	65	77	74	74	82	93	69	83	53	66
Oregon	42	38	37	41	36	48	35	38	27	19	28
Pennsylvania	138	131	131	153	134	142	127	146	145	98	114
Rhode Island	1	5	5	4	5	1	5	4	2	3	2
South Carolina	94	82	74	69	78	91	68	63	53	61	48
South Dakota	14	17	12	11	13	12	12	10	12	9	13
Tennessee	117	93	107	83	112	109	106	98	70	61	64
Texas	355	355	329	338	336	345	330	352	315	220	298
Utah	27	23	26	14	16	18	24	24	23	14	24
Vermont	7	4	10	8	10	8	8	3	6	4	8
Virginia	84	76	62	92	70	75	75	81	53	55	52
Washington	49	45	41	33	42	44	50	48	37	20	21
West Virginia	33	30	44	44	46	38	34	35	31	21	33
Wisconsin	82	77	75	72	78	63	66	65	52	44	41
Wyoming	15	14	19	16	23	17	22	13	18	6	16
U.S. Total	**3,764**	**3,621**	**3,494**	**3,584**	**3,693**	**3,701**	**3,514**	**3,374**	**3,009**	**2,387**	**2,644**

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 266,000 police-reported crashes involving large trucks in 2010, 3,261 (1 percent) resulted in at least one fatality, and 56,000 (21 percent) resulted in at least one nonfatal injury.
- Single-vehicle crashes made up 19 percent of all fatal crashes, 16 percent of all injury crashes, and 22 percent of all property damage only crashes involving large trucks in 2010.
- Almost two-thirds (65 percent) of all fatal crashes involving large trucks occurred on rural roads, and less than one-fourth (23 percent) occurred on rural and urban Interstate highways.
- Thirty-four percent of all fatal crashes, 20 percent of all injury crashes, and 19 percent of all property damage only crashes involving large trucks occurred at night (6:00 pm to 6:00 am).
- The vast majority of fatal crashes (84 percent) and nonfatal crashes (90 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 76 percent of fatal crashes involving large trucks, 80 percent of injury crashes involving large trucks, and 76 percent of property damage only crashes involving large trucks.
- Rollover was the first harmful event in 4 percent of all fatal crashes involving large trucks and 2 percent of all nonfatal crashes involving large trucks.

Crashes Table 1. Crashes Involving Large Trucks by First Harmful Event and Crash Severity, 2010

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%	2,488	94.1%	**2,488**	**76.3%**
Collision with Fixed Object	192	31.1%	83	3.1%	**275**	**8.4%**
Collision with Pedestrian	195	31.6%	25	0.9%	**220**	**6.7%**
Overturn (Rollover)	101	16.4%	22	0.8%	**123**	**3.8%**
Collision with Pedalcycle or Other Personal Conveyance	67	10.9%	0	0.0%	**67**	**2.1%**
Collision with Parked Motor Vehicle	27	4.4%	7	0.3%	**34**	**1.0%**
Collision with Train	14	2.3%	0	0.0%	**14**	**0.4%**
Collision with Other Object	7	1.1%	4	0.2%	**11**	**0.3%**
Collision with Animal	2	0.3%	5	0.2%	**7**	**0.2%**
Explosion/Fire	1	0.2%	0	0.0%	**1**	*
Jackknife	2	0.3%	3	0.1%	**5**	**0.2%**
Pavement Surface Irregularity	0	0.0%	1	*	**1**	*
Cargo Equipment Loss or Shift	1	0.2%	3	0.1%	**4**	**0.1%**
Other	8	1.3%	3	0.1%	**11**	**0.3%**
Total	**617**	**100.0%**	**2,644**	**100.0%**	**3,261**	**100.0%**
Injury Crashes						
Collision with Vehicle in Transport	*	*	45,000	95.6%	**45,000**	**80.3%**
Collision with Fixed Object	3,000	38.8%	1,000	2.1%	**4,000**	**8.0%**
Collision with Pedestrian	1,000	10.1%	*	*	**1,000**	**1.6%**
Overturn (Rollover)	3,000	28.2%	1,000	1.6%	**3,000**	**5.8%**
Collision with Pedalcycle or Other Personal Conveyance	*	4.3%	*	*	*	**0.7%**
Collision with Parked Motor Vehicle	1,000	13.8%	*	*	**1,000**	**2.2%**
Collision with Train	*	*	*	*	*	*
Collision with Other Object	*	1.1%	*	0.3%	*	**0.4%**
Collision with Animal	*	0.4%	*	*	*	**0.1%**
Explosion/Fire	*	0.7%	*	*	*	**0.1%**
Jackknife	*	1.3%	*	0.3%	*	**0.4%**
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	*	*	*	*	*
Other	*	1.2%	*	*	*	**0.2%**
Total	**9,000**	**100.0%**	**47,000**	**100.0%**	**56,000**	**100.0%**
Property Damage Only Crashes						
Collision with Vehicle in Transport	*	*	158,000	98.3%	**158,000**	**76.3%**
Collision with Fixed Object	21,000	45.8%	2,000	1.1%	**23,000**	**11.1%**
Collision with Pedestrian	*	*	*	*	*	*
Overturn (Rollover)	3,000	6.0%	*	*	**3,000**	**1.4%**
Collision with Pedalcycle or Other Personal Conveyance	*	*	*	*	*	*
Collision with Parked Motor Vehicle	15,000	33.4%	*	*	**15,000**	**7.5%**
Collision with Train	*	0.2%	*	*	*	**0.1%**
Collision with Other Object	1,000	1.2%	*	0.3%	**1,000**	**0.5%**
Collision with Animal	4,000	9.4%	*	*	**4,000**	**2.1%**
Explosion/Fire	*	0.7%	*	*	*	**0.1%**
Jackknife	1,000	1.7%	*	0.2%	**1,000**	**0.6%**
Pavement Surface Irregularity	*	*	*	*	*	*
Cargo Equipment Loss or Shift	*	0.1%	*	*	*	*
Other	1,000	1.5%	*	*	**1,000**	**0.4%**
Total	**46,000**	**100.0%**	**161,000**	**100.0%**	**207,000**	**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, 2010

Speed Limit	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
25 mph or Less	38	6.2%	25	0.9%	**63**	**1.9%**
30 - 35 mph	79	12.8%	143	5.4%	**222**	**6.8%**
40 - 45 mph	79	12.8%	376	14.2%	**455**	**13.9%**
50 - 55 mph	176	28.5%	1,089	41.2%	**1,265**	**38.5%**
60 - 65 mph	148	24.0%	627	23.7%	**775**	**23.6%**
70 - 75 mph	71	11.5%	321	12.1%	**392**	**11.9%**
80 - 85 mph	0	0.0%	2	0.1%	**2**	**0.1%**
No Statutory Limit	2	0.3%	8	0.3%	**10**	**0.3%**
Unknown	24	3.9%	53	2.0%	**99**	**3.0%**
Total	**617**	**100.0%**	**2,644**	**100.0%**	**3,261**	**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, 2010

Rural Crashes			Urban Crashes		
Roadway Function Class	Number	Percent	Roadway Function Class	Number	Percent
Interstate	446	13.7%	Interstate	319	9.8%
Other Principal Arterial	738	22.6%	Freeway/Expressway	122	3.7%
Minor Arterial	413	12.7%	Other Principal Arterial	364	11.2%
Major Collector	337	10.3%	Minor Arterial	161	4.9%
Minor Collector	59	1.8%	Collector	48	1.5%
Local Road	119	3.6%	Local Road	110	3.4%
Unknown	4	0.1%	Unknown	1	0.0%
Total Rural	**2,116**	**64.9%**	**Total Urban**	**1,125**	**34.5%**
Unknown Rural or Urban	20	0.6%	**Total Fatal Crashes**	**3,261**	**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, 2010

Time of Day	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
12am - 3am	244	7.5%	2,000	3.4%	6,000	3.0%
3am - 6am	302	9.3%	2,000	4.0%	5,000	2.6%
6am - 9am	487	14.9%	9,000	16.4%	35,000	16.9%
9am - 12pm	550	16.9%	14,000	24.3%	44,000	21.1%
12pm - 3pm	609	18.7%	12,000	21.0%	46,000	22.4%
3pm - 6pm	512	15.7%	10,000	17.9%	43,000	20.9%
6pm - 9pm	327	10.0%	4,000	7.5%	19,000	9.3%
9pm - 12am	226	6.9%	3,000	5.5%	8,000	3.8%
Unknown	4	0.1%	*	*	*	*
Daytime (6am - 6pm)	*2,158*	*66.2%*	*44,000*	*79.7%*	*168,000*	*81.4%*
Nighttime (6pm - 6am)	*1,103*	*33.8%*	*11,000*	*20.3%*	*39,000*	*18.6%*
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**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, 2010

Day of Week	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Sunday	203	6.2%	3,000	4.8%	8,000	3.9%
Monday	548	16.8%	10,000	17.3%	34,000	16.7%
Tuesday	533	16.3%	11,000	19.8%	46,000	22.0%
Wednesday	534	16.4%	8,000	15.2%	36,000	17.4%
Thursday	546	16.7%	10,000	17.6%	34,000	16.6%
Friday	566	17.4%	9,000	16.7%	36,000	17.6%
Saturday	331	10.2%	5,000	8.5%	12,000	5.9%
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**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, 2010

Trafficway Flow	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Two-Way, Not Divided	1,695	52.0%	23,000	40.9%	75,000	36.4%
Two-Way, Divided, Unprotected Median	768	23.6%	5,000	8.5%	14,000	6.5%
Two-Way, Divided, Positive Median Barrier	608	18.6%	17,000	30.2%	48,000	23.0%
One-Way Trafficway	26	0.8%	2,000	3.0%	8,000	3.8%
Two-Way, Not Divided, With a Continuous Left-Turn Lane	107	3.3%	2,000	3.0%	6,000	2.8%
Entrance/Exit Ramp	39	1.2%	1,000	2.3%	3,000	1.5%
Non-Trafficway Area	8	0.2%	*	0.5%	5,000	2.5%
Unknown	10	0.3%	6,000	11.6%	49,000	23.5%
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**100.0%**

*Less than 500.
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, 2010

Relation to Junction	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Non-Interchange						
Non-Junction	2,022	62.6%	29,000	52.2%	99,000	47.6%
Intersection	683	21.1%	10,000	18.1%	25,000	11.9%
Intersection Related	128	4.0%	8,000	15.2%	48,000	23.4%
Driveway Access	27	0.8%	1,000	1.8%	3,000	1.6%
Driveway Access Related	109	3.4%	3,000	5.4%	16,000	7.6%
Entrance/Exit Ramp Related	11	0.3%	*	0.2%	2,000	1.0%
Railway Grade Crossing	17	0.5%	*	0.3%	1,000	0.3%
Acceleration/Deceleration Lane	0	0.0%	*	*	*	*
Through Roadway	0	0.0%	*	*	*	*
Crossover Related	20	0.6%	*	0.2%	*	0.2%
Other	0	0.0%	*	*	*	*
Unknown	1	*	*	*	*	*
Subtotal	*3,018*	*93.4%*	*52,000*	*93.5%*	*194,000*	*93.5%*
Interchange Area						
Non-Junction	0	0.0%	*	*	*	*
Intersection	78	2.4%	*	0.4%	2,000	1.0%
Intersection Related	7	0.2%	*	0.6%	1,000	0.4%
Driveway Access	1	*	*	*	*	*
Driveway Access Related	0	0.0%	*	*	*	*
Entrance/Exit Ramp Related	58	1.8%	2,000	3.6%	6,000	2.9%
Railway Grade Crossing	0	0.0%	*	*	*	*
Acceleration/Deceleration Lane	3	0.1%	*	0.1%	*	*
Through Roadway	56	1.7%	1,000	1.6%	4,000	2.0%
Crossover Related	1	*	*	*	*	*
Other	10	0.3%	*	0.3%	*	0.2%
Unknown	0	0.0%	*	*	*	*
Subtotal	*214*	*6.6%*	*4,000*	*6.5%*	*13,000*	*6.5%*
Unknown Relation to Junction	*29*	*0.9%*	*	*	*	*
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**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, 2010

Relation to Roadway	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes						
On Roadway	306	49.6%	2,500	94.6%	2,806	86.0%
On Shoulder	46	7.5%	43	1.6%	89	2.7%
On Median	37	6.0%	40	1.5%	77	2.4%
On Roadside	189	30.6%	48	1.8%	237	7.3%
Outside Trafficway	25	4.1%	2	0.1%	27	0.8%
Off Roadway, Location Unknown	9	1.5%	6	0.2%	15	0.5%
In Parking Lane	0	0.0%	0	0.0%	0	0.0%
Gore	2	0.3%	1	*	3	0.1%
Separator	3	0.5%	3	*	6	0.2%
Continuous Left-Turn Lane	0	0.0%	0	0.0%	0	0.0%
Unknown	0	0.0%	1	*	1	*
Total	**617**	**100.0%**	**2,644**	**100.0%**	**3,261**	**100.0%**
Injury Crashes						
On Roadway	2,000	27.1%	46,000	97.7%	48,000	86.4%
On Shoulder	*	3.7%	*	0.1%	*	0.7%
On Median	1,000	5.9%	*	0.8%	1,000	1.6%
On Roadside	4,000	45.8%	*	0.7%	4,000	7.9%
Outside Trafficway	*	2.1%	*	0.3%	*	0.6%
Off Roadway, Location Unknown	*	0.4%	*	0.1%	*	0.1%
In Parking Lane	1,000	13.4%	*	*	1,000	2.2%
Gore	*	1.0%	*	*	*	0.2%
Separator	*	0.6%	*	*	*	0.1%
Continuous Left-Turn Lane	*	*	*	0.1%	*	0.1%
Unknown	*	*	*	0.1%	*	0.1%
Total	**9,000**	**100.0%**	**47,000**	**100.0%**	**56,000**	**100.0%**
Property Damage Only Crashes						
On Roadway	13,000	28.6%	157,000	97.9%	171,000	82.4%
On Shoulder	*	0.3%	*	0.2%	*	0.2%
On Median	2,000	4.0%	*	0.3%	2,000	1.1%
On Roadside	14,000	29.2%	1,000	0.3%	14,000	6.8%
Outside Trafficway	2,000	3.8%	*	0.1%	2,000	0.9%
Off Roadway, Location Unknown	1,000	1.2%	*	*	1,000	0.3%
In Parking Lane	13,000	28.6%	1,000	0.4%	14,000	6.7%
Gore	*	1.0%	*	*	*	0.2%
Separator	*	*	*	*	*	*
Continuous Left-Turn Lane	*	*	*	0.2%	*	0.1%
Unknown	2,000	3.3%	1,000	0.6%	2,000	1.2%
Total	**46,000**	**100.0%**	**161,000**	**100.0%**	**207,000**	**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, 2010

Weather Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Clear	2,409	73.9%	39,000	70.2%	148,000	71.6%
Cloudy	394	12.1%	8,000	14.7%	31,000	14.9%
Rain	242	7.4%	6,000	10.0%	16,000	7.9%
Sleet, Hail	27	0.8%	*	0.1%	1,000	0.6%
Snow	99	3.0%	2,000	3.1%	8,000	4.0%
Fog, Smog, Smoke	59	1.8%	1,000	1.2%	1,000	0.5%
Severe Crosswinds	8	0.2%	*	0.4%	*	0.2%
Blowing Sand, Soil, Dirt	3	0.1%	*	*	*	0.2%
Blowing Snow	8	0.2%	*	0.1%	*	0.1%
Other	5	0.2%	*	0.3%	*	*
Unknown	7	0.2%	*	*	*	*
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**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, 2010

Road Surface Condition	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Dry	2,688	82.4%	44,000	78.3%	161,000	78.0%
Wet	384	11.8%	8,000	13.7%	24,000	11.8%
Snow	63	1.9%	2,000	2.9%	8,000	3.7%
Ice/Frost	81	2.5%	1,000	2.3%	5,000	2.3%
Slush	16	0.5%	*	0.3%	1,000	0.4%
Water (Standing, Moving)	6	0.2%	*	0.1%	*	0.2%
Mud, Dirt, Gravel	4	0.1%	*	0.2%	*	*
Sand	1	*	*	*	*	*
Non-Trafficway Area	8	0.2%	*	0.5%	5,000	2.5%
Other	2	0.1%	*	0.1%	*	0.1%
Unknown	8	0.2%	1,000	1.7%	2,000	1.0%
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**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, 2010

Light Conditions	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Daylight	2,093	64.2%	44,000	78.4%	169,000	81.6%
Dark, Not Lighted	709	21.7%	4,000	7.0%	13,000	6.3%
Dark But Lighted	301	9.2%	6,000	11.1%	18,000	8.6%
Dark, Unknown Lighting	22	0.7%	*	0.1%	1,000	0.4%
Dawn	80	2.5%	1,000	1.9%	3,000	1.5%
Dusk	55	1.7%	1,000	1.5%	3,000	1.5%
Unknown	1	*	*	*	*	*
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**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 Construction/Maintenance Zone and Crash Severity, 2010

Work Zone	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Crashes Involving Large Trucks						
No	3,146	96.5%	50,000	89.8%	185,000	89.5%
Yes	114	3.5%	2,000	3.0%	7,000	3.3%
Unknown	1	*	4,000	7.2%	15,000	7.2%
Total	**3,261**	**100.0%**	**56,000**	**100.0%**	**207,000**	**100.0%**
All Crashes						
No	29,662	98.2%	1,369,000	88.8%	3,387,000	88.0%
Yes	514	1.7%	26,000	1.7%	61,000	1.6%
Unknown	20	0.1%	147,000	9.5%	399,000	10.4%
Total	**30,196**	**100.0%**	**1,542,000**	**100.0%**	**3,847,000**	**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.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Property Damage Only Crashes: National Highway Traffic Safety Administration, General Estimates System (GES).

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Vehicles

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

- In 2010, 3,484 large trucks were involved in fatal crashes, 58,000 were involved in injury crashes, and 214,000 were involved in property damage only crashes.
- Hazardous materials (HM) placards were present on 3 percent of the large trucks involved in fatal crashes and 2 percent of those in nonfatal crashes. HM was released from the cargo compartments of 12 percent of the placarded trucks. Flammable liquids (gasoline, fuel oil, etc.) accounted for 61 percent of the HM releases from cargo compartments in fatal crashes and 42 percent of the HM releases in nonfatal crashes.
- "Collision with vehicle in transport" was recorded as the most harmful event for 75 percent of the large trucks involved in fatal crashes.
- Singles (truck tractors pulling a single semi-trailer) accounted for 62 percent of the large trucks involved in fatal crashes in 2010; doubles (tractors pulling two trailers) made up 3 percent of the large trucks involved in fatal crashes; and triples (tractors pulling three trailers) accounted for 0.1 percent of all large trucks involved in fatal crashes.
- Vehicle-related crash factors were coded for 4 percent of the large trucks involved in fatal crashes and 3 percent of the passenger vehicles involved in fatal crashes. Brake systems and tires were the two vehicle-related factors most often coded for both vehicle types.

Vehicles Table 1. Large Trucks in Crashes by Vehicle Configuration and Crash Severity, 2010

Vehicle Configuration	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Single-Unit, 2 Axles	578	16.6%	9,014	19.2%	12,213	12.1%
Single-Unit, 3+ Axles	399	11.5%	6,195	13.2%	7,547	10.6%
Truck/Trailer(s)	100	2.9%	4,758	10.2%	8,356	11.7%
Truck Tractor (Bobtail)	66	1.9%	1,571	3.4%	2,244	3.1%
Tractor/Semi-trailer	2,166	62.2%	21,628	46.2%	35,066	49.2%
Tractor/Double	94	2.7%	1,101	2.3%	2,007	2.8%
Tractor/Triple	5	0.1%	36	0.1%	64	0.1%
Light Truck (HM Placard)	—	—	20	*	12	*
Unknown	76	2.2%	2,337	5.0%	3,522	4.9%
Missing	—	—	201	0.4%	241	0.3%
Total	**3,484**	**100.0%**	**46,861**	**100.0%**	**71,272**	**100.0%**

*Less than 0.05 percent.
— Not applicable.
Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 2. Large Trucks in Crashes by Cargo Body Type and Crash Severity, 2010

Cargo Body Type	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Van/Enclosed Box	1,575	45.2%	19,096	40.8%	32,231	45.2%
Cargo Tank	295	8.5%	3,013	6.4%	4,012	5.6%
Flatbed	395	11.3%	5,336	11.4%	8,247	11.6%
Dump	349	10.0%	4,305	9.2%	5,470	7.7%
Concrete Mixer	20	0.6%	391	0.8%	430	0.6%
Auto Transporter	27	0.8%	462	1.0%	833	1.2%
Garbage/Refuse	89	2.6%	1,427	3.0%	1,916	2.7%
Grain, Gravel, etc.	120	3.4%	954	2.0%	1,443	2.0%
Pole	20	0.6%	273	0.6%	360	0.5%
Log	65	1.9%	431	0.9%	466	0.7%
Intermodal Container Chassis	15	0.4%	155	0.3%	230	0.3%
Vehicle Towing Another Vehicle	8	0.2%	84	0.2%	129	0.2%
No Cargo Body	193	5.5%	3,744	8.0%	4,826	6.8%
Other Large Truck	162	4.6%	6,659	14.2%	10,096	14.2%
Unknown	151	4.3%	531	1.1%	583	0.8%
Total	**3,484**	**100.0%**	**46,861**	**100.0%**	**71,272**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 3. Large Trucks in Crashes by Gross Vehicle Weight Rating and Crash Severity, 2010

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%	409	0.9%	584	0.8%
10,001 - 26,000 lb	516	14.8%	10,023	21.4%	14,145	19.8%
≥26,001 lb	2,962	85.0%	36,035	76.9%	55,888	78.4%
Unknown	6	0.2%	394	0.8%	655	0.9%
Total	**3,484**	**100.0%**	**46,861**	**100.0%**	**71,272**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 4. Large Trucks in Crashes by Hazardous Materials (HM) Cargo and Crash Severity, 2010

HM Cargo	Fatal Crashes		Injury Crashes (MCMIS Data)		Towaway Crashes (MCMIS Data)	
	Number	Percent	Number	Percent	Number	Percent
Yes	107	3.1%	1,075	2.3%	1,403	2.0%
No	3,377	96.9%	30,945	66.0%	43,483	61.0%
Unknown	0	0.0%	14,841	31.7%	26,386	37.0%
Total	**3,484**	**100.0%**	**46,861**	**100.0%**	**71,272**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds. Injury crashes are defined here as crashes that resulted in at least one injury involving immediate medical attention away from the crash scene. (Note that this definition of an injury crash is not the same as that used in the GES injury estimates presented in other tables of this report.) Towaway crashes are defined here as crashes in which at least one vehicle was disabled as a result of the crash and transported away from the crash scene.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Injury and Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 5. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type, HM Release, and Crash Severity, 2010

HM Cargo Type	HM Release							
	Yes		No		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal Crashes								
Explosives	1	2.8%	3	5.3%	0	0.0%	4	3.7%
Gases	4	11.1%	13	22.8%	0	0.0%	17	15.9%
Flammable Liquids	22	61.1%	26	45.6%	3	21.4%	51	47.7%
Flammable Solids	0	0.0%	1	1.8%	0	0.0%	1	0.9%
Oxidizing Substances	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Poisonous and Infectious Substances	1	2.8%	1	1.8%	0	0.0%	2	1.9%
Radioactive Materials	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Corrosives	2	5.6%	3	5.3%	0	0.0%	5	4.7%
Miscellaneous Dangerous Goods	1	2.8%	0	0.0%	0	0.0%	1	0.9%
Unknown	5	13.9%	10	17.5%	11	78.6%	26	24.3%
Total	**36**	**100.0%**	**57**	**100.0%**	**14**	**100.0%**	**107**	**100.0%**
Nonfatal Crashes (MCMIS Data)								
Explosives	3	1.2%	34	1.9%	18	3.8%	55	2.2%
Gases	31	12.3%	222	12.7%	68	14.3%	321	13.0%
Flammable Liquids	106	41.9%	678	38.7%	191	40.3%	975	39.3%
Flammable Solids	0	0.0%	15	0.9%	6	1.3%	21	0.8%
Oxidizing Substances	5	2.0%	18	1.0%	2	0.4%	25	1.0%
Poisonous and Infectious Substances	2	0.8%	13	0.7%	3	0.6%	18	0.7%
Radioactive Materials	0	0.0%	2	0.1%	0	0.0%	2	0.1%
Corrosives	20	7.9%	109	6.2%	46	9.7%	175	7.1%
Miscellaneous Dangerous Goods	41	16.2%	158	9.0%	12	2.5%	211	8.5%
Unknown	45	17.8%	502	28.7%	128	27.0%	675	27.2%
Total	**253**	**100.0%**	**1,751**	**100.0%**	**474**	**100.0%**	**2,478**	**100.0%**

Notes: For fatal crashes, a large truck is defined as a truck with a gross vehicle weight rating (GVWR) of more than 10,000 pounds. For injury and towaway crashes, a large truck is defined here as a truck, used for commercial purposes, with a gross vehicle weight rating (GVWR) or gross combination weight rating greater than 10,000 pounds.
Sources: Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS). Nonfatal Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Vehicles Table 6. Large Trucks in Crashes by Initial Point of Impact and Crash Severity, 2010

Initial Point of Impact	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Front	2,104	60.4%	25,000	43.4%	75,000	35.2%
Rear	568	16.3%	12,000	21.4%	50,000	23.2%
Left	362	10.4%	8,000	13.0%	29,000	13.5%
Right	224	6.4%	8,000	14.5%	44,000	20.7%
Non-Collision	127	3.6%	3,000	5.8%	5,000	2.4%
Other	71	2.0%	1,000	1.9%	11,000	5.0%
Unknown	28	0.8%	*	*	*	*
Total	**3,484**	**100.0%**	**58,000**	**100.0%**	**214,000**	**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, 2010

Most Harmful Event	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Collision with Vehicle in Transport	2,625	75.3%	48,000	81.8%	166,000	77.5%
Collision with Fixed Object	135	3.9%	2,000	4.1%	22,000	10.2%
Collision with Pedestrian	246	7.1%	1,000	1.7%	*	*
Overturn (Rollover)	197	5.7%	5,000	8.5%	3,000	1.6%
Collision with Pedalcycle or Other Personal Conveyance	67	1.9%	*	0.7%	*	*
Collision with Parked Motor Vehicle	17	0.5%	1,000	2.3%	15,000	7.2%
Collision with Train	12	0.3%	*	*	*	*
Collision with Other Object	52	1.5%	*	0.2%	1,000	0.3%
Collision with Animal	1	*	*	0.1%	4,000	2.0%
Jackknife	3	0.1%	*	0.1%	1,000	0.6%
Explosion/Fire	107	3.1%	*	*	*	0.2%
Cargo/Equipment Loss or Shift	4	0.1%	*	*	*	*
Other	16	0.5%	*	0.2%	1,000	0.3%
Unknown	2	0.1%	*	*	*	*
Total	**3,484**	**100.0%**	**58,000**	**100.0%**	**214,000**	**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, 2010

Jackknife	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Yes	180	5.2%	1,000	1.5%	3,000	1.3%
No	3,304	94.8%	57,000	98.5%	211,000	98.7%
Total	**3,484**	**100.0%**	**58,000**	**100.0%**	**214,000**	**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, 2010

Crash Type	Fatal Crashes		Injury Crashes		Property Damage Only Crashes	
	Number	Percent	Number	Percent	Number	Percent
Large Truck Rear-Ending Passenger Vehicle	75	3.9%	6,000	16.1%	16,000	11.0%
Passenger Vehicle Rear-Ending Large Truck	243	12.6%	6,000	15.6%	15,000	10.0%
Large Truck Crossing Center Median (Head-On)	50	2.6%	*	*	*	0.1%
Passenger Vehicle Crossing Center Median (Head-On)	348	18.0%	1,000	1.5%	1,000	0.4%
Large Truck Striking Passenger Vehicle (Other)	767	39.7%	12,000	35.0%	46,000	31.3%
Passenger Vehicle Striking Large Truck (Other)	327	16.9%	8,000	23.3%	40,000	27.3%
Other Collision	123	6.4%	3,000	8.6%	29,000	19.9%
Total	**1,933**	**100.0%**	**36,000**	**100.0%**	**146,000**	**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, 2010

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	75	53	70.7%	43	57.3%
Passenger Vehicle Rear-Ending Large Truck	243	43	17.7%	210	86.4%
Large Truck Crossing Center Median (Head-On)	50	32	64.0%	34	68.0%
Passenger Vehicle Crossing Center Median (Head-On)	348	64	18.4%	336	96.6%
Large Truck Striking Passenger Vehicle (Other)	767	193	25.2%	676	88.1%
Passenger Vehicle Striking Large Truck (Other)	327	118	36.1%	263	80.4%
Other Collision	123	39	31.7%	98	79.7%
Total	**1,933**	**542**	**28.0%**	**1,660**	**85.9%**

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, 2010

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Brake system	18	2.9%	27	0.9%	**45**	**1.3%**
Tires	19	3.1%	20	0.7%	**39**	**1.1%**
Truck coupling / trailer hitch / safety chains	2	0.3%	8	0.3%	**10**	**0.3%**
Other lights	1	0.2%	5	0.2%	**6**	**0.2%**
Suspension (springs, shock absorbers, etc.)	0	0.0%	2	0.1%	**2**	**0.1%**
Signal lights	0	0.0%	2	0.1%	**2**	**0.1%**
Power train	1	0.2%	1	*	**2**	**0.1%**
Exhaust system	0	0.0%	2	0.1%	**2**	**0.1%**
Wheels	0	0.0%	1	*	**1**	*****
Steering system	0	0.0%	1	*	**1**	*****
At Least One Vehicle-Related Factor Recorded	50	8.1%	98	3.4%	**148**	**4.2%**
No Vehicle-Related Factors Recorded	567	91.9%	2,769	96.6%	**3,336**	**95.8%**
Total	**617**	**100.0%**	**2,867**	**100.0%**	**3,484**	**100.0%**
At Least One Moving Violation Recorded	56	9.1%	309	10.8%	**365**	**10.5%**
No Moving Violations Recorded	561	90.9%	2,558	89.2%	**3,119**	**89.5%**
Total	**617**	**100.0%**	**2,867**	**100.0%**	**3,484**	**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, 2010

Vehicle-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Tires	353	2.4%	177	0.9%	**530**	**1.5%**
Brake system	38	0.3%	25	0.1%	**63**	**0.2%**
Electric/alternative fuel vehicle	14	0.1%	41	0.2%	**55**	**0.2%**
Headlights	12	0.1%	21	0.1%	**33**	**0.1%**
Steering system (tie rod, kingpin, ball joint, etc.)	18	0.1%	10	*	**28**	**0.1%**
Truck coupling/trailer hitch/safety chains	6	*	11	0.1%	**17**	*****
Power train/engine (universal joint, drive shaft, transmission, etc.)	7	*	9	*	**16**	*****
Suspension (springs, shock absorbers, etc.)	13	0.1%	2	*	**15**	*****
Wheels	9	0.1%	5	*	**14**	*****
Windows/windshield	10	0.1%	1	*	**11**	*****
At Least One Vehicle-Related Factor Recorded	601	4.1%	471	2.3%	**1,072**	**3.1%**
No Vehicle-Related Factors Recorded	14,025	95.9%	20,049	97.7%	**34,074**	**96.9%**
Total	**14,626**	**100.0%**	**20,520**	**100.0%**	**35,146**	**100.0%**
At Least One Moving Violation Recorded	1,833	12.5%	2,858	13.9%	**4,691**	**13.3%**
No Moving Violations Recorded	12,793	87.5%	17,662	86.1%	**30,455**	**86.7%**
Total	**14,626**	**100.0%**	**20,520**	**100.0%**	**35,146**	**100.0%**

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

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People

This chapter contains information on drivers of large trucks in fatal, injury, and property damage only crashes and on people killed or injured in large truck crashes. Some statistics are also listed for passenger vehicle drivers in order to make comparisons. It is important to note that the number of large truck drivers in crashes is not exactly equal to the number of large trucks in crashes, because no driver information is provided for some crashes. Below is a summary of some of the information in this section:

- Of the 3,446 drivers of large trucks involved in fatal crashes, 133 (4 percent) were 25 years of age or younger, and 144 (4 percent) were 66 years of age or older. In comparison, 5 (2 percent) of the 242 drivers of buses in fatal crashes were 25 years of age or younger, and 28 (12 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 39 percent of all drivers of buses involved in fatal crashes.
- Of the 3,446 drivers of large trucks involved in fatal crashes, 359 (10 percent) were not wearing a safety belt at the time of the crash; of those, 24 percent were completely or partially ejected from the vehicle.
- One or more driver-related factors were recorded for 63 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 80 percent of the drivers of passenger vehicles (cars, vans, pickup trucks, and sport utility vehicles) involved in single-vehicle crashes and 53 percent of the passenger vehicle drivers in multiple-vehicle crashes. Speeding was the most often coded driver-related factor for both vehicle types; distraction/inattention was the second most common for large truck drivers, and impairment (fatigue, alcohol, drugs, illness) was the second most common for passenger vehicle drivers.

People Table 1. Persons Killed and Injured in Crashes Involving Large Trucks, 2010

Person Type	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Persons Killed						
Driver of Large Truck	309	51.4%	166	5.4%	**475**	**12.9%**
Driver of Other Motor Vehicle	0	0.0%	2,110	68.6%	**2,110**	**57.4%**
Passenger of Large Truck in Transport	28	4.7%	26	0.8%	**54**	**1.5%**
Passenger of Other Motor Vehicle in Transport	0	0.0%	678	22.1%	**678**	**18.4%**
Occupant of Motor Vehicle Not in Transport	7	1.2%	1	*	**8**	**0.2%**
Occupant of Non-Motor Vehicle Transport Device**	0	0.0%	0	0.0%	**0**	**0.0%**
Pedestrian	190	31.6%	88	2.9%	**278**	**7.6%**
Bicyclist	58	9.7%	0	0.0%	**58**	**1.6%**
Other Cyclist	0	0.0%	0	0.0%	**0**	**0.0%**
Other Person on Personal Conveyance/In Building	9	1.5%	3	0.1%	**12**	**0.3%**
Unknown Occupant Type in Motor Vehicle in Transport	0	0.0%	2	0.1%	**2**	**0.1%**
Total	**601**	**100.0%**	**3,074**	**100.0%**	**3,675**	**100.0%**
Persons Injured						
Driver of Large Truck	7,000	67.4%	9,000	13.4%	**17,000**	**20.7%**
Driver of Other Motor Vehicle	*	*	41,000	59.2%	**41,000**	**51.2%**
Passenger of Large Truck in Transport	2,000	16.4%	1,000	2.0%	**3,000**	**4.0%**
Passenger of Other Motor Vehicle in Transport	*	*	17,000	25.1%	**17,000**	**21.7%**
Occupant of Motor Vehicle Not in Transport	*	3.2%	*	0.1%	*****	**0.5%**
Occupant of Non-Motor Vehicle Transport Device**	*	0.9%	*	*	*****	**0.1%**
Pedestrian	1,000	8.8%	*	0.2%	**1,000**	**1.4%**
Bicyclist	*	3.2%	*	*	*****	**0.4%**
Other Nonoccupant	*	*	*	*	*****	*****
Unknown Occupant Type in Motor Vehicle in Transport	*	*	*	*	*****	*****
Total	**11,000**	**100.0%**	**69,000**	**100.0%**	**80,000**	**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, 2010

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	129	5.0%	95	8.6%	0	0.0%	**224**	**6.1%**
18 - 25	434	16.9%	201	18.3%	0	0.0%	**635**	**17.3%**
26 - 35	401	15.6%	144	13.1%	0	0.0%	**545**	**14.8%**
36 - 45	371	14.4%	132	12.0%	0	0.0%	**503**	**13.7%**
46 - 55	453	17.6%	158	14.4%	0	0.0%	**611**	**16.6%**
56 - 65	396	15.4%	116	10.5%	0	0.0%	**512**	**13.9%**
66 - 75	189	7.3%	106	9.6%	0	0.0%	**295**	**8.0%**
76 and over	195	7.6%	148	13.4%	0	0.0%	**343**	**9.3%**
Unknown	5	0.2%	1	0.1%	1	100.0%	**7**	**0.2%**
Total	**2,573**	**100.0%**	**1,101**	**100.0%**	**1**	**100.0%**	**3,675**	**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, 2010

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and under	1,340	6.9%	926	9.8%	0	0.0%	**2,266**	**7.9%**
18 - 25	4,215	21.7%	1,726	18.3%	0	0.0%	**5,941**	**20.6%**
26 - 35	3,327	17.1%	1,277	13.6%	0	0.0%	**4,604**	**16.0%**
36 - 45	2,610	13.4%	1,166	12.4%	1	33.3%	**3,777**	**13.1%**
46 - 55	2,870	14.8%	1,226	13.0%	0	0.0%	**4,096**	**14.2%**
56 - 65	2,254	11.6%	1,000	10.6%	0	0.0%	**3,254**	**11.3%**
66 - 75	1,235	6.4%	838	8.9%	0	0.0%	**2,073**	**7.2%**
76 and over	1,525	7.9%	1,253	13.3%	0	0.0%	**2,778**	**9.6%**
Unknown	32	0.2%	5	0.1%	2	66.7%	**39**	**0.1%**
Total	**19,408**	**100.0%**	**9,417**	**100.0%**	**3**	**100.0%**	**28,828**	**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, 2010

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	5,000	9.7%	3,000	8.6%	**7,000**	**9.3%**
18 - 25	8,000	16.2%	6,000	18.5%	**14,000**	**17.1%**
26 - 35	9,000	17.6%	6,000	19.5%	**15,000**	**18.3%**
36 - 45	10,000	20.9%	5,000	16.9%	**15,000**	**19.3%**
46 - 55	9,000	19.1%	5,000	16.2%	**14,000**	**18.0%**
56 - 65	5,000	10.8%	2,000	7.5%	**8,000**	**9.5%**
66 - 75	2,000	3.6%	2,000	4.9%	**3,000**	**4.1%**
76 and over	1,000	2.1%	2,000	7.9%	**4,000**	**4.4%**
Total	**49,000**	**100.0%**	**31,000**	**100.0%**	**80,000**	**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, 2010

Age Group (Years)	Male		Female		Total	
	Number	Percent	Number	Percent	Number	Percent
17 and under	146,000	14.6%	153,000	13.1%	**299,000**	**13.8%**
18 - 25	222,000	22.2%	254,000	21.7%	**476,000**	**21.9%**
26 - 35	169,000	16.9%	208,000	17.8%	**377,000**	**17.4%**
36 - 45	158,000	15.7%	173,000	14.8%	**330,000**	**15.2%**
46 - 55	142,000	14.2%	180,000	15.4%	**322,000**	**14.8%**
56 - 65	90,000	9.0%	104,000	8.9%	**195,000**	**9.0%**
66 - 75	46,000	4.6%	52,000	4.5%	**99,000**	**4.6%**
76 and over	28,000	2.8%	44,000	3.8%	**73,000**	**3.4%**
Total	**1,001,000**	**100.0%**	**1,169,000**	**100.0%**	**2,171,000**	**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, 2010

Time of Day	Persons Killed		Persons Injured	
	Number	Percent	Number	Percent
12am - 3am	260	7.1%	3,000	4.1%
3am - 6am	352	9.6%	3,000	3.7%
6am - 9am	531	14.4%	13,000	16.8%
9am - 12pm	615	16.7%	17,000	21.0%
12pm - 3pm	702	19.1%	17,000	20.8%
3pm - 6pm	579	15.8%	15,000	18.5%
6pm - 9pm	367	10.0%	7,000	9.3%
9pm - 12am	265	7.2%	5,000	5.9%
Unknown	4	0.1%	*	*
Daytime (6am - 6pm)	*2,427*	*66.0%*	*62,000*	*77.1%*
Nighttime (6pm - 6am)	*1,244*	*33.9%*	*18,000*	*22.9%*
Total	**3,675**	**100.0%**	**80,000**	**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, 2010

Age Group (Years)	Male		Female		Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
17 and Under	1	*	0	0.0%	0	0.0%	**1**	*****
18 - 25	128	3.8%	4	4.0%	0	0.0%	**132**	**3.8%**
26 - 35	592	17.8%	16	16.0%	0	0.0%	**608**	**17.6%**
36 - 45	868	26.1%	34	34.0%	0	0.0%	**902**	**26.2%**
46 - 55	983	29.5%	33	33.0%	0	0.0%	**1,016**	**29.5%**
56 - 65	612	18.4%	12	12.0%	0	0.0%	**624**	**18.1%**
66 - 75	125	3.8%	0	0.0%	0	0.0%	**125**	**3.6%**
76 and Over	19	0.6%	0	0.0%	0	0.0%	**19**	**0.6%**
Unknown	4	0.1%	1	1.0%	14	100.0%	**19**	**0.6%**
Total	**3,332**	**100.0%**	**100**	**100.0%**	**14**	**100.0%**	**3,446**	**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, 2010

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	3	2.0%	2	2.1%	**5**	**2.1%**
26 - 35	15	10.1%	16	17.0%	**31**	**12.8%**
36 - 45	28	18.9%	27	28.7%	**55**	**22.7%**
46 - 55	34	23.0%	21	22.3%	**55**	**22.7%**
56 - 65	44	29.7%	24	25.5%	**68**	**28.1%**
66 - 75	19	12.8%	4	4.3%	**23**	**9.5%**
76 and Over	5	3.4%	0	0.0%	**5**	**2.1%**
Unknown	0	0.0%	0	0.0%	**0**	**0.0%**
Total	**148**	**100.0%**	**94**	**100.0%**	**242**	**100.0%**

Note: A bus is defined as a motor vehicle (including school buses, intercity buses, and transit buses) designed to carry more than 10 passengers, not including the driver.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 9. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle, 2010

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	269	8.1%	65	74.7%	20	54.1%	5	41.7%	**359**	**10.4%**
Shoulder Belt Only	11	0.3%	0	0.0%	0	0.0%	0	0.0%	**11**	**0.3%**
Lap Belt Only	105	3.2%	0	0.0%	0	0.0%	0	0.0%	**105**	**3.0%**
Lap and Shoulder Belt	2,701	81.6%	4	4.6%	14	37.8%	0	0.0%	**2,719**	**78.9%**
Type Unknown	1	*	0	0.0%	0	0.0%	0	0.0%	**1**	*****
Unknown	223	6.7%	18	20.7%	3	8.1%	7	58.3%	**251**	**7.3%**
Total	**3,310**	**100.0%**	**87**	**100.0%**	**37**	**100.0%**	**12**	**100.0%**	**3,446**	**100.0%**

*Less than 0.05 percent.
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 10. Drivers of Large Trucks in Fatal Crashes by Commercial Drivers License (CDL) Status and License Compliance, 2010

CDL Status	Number	Percent	License Compliance	Number	Percent
Valid	2,930	85.0%	Valid License for Class of Vehicle	3,267	94.8%
No CDL	394	11.4%	Not Licensed	5	0.1%
Suspended	18	0.5%	No License Required for Class of Vehicle	5	0.1%
Revoked, Expired, Canceled, Disqualified	37	1.1%	No Valid License for Class of Vehicle	99	2.9%
Other Not Valid	6	0.2%	Unknown if Required for Class of Vehicle	8	0.2%
Unknown	61	1.8%	Unknown	62	1.8%
Total	**3,446**	**100.0%**	**Total**	**3,446**	**100.0%**

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

People Table 11. Large Truck Injury Crash Data by Injury Severity, 2010

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	15.1%	9,000	15.0%	10,000	12.9%
Nonincapacitating Evident Injury	19,000	33.5%	20,000	34.2%	25,000	31.8%
Possible Injury	28,000	50.0%	29,000	49.4%	43,000	53.9%
Injured, Severity Unknown	1,000	1.4%	1,000	1.4%	1,000	1.5%
Total	**56,000**	**100.0%**	**58,000**	**100.0%**	**80,000**	**100.0%**

Notes: “Persons Injured” includes all nonfatally injured persons in injury and fatal crashes. A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, General Estimates System (GES).

People Table 12. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2010

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding related	94	15.4%	197	7.0%	**291**	**8.4%**
Distraction/inattention (cell phone, lost in thought, eating, etc.)[a]	72	11.8%	140	4.9%	**212**	**6.2%**
Failure to keep in proper lane	114	18.6%	87	3.1%	**201**	**5.8%**
Vision obscured (by weather, roadway design, vehicles, etc.)	35	5.7%	107	3.8%	**142**	**4.1%**
Failure to yield right-of-way	35	5.7%	105	3.7%	**140**	**4.1%**
Impairment (fatigue, alcohol, illness, etc.)[a]	60	9.8%	75	2.6%	**135**	**3.9%**
Following improperly	3	0.5%	73	2.6%	**76**	**2.2%**
Failure to obey traffic signs	13	2.1%	58	2.0%	**71**	**2.1%**
Operating the vehicle in an erratic, reckless, careless, or negligent manner	22	3.6%	43	1.5%	**65**	**1.9%**
Overcorrecting	39	6.4%	8	0.3%	**47**	**1.4%**
Swerving due to ice, water, snow, slush, sand, dirt, oil, wet leaves on road	7	1.1%	32	1.1%	**39**	**1.1%**
Driving on wrong side of road	9	1.5%	28	1.0%	**37**	**1.1%**
Swerving due to vehicle in road	4	0.7%	20	0.7%	**24**	**0.7%**
Stopping in roadway (vehicle not abandoned)	0	0.0%	22	0.8%	**22**	**0.6%**
Starting or backing improperly	5	0.8%	17	0.6%	**22**	**0.6%**
Operating without required equipment	10	1.6%	11	0.4%	**21**	**0.6%**
Swerving due to pedestrian, pedalcyclist, or other nonmotorist in roadway	16	2.6%	2	0.1%	**18**	**0.5%**
Driver has not complied with physical or other imposed restrictions	3	0.5%	14	0.5%	**17**	**0.5%**
Driver has a driving record or driver's license from more than one State	1	0.2%	14	0.5%	**15**	**0.4%**
Swerving due to tire blowout or flat	7	1.1%	6	0.2%	**13**	**0.4%**
Overloading or improper loading	3	0.5%	7	0.2%	**10**	**0.3%**
Improper or erratic lane changing	1	0.2%	8	0.3%	**9**	**0.3%**
Illegal driving on road shoulder, in ditch, or sidewalk, or on median	4	0.7%	3	0.1%	**7**	**0.2%**
Passing with insufficient sight distance	3	0.5%	2	0.1%	**5**	**0.1%**
Swerving due to live animals in road	1	0.2%	3	0.1%	**4**	**0.1%**
Making improper entry to or exit from trafficway	0	0.0%	4	0.1%	**4**	**0.1%**
Locked wheel	2	0.3%	2	0.1%	**4**	**0.1%**
Unfamiliar with roadway	2	0.3%	1	*	**3**	**0.1%**
Swerving due to slippery or loose surface	1	0.2%	2	0.1%	**3**	**0.1%**
Passing where prohibited	0	0.0%	2	0.1%	**2**	**0.1%**
Road rage/aggressive driving	0	0.0%	2	0.1%	**2**	**0.1%**
Getting off/out of or on/in to moving vehicle	2	0.3%	0	0.0%	**2**	**0.1%**
Operator inexperience	1	0.2%	1	*	**2**	**0.1%**
Severe crosswind	0	0.0%	2	0.1%	**2**	**0.1%**
At Least One Driver-Related Factor Recorded	383	62.6%	771	27.2%	**1,154**	**33.5%**
No Driver-Related Factors Recorded	229	37.4%	2,063	72.8%	**2,292**	**66.5%**
Total[b]	**612**	**100.0%**	**2,834**	**100.0%**	3,446	**100.0%**
At Least One Moving Violation Recorded	51	8.3%	276	9.7%	**327**	**9.5%**
No Moving Violations Recorded	561	91.7%	2,558	90.3%	**3,119**	**90.5%**
Total[b]	**612**	**100.0%**	**2,834**	**100.0%**	3,446	**100.0%**

*Less than 0.05 percent.
[a]For more detail on driver distractions and impairments, see People Table 13.
[b]The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 13. Drivers of Large Trucks in Fatal Crashes by Distraction-Related and Impairment-Related Factors, 2010

Driver Distraction-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Distraction/inattention, details unknown	40	6.5%	54	1.9%	**94**	**2.7%**
Inattentive or lost in thought	9	1.5%	18	0.6%	**27**	**0.8%**
Looked but did not see	11	1.8%	13	0.5%	**24**	**0.7%**
Other distraction	5	0.8%	13	0.5%	**18**	**0.5%**
Distracted by outside person, object, or event	1	0.2%	16	0.6%	**17**	**0.5%**
Other cellular phone related	3	0.5%	6	0.2%	**9**	**0.3%**
Using or reaching for device/object brought into vehicle	1	0.2%	5	0.2%	**6**	**0.2%**
Talking or listening to cellular phone	2	0.3%	4	0.1%	**6**	**0.2%**
Eating or drinking	0	0.0%	6	0.2%	**6**	**0.2%**
Adjusting audio and/or climate controls	0	0.0%	2	0.1%	**2**	**0.1%**
Smoking related	0	0.0%	1	*	**1**	*
Distracted by moving object in vehicle	0	0.0%	1	*	**1**	*
Dialing cellular phone	0	0.0%	1	*	**1**	*
At Least One Driver Distraction-Related Factor Recorded	72	11.8%	140	4.9%	**212**	**6.2%**
No Driver Distraction-Related Factors Recorded	540	88.2%	2,694	95.1%	**3,234**	**93.8%**
Total	**612**	**100.0%**	**2,834**	**100.0%**	**3,446**	**100.0%**

Driver Impairment-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Drowsy, asleep, fatigued	29	4.7%	26	0.9%	**55**	**1.6%**
Under the influence of alcohol, drugs, or medication	20	3.3%	34	1.2%	**54**	**1.6%**
Ill, passed out, blackout	7	1.1%	12	0.4%	**19**	**0.6%**
Other physical impairment	3	0.5%	2	0.1%	**5**	**0.1%**
Physical impairment—no details	1	0.2%	1	*	**2**	**0.1%**
At Least One Driver Impairment-Related Factor Recorded	60	9.8%	75	2.6%	**135**	**3.9%**
No Driver Impairment-Related Factors Recorded	552	90.2%	2,759	97.4%	**3,311**	**96.1%**
Total	**612**	**100.0%**	**2,834**	**100.0%**	**3,446**	**100.0%**

*Less than 0.05 percent.
Note: A large truck is defined as a truck with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

People Table 14. Drivers of Passenger Vehicles in Fatal Crashes by Driver-Related Factors and Violations Recorded, 2010

Driver-Related Factors	Single-Vehicle Crashes		Multiple-Vehicle Crashes		Total	
	Number	Percent	Number	Percent	Number	Percent
Speeding related	5,066	34.8%	2,326	11.4%	**7,392**	**21.2%**
Impairment (fatigue, alcohol, illness, etc.)	4,687	32.2%	2,532	12.4%	**7,219**	**20.7%**
Failure to keep in proper lane	3,990	27.4%	2,345	11.5%	**6,335**	**18.1%**
Failure to yield right-of-way	330	2.3%	2,536	12.4%	**2,866**	**8.2%**
Distraction/inattention (cell phone, lost in thought, eating, etc.)	1,367	9.4%	1,354	6.6%	**2,721**	**7.8%**
Operating the vehicle in an erratic, reckless, careless, or negligent manner	1,259	8.6%	663	3.3%	**1,922**	**5.5%**
Overcorrecting	1,590	10.9%	289	1.4%	**1,879**	**5.4%**
Failure to obey traffic signs	300	2.1%	1,366	6.7%	**1,666**	**4.8%**
Driving on wrong side of road	287	2.0%	882	4.3%	**1,169**	**3.3%**
Vision obscured (by weather, roadway design, vehicles, etc.)	487	3.3%	671	3.3%	**1,158**	**3.3%**
Swerving due to ice, water, snow, slush, sand, dirt, oil, wet leaves on road	313	2.1%	368	1.8%	**681**	**1.9%**
Following improperly	31	0.2%	345	1.7%	**376**	**1.1%**
Improper or erratic lane changing	102	0.7%	250	1.2%	**352**	**1.0%**
Driver has not complied with physical or other imposed restrictions	165	1.1%	154	0.8%	**319**	**0.9%**
Operating without required equipment	220	1.5%	95	0.5%	**315**	**0.9%**
Swerving due to pedestrian, pedalcyclist, or other nonmotorist in roadway	197	1.4%	41	0.2%	**238**	**0.7%**
Road rage/aggressive driving	121	0.8%	89	0.4%	**210**	**0.6%**
High speed chase with police in pursuit	124	0.9%	75	0.4%	**199**	**0.6%**
Passing with insufficient sight distance	42	0.3%	128	0.6%	**170**	**0.5%**
Driver has a driving record or driver's license from more than one State	70	0.5%	77	0.4%	**147**	**0.4%**
Operator inexperience	91	0.6%	52	0.3%	**143**	**0.4%**
Driver has not complied with learners permit restrictions	78	0.5%	50	0.2%	**128**	**0.4%**
Passing where prohibited	33	0.2%	93	0.5%	**126**	**0.4%**
Swerving due to tire blowout or flat	91	0.6%	23	0.1%	**114**	**0.3%**
Stopping in roadway (vehicle not abandoned)	3	*	94	0.5%	**97**	**0.3%**
Swerving due to vehicle in road	21	0.1%	68	0.3%	**89**	**0.3%**
Illegal driving on road shoulder, in ditch, on sidewalk, or on median	79	0.5%	10	*	**89**	**0.3%**
Swerving due to live animals in road	64	0.4%	16	0.1%	**80**	**0.2%**
Swerving due to phantom vehicle	47	0.3%	30	0.1%	**77**	**0.2%**
Driving wrong way on one-way trafficway	6	*	59	0.3%	**65**	**0.2%**
Police or law enforcement officer	16	0.1%	34	0.2%	**50**	**0.1%**
Making improper entry to or exit from trafficway	6	*	39	0.2%	**45**	**0.1%**
Starting or backing improperly	24	0.2%	21	0.1%	**45**	**0.1%**
Slippery or loose surface	29	0.2%	14	0.1%	**43**	**0.1%**
Unfamiliar with roadway	23	0.2%	17	0.1%	**40**	**0.1%**
At Least One Driver-Related Factor(s) Recorded	11,646	80.0%	10,880	53.4%	**22,526**	**64.5%**
No Driver-Related Factors Recorded	2,917	20.0%	9,498	46.6%	**12,415**	**35.5%**
Total[a]	**14,563**	**100.0%**	**20,378**	**100.0%**	34,941	100.0%
At Least One Moving Violation(s) Recorded	1,790	12.3%	2,721	13.4%	**4,511**	**12.9%**
No Moving Violations Recorded	12,773	87.7%	17,657	86.6%	**30,430**	**87.1%**
Total[a]	**14,563**	**100.0%**	**20,378**	**100.0%**	34,941	100.0%

*Less than 0.05 percent.
[a]The sums of numbers and percentages may be greater than the totals shown, because more than one factor may be present for a single driver.
Note: A passenger vehicle is defined here as a car or light truck (including pickups, vans, and sport utility vehicles).
Source: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

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