

LARGE TRUCK CRASH FACTS 2003



U.S. Department
of Transportation

**Analysis Division
Federal Motor Carrier
Safety Administration**

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Introduction

This annual edition of the *Large Truck Crash Facts* contains descriptive statistics about fatal, injury and property-damage-only crashes involving large trucks in 2003. This report also contains selected crash statistics on passenger vehicles 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.
- ◆ **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 yields national estimates, calculated using a weighting procedure, but cannot give state-level estimates. Also, GES is a sample of motor vehicle crashes and results generated are estimates. For this reason all GES data shown in this report are rounded to the nearest thousand. The GES definition of a large truck is the same as the FARS definition.
- ◆ **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 National Governors' Association (NGA) recommended threshold. An NGA reportable crash must involve a truck (a vehicle that is designed, used, or maintained primarily for carrying property and has at least two axles and six tires) or a bus (a vehicle with seats for at least 9 people, including the driver). The crash must result in at least one fatality, at least one injury for which the injured person was taken to a medical facility for immediate medical attention, or at least one vehicle that was towed from the scene as a result of disabling crash damage. 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; some States do not report all NGA-eligible crashes. For 2003, States reported 120,826 trucks involved in nonfatal crashes, and 4,367 through SAFETYNET to the MCMIS Crash File. Based on the 2003 GES data, an estimated 136,000 trucks were involved in nonfatal crashes that should have been reported. Thus, FMCSA received reports on about 89 percent of the trucks involved in NGA-reportable nonfatal crashes and 94 percent of the trucks involved in fatal crashes.

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 and vehicle registrations from Table VM-1, “Annual Vehicle Distance Traveled in Miles and Related Data” of *Highway Statistics*.

Organization of the Report

This year’s report is organized into four chapters: Trends, Crashes, Vehicles, and People. The Trends chapter shows data from 2003 in the context of available historical data for past years. In the other chapters, the 2003 data are shown in different ways, according to what is being counted. The Crashes chapter counters numbers of crashes; the Vehicle 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 on the truck, occupants of another motor vehicle, or nonmotorists (pedestrians or pedalcyclists).
- ◆ **Drivers in Crashes:** Numbers of vehicle drivers involved in crashes. These counts are generally equal to the numbers of vehicles involved in crashes.

Trends

The tables in this section present large truck crash statistics taken over time. Fatal crash statistics range from 1975 (the first year of FARS) through 2003; however, some tables, such as the roadway function class and alcohol tables, go back only as far as the data allow (1981 and 1982, respectively). Nonfatal crash statistics date back to 1988, the beginning of GES. Statistics given in this section represent crashes, vehicles, drivers, fatalities, and injuries in crashes. Below is a summary of some of the trend information in this section:

- ◆ Over the past 20 years (1983 to 2003) there has been a 44-percent increase in registered large trucks and an 86-percent increase in large truck miles traveled.
- ◆ Over the same time period, the number of large trucks involved in fatal crashes each year has declined by 4 percent, and the vehicle involvement rate for large trucks in fatal crashes has declined by 51 percent.
- ◆ Over the past 10 years (from 1993 to 2003) there has been a 30-percent increase in registered large trucks and a 35-percent increase in miles traveled by large trucks.
- ◆ The number of large trucks involved in injury crashes each year has decreased by 8 percent over the past 10 years, and the vehicle involvement rate for large trucks in injury crashes has declined by 32 percent.
- ◆ The number of large trucks involved in property damage only crashes has increased by 23 percent over the past 10 years, but the vehicle involvement rate for large trucks in property damage only crashes has declined by 9 percent.
- ◆ Alcohol involvement (blood alcohol concentration of 0.01 gram per deciliter [g/dl] or more) for large truck drivers in fatal crashes has declined by 77 percent since 1982, the first year of FARS data for alcohol involvement in fatal crashes.

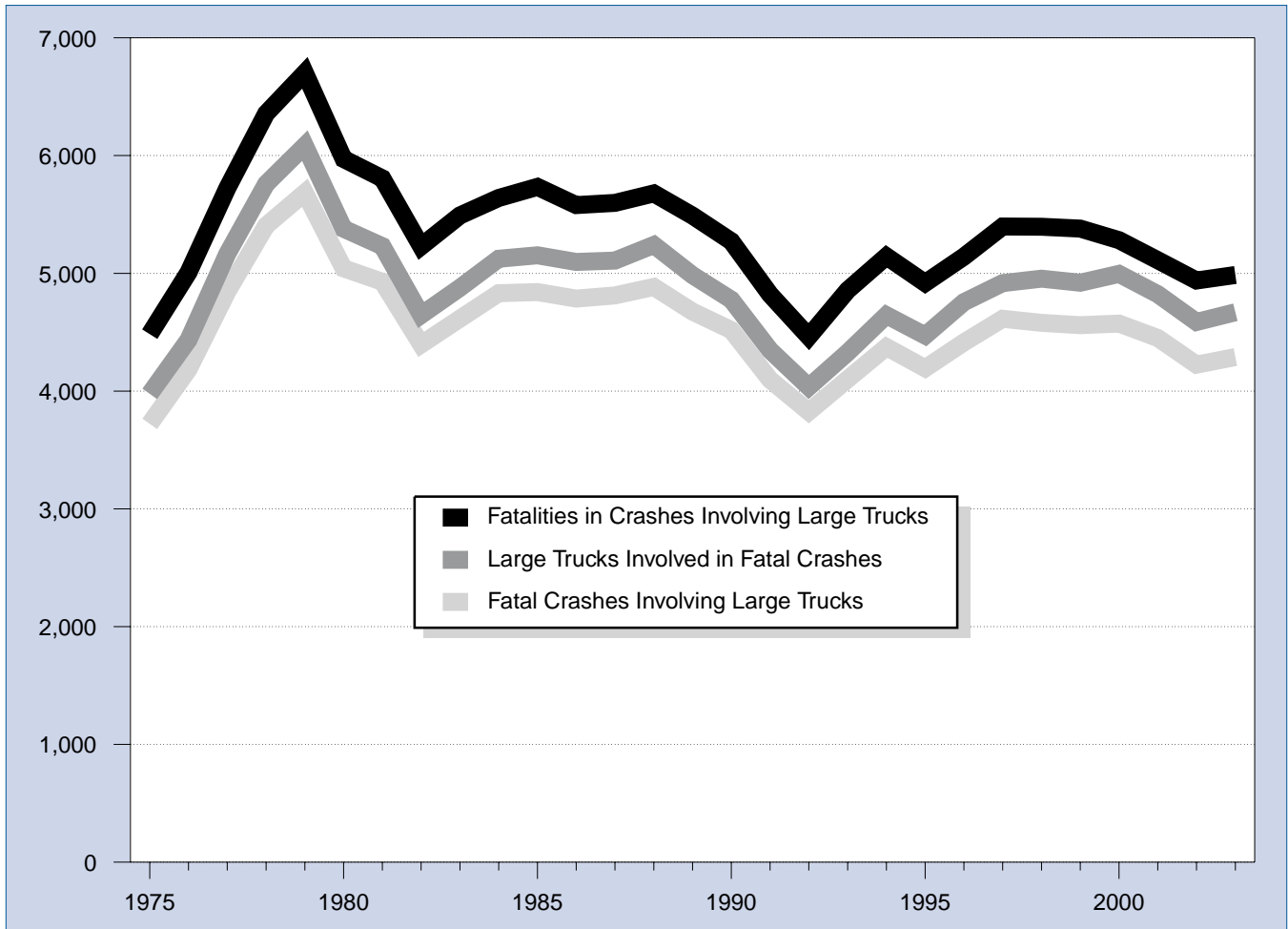
Table 1. Large Truck Fatal Crash Statistics, 1975-2003

| Year | Fatal Crashes | Vehicles Involved | Occupant Fatalities | Total Fatalities | Million Vehicle Miles Traveled | Fatal Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled | Fatalities per 100 Million Vehicle Miles Traveled | Large Trucks Registered |
|------|---------------|-------------------|---------------------|------------------|--------------------------------|--|---|---|-------------------------|
| 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 | 209,032 | 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 | 4,289 | 4,669 | 723 | 4,986 | 215,884 | 1.99 | 2.16 | 2.31 | 7,912,018 |

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

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

Figure 1. Fatal Crashes, Vehicles in Fatal Crashes, and Fatalities in Large Truck Crashes, 1975-2003



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).

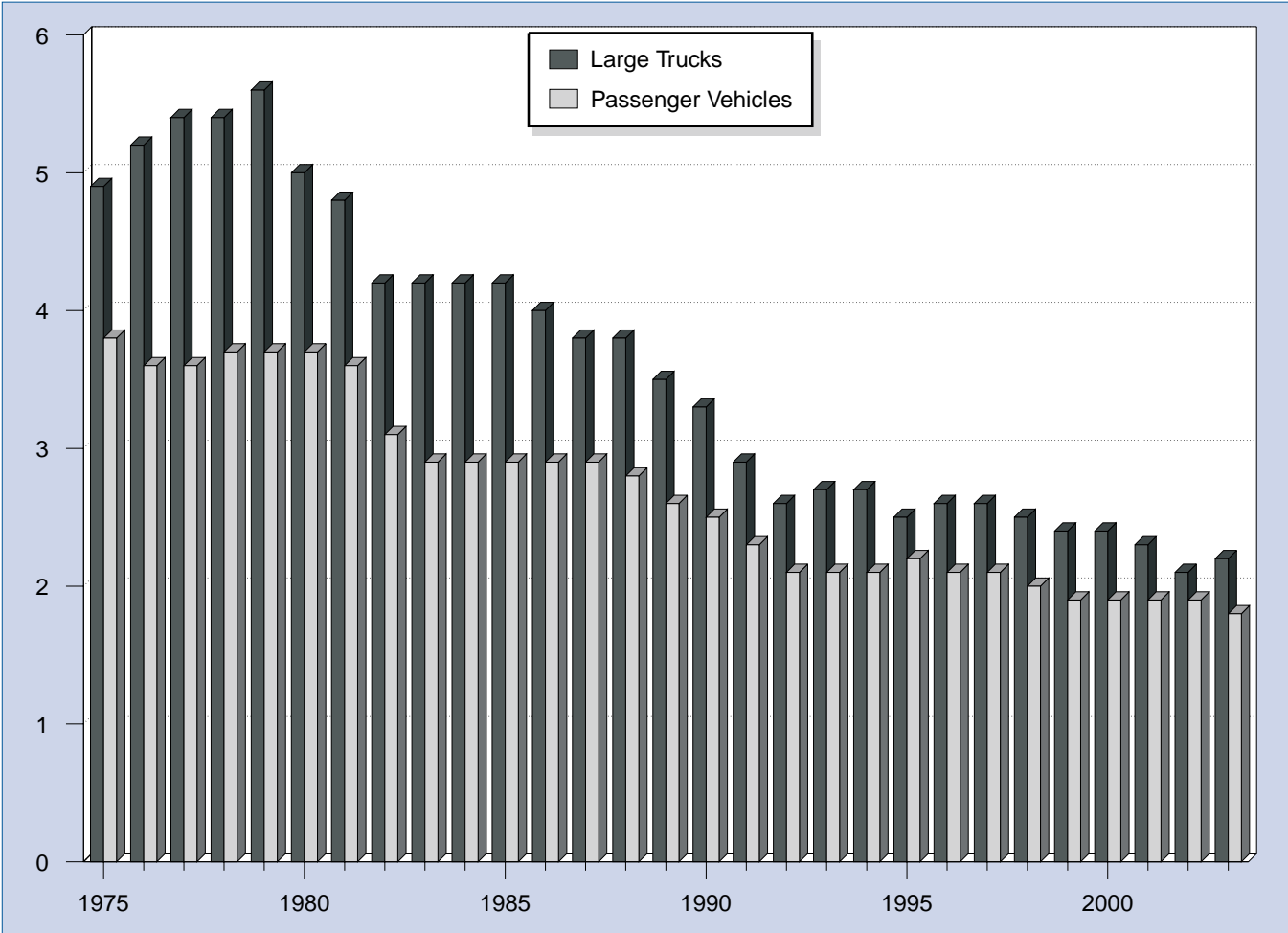
Table 2. Passenger Vehicle Fatal Crash Statistics, 1975-2003

| Year | Fatal Crashes | Vehicles Involved | Occupant Fatalities | Total Fatalities | Million Vehicle Miles Traveled | Fatal Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled | Fatalities per 100 Million Vehicle Miles Traveled | Passenger Vehicles Registered |
|------|---------------|-------------------|---------------------|------------------|--------------------------------|--|---|---|-------------------------------|
| 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 | 203,913,482 |
| 2001 | 34,496 | 48,417 | 32,043 | 38,725 | 2,571,539 | 1.34 | 1.88 | 1.51 | 207,719,870 |
| 2002 | 35,123 | 49,042 | 32,843 | 39,514 | 2,624,508 | 1.34 | 1.87 | 1.51 | 211,992,662 |
| 2003 | 34,451 | 48,237 | 31,904 | 38,689 | 2,658,832 | 1.30 | 1.81 | 1.46 | 216,729,606 |

Note: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

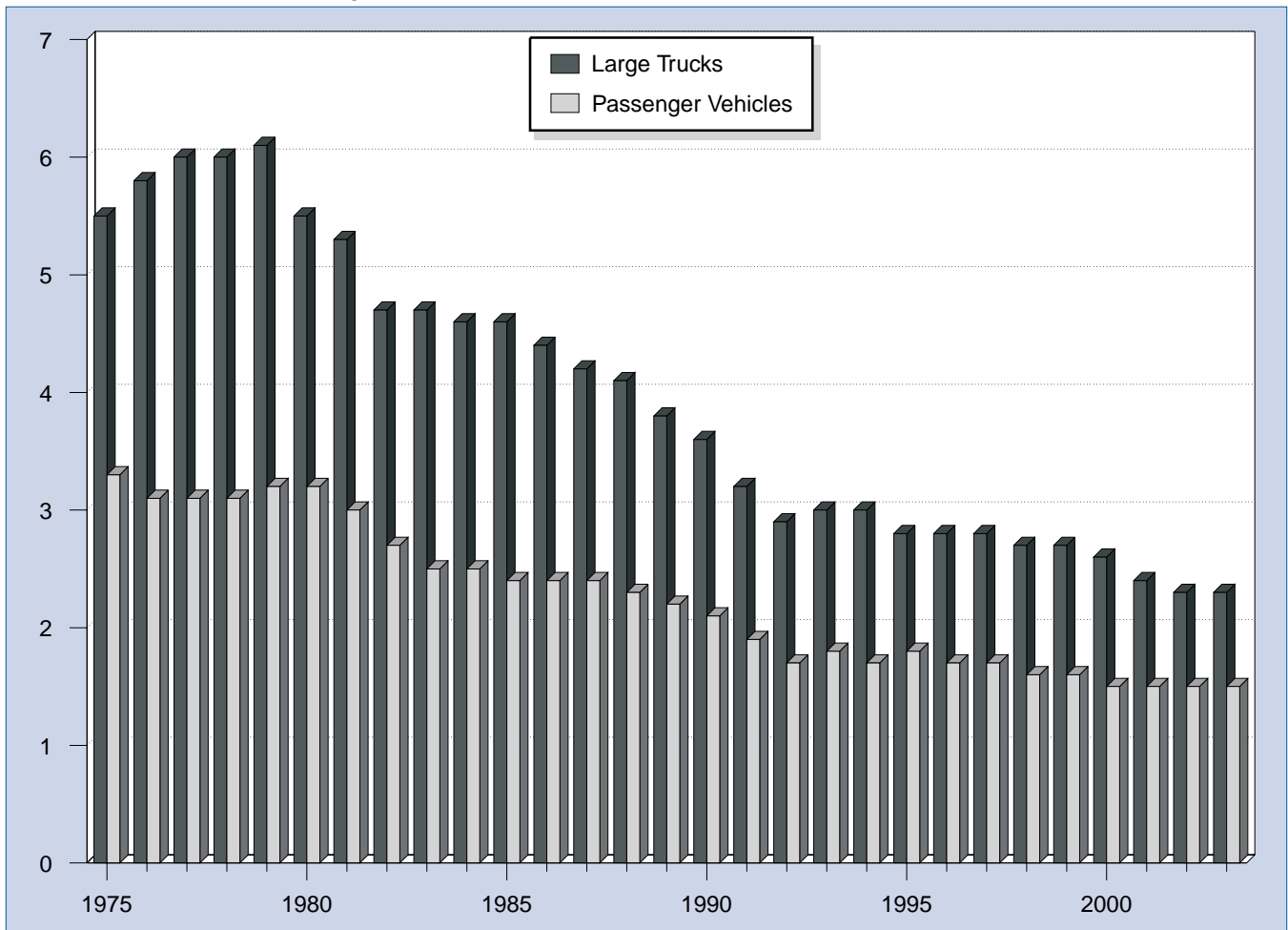
Sources: Vehicle Miles of Travel: Federal Highway Administration. Registered Vehicles: R.L. Polk & Co. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Figure 2. Large Trucks and Passenger Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled, 1975-2003



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). Sources: Vehicle Miles of Travel: Federal Highway Administration. Fatal Crashes and Vehicles Involved: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Figure 3. Fatalities in Crashes Involving Large Trucks and Passenger Vehicles per 100 Million Vehicle Miles Traveled, 1975-2003



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).
 Sources: Vehicle Miles of Travel: Federal Highway Administration. Fatal Crashes and Vehicles Involved: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Table 3. All Motor Vehicle Fatal Crash Statistics, 1975-2003

| Year | Fatal Crashes | Vehicles Involved | Occupant Fatalities | Total Fatalities | Million Vehicle Miles Traveled | Fatal Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled | Fatalities per 100 Million Vehicle Miles Traveled | Motor Vehicles Registered |
|------|---------------|-------------------|---------------------|------------------|--------------------------------|--|---|---|---------------------------|
| 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 | 35,696 | 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 | 217,028,324 |
| 2001 | 37,862 | 57,918 | 36,440 | 42,196 | 2,797,287 | 1.35 | 2.07 | 1.51 | 221,230,149 |
| 2002 | 38,491 | 58,426 | 37,375 | 43,005 | 2,855,508 | 1.35 | 2.05 | 1.51 | 225,684,815 |
| 2003 | 38,252 | 58,512 | 37,132 | 42,643 | 2,890,893 | 1.32 | 2.02 | 1.48 | 230,788,209 |

Sources: Vehicle Miles of Travel: Federal Highway Administration. Registered Vehicles: Federal Highway Administration and R.L. Polk & Co. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Table 4. Large Truck Injury Crash Statistics, 1988-2003

| Year | Injury Crashes | Vehicles Involved | Persons Injured | Million Vehicle Miles Traveled | Injury Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled | Persons Injured per 100 Million Vehicle Miles Traveled | Large Trucks Registered |
|------|----------------|-------------------|-----------------|--------------------------------|---|--|--|-------------------------|
| 1988 | 94,000 | 96,000 | 130,000 | 137,985 | 67.9 | 69.5 | 94.4 | 6,136,884 |
| 1989 | 106,000 | 110,000 | 156,000 | 142,749 | 74.6 | 77.2 | 109.0 | 6,226,481 |
| 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 | 209,032 | 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 | 215,884 | 39.2 | 41.1 | 56.6 | 7,912,018 |

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.

Sources: Vehicle Miles of Travel and Registered Vehicles: Federal Highway Administration. Injury Crashes, Vehicles Involved, and Injuries: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 5. Large Truck Property Damage Only (PDO) Crash Statistics, 1988-2003

| Year | PDO Crashes | Vehicles Involved | Million Vehicle Miles Traveled | PDO Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in PDO Crashes per 100 Million Vehicle Miles Traveled | Large Trucks Registered |
|------|-------------|-------------------|--------------------------------|--|---|-------------------------|
| 1988 | 291,000 | 297,000 | 137,985 | 210.7 | 215.2 | 6,136,884 |
| 1989 | 291,000 | 300,000 | 142,749 | 203.8 | 210.5 | 6,226,481 |
| 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 | 209,032 | 152.8 | 160.2 | 7,857,675 |
| 2002 | 322,000 | 336,000 | 214,603 | 150.2 | 156.3 | 7,927,280 |
| 2003 | 347,000 | 363,000 | 215,884 | 160.8 | 168.2 | 7,912,018 |

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

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

Table 6. Passenger Vehicle Injury Crash Statistics, 1988-2003

| Year | Injury Crashes | Vehicles Involved | Persons Injured | Million Vehicle Miles Traveled | Injury Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled | Persons Injured per 100 Million Vehicle Miles Traveled | Passenger Vehicles Registered |
|------|----------------|-------------------|-----------------|--------------------------------|---|--|--|-------------------------------|
| 1988 | 2,166,000 | 3,756,000 | 3,335,000 | 1,872,478 | 115.7 | 200.6 | 178.1 | 166,118,639 |
| 1989 | 2,093,000 | 3,619,000 | 3,211,000 | 1,937,696 | 108.0 | 186.7 | 165.7 | 169,892,626 |
| 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 | 203,913,482 |
| 2001 | 1,954,000 | 3,496,000 | 2,974,000 | 2,571,539 | 76.0 | 136.0 | 115.7 | 207,719,870 |
| 2002 | 1,877,000 | 3,346,000 | 2,863,000 | 2,624,508 | 71.5 | 127.5 | 109.1 | 211,992,662 |
| 2003 | 1,873,000 | 3,362,000 | 2,828,000 | 2,658,832 | 70.4 | 126.4 | 106.3 | 216,729,606 |

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).

Sources: Vehicle Miles of Travel: Federal Highway Administration. Registered Vehicles: R.L. Polk & Co. Injury Crashes, Vehicles Involved, and Injuries: National Highway Traffic Safety Administration, General Estimates System (GES).

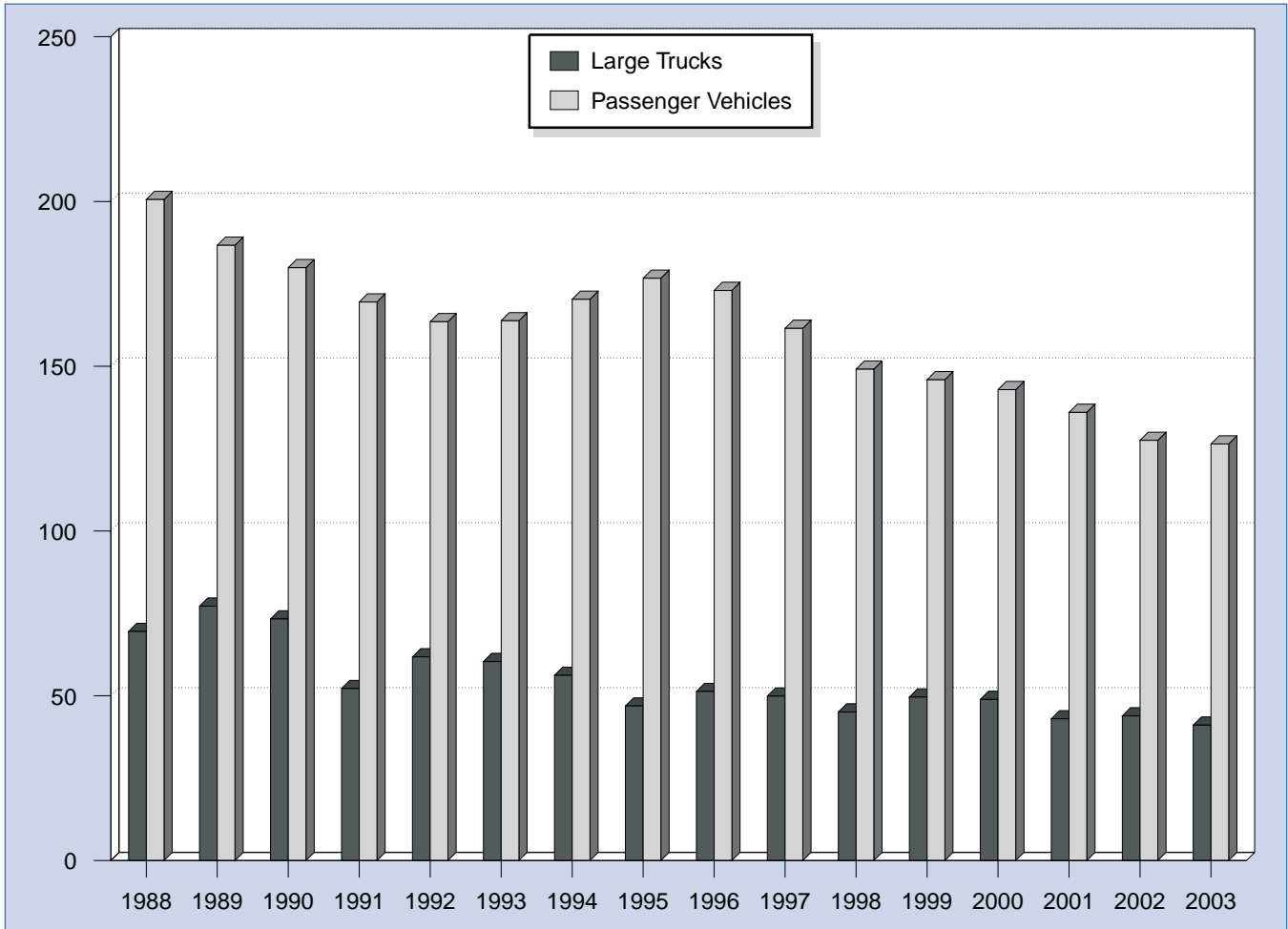
Table 7. Passenger Vehicle Property Damage Only (PDO) Crash Statistics, 1988-2003

| Year | PDO Crashes | Vehicles Involved | Million Vehicle Miles Traveled | PDO Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in PDO Crashes per 100 Million Vehicle Miles Traveled | Passenger Vehicles Registered |
|------|-------------|-------------------|--------------------------------|--|---|-------------------------------|
| 1988 | 4,506,000 | 7,592,000 | 1,872,478 | 240.6 | 405.5 | 166,118,639 |
| 1989 | 4,355,000 | 7,291,000 | 1,937,696 | 224.8 | 376.2 | 169,892,626 |
| 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 | 203,913,482 |
| 2001 | 4,168,000 | 7,079,000 | 2,571,539 | 162.1 | 275.3 | 207,719,870 |
| 2002 | 4,228,000 | 7,199,000 | 2,624,508 | 161.1 | 274.3 | 211,992,662 |
| 2003 | 4,230,000 | 7,160,000 | 2,658,832 | 159.1 | 269.3 | 216,729,606 |

Note: A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

Sources: Vehicle Miles of Travel: Federal Highway Administration. Registered Vehicles: R.L. Polk & Co. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

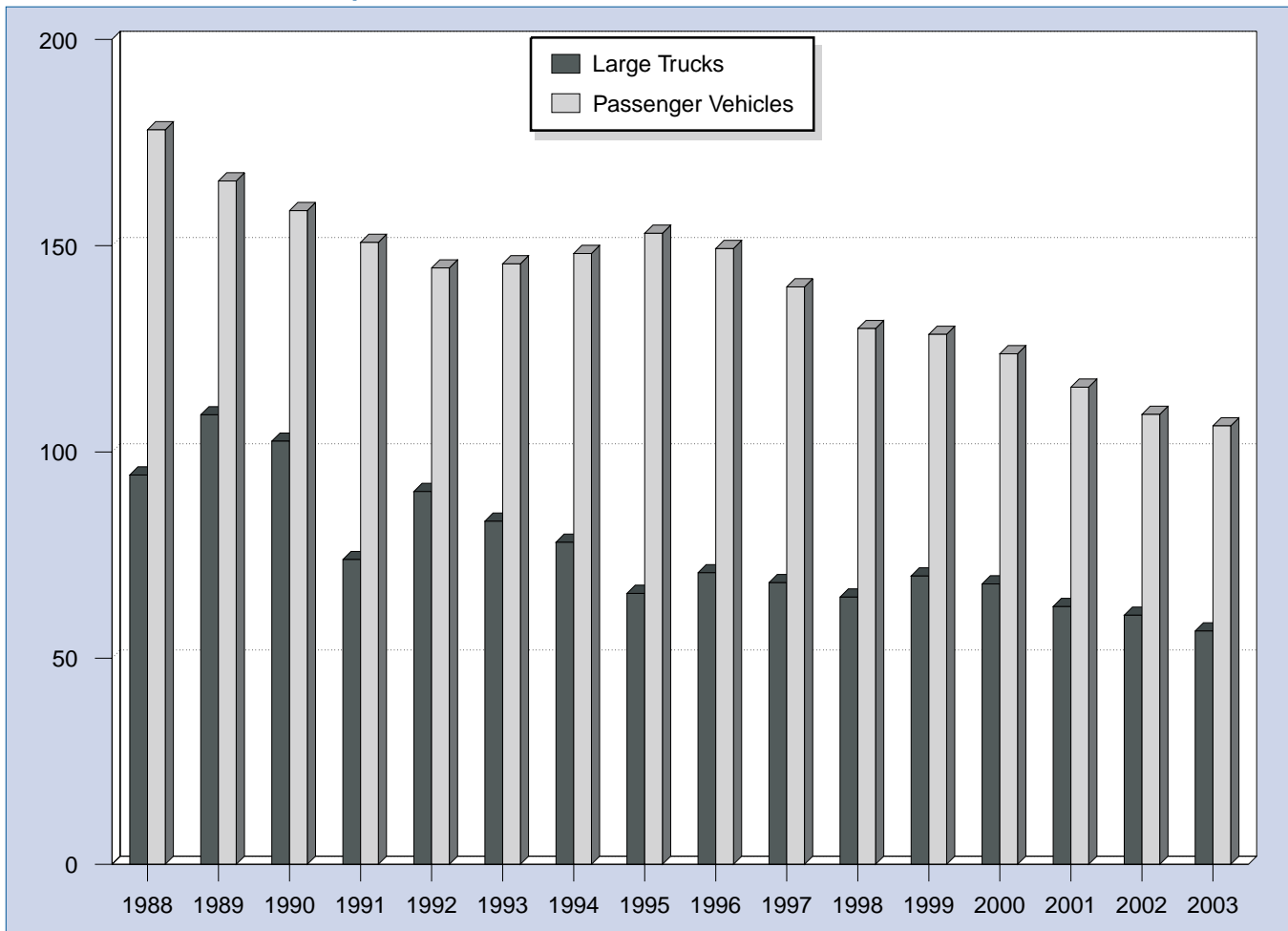
Figure 4. Large Trucks and Passenger Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled, 1988-2003



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).

Sources: Vehicle Miles of Travel: Federal Highway Administration. Injury Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

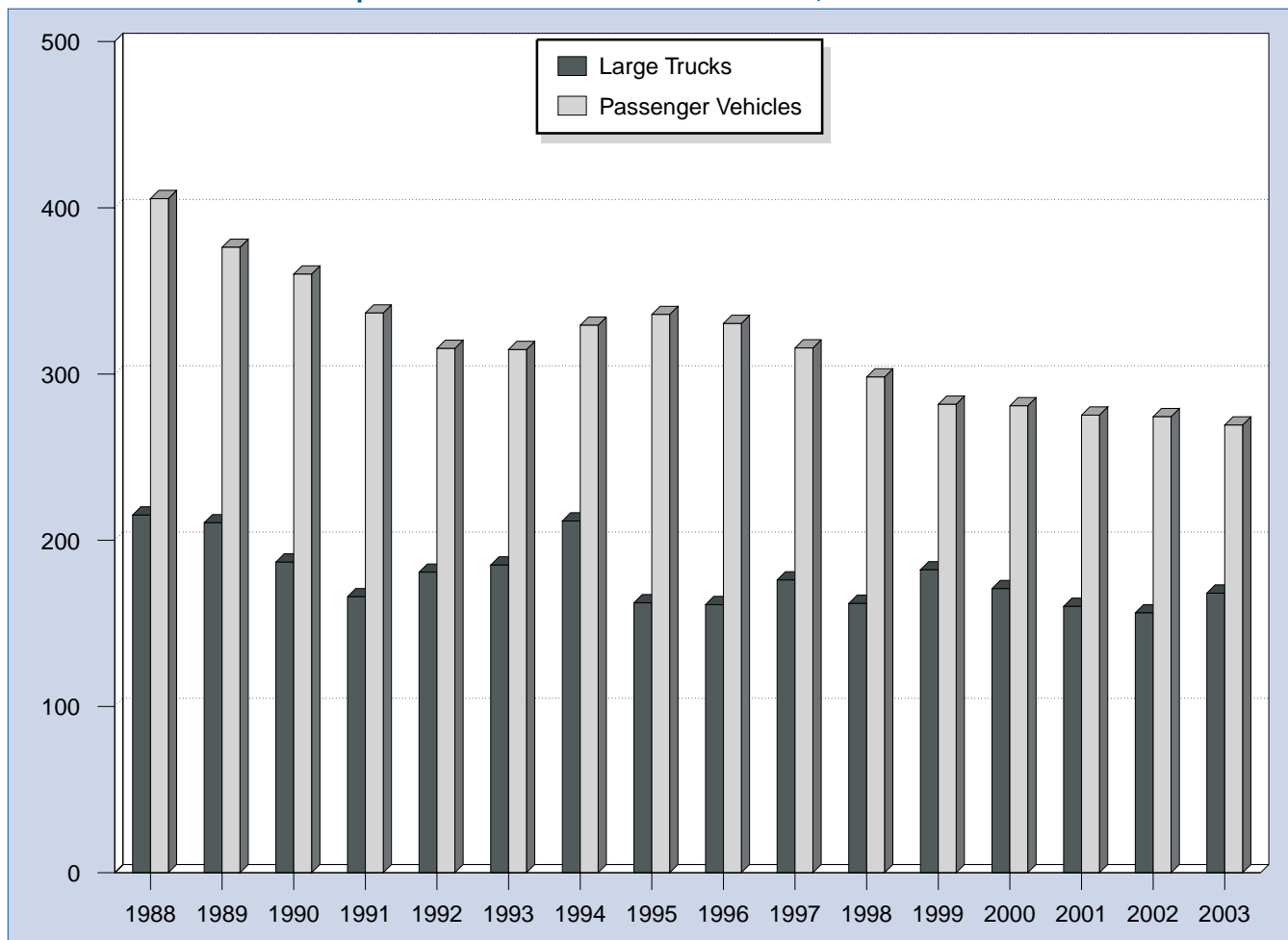
Figure 5. Persons Injured in Large Truck and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled, 1988-2003



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 passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

Sources: Vehicle Miles of Travel: Federal Highway Administration. Injury Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Figure 6. Large Trucks and Passenger Vehicles Involved in Property Damage Only Crashes per 100 Million Vehicle Miles Traveled, 1988-2003



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).
 Sources: Vehicle Miles of Travel: Federal Highway Administration. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 8. All Motor Vehicle Injury Crash Statistics, 1988-2003

| Year | Injury Crashes | Vehicles Involved | Persons Injured | Million Vehicle Miles Traveled | Injury Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled | Persons Injured per 100 Million Vehicle Miles Traveled | Motor Vehicles Registered |
|------|----------------|-------------------|-----------------|--------------------------------|---|--|--|---------------------------|
| 1988 | 2,233,000 | 3,973,000 | 3,416,000 | 2,025,962 | 110.2 | 196.1 | 168.6 | 177,455,476 |
| 1989 | 2,153,000 | 3,826,000 | 3,284,000 | 2,096,487 | 102.7 | 182.5 | 156.6 | 181,164,568 |
| 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 | 217,028,324 |
| 2001 | 2,003,000 | 3,663,000 | 3,033,000 | 2,797,287 | 71.6 | 131.0 | 108.4 | 221,230,149 |
| 2002 | 1,929,000 | 3,520,000 | 2,926,000 | 2,855,508 | 67.6 | 123.3 | 102.5 | 225,684,815 |
| 2003 | 1,925,000 | 3,536,000 | 2,889,000 | 2,890,893 | 66.6 | 122.3 | 99.9 | 230,788,209 |

Note: "Persons Injured" includes all nonfatally injured persons in injury and fatal crashes.

Sources: Vehicle Miles of Travel: Federal Highway Administration. Registered Vehicles: Federal Highway Administration and R.L. Polk & Co. Injury Crashes, Vehicles Involved, and Injuries: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 9. All Motor Vehicle Property Damage Only (PDO) Crash Statistics, 1988-2003

| Year | PDO Crashes | Vehicles Involved | Million Vehicle Miles Traveled | PDO Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in PDO Crashes per 100 Million Vehicle Miles Traveled | Motor Vehicles Registered |
|------|-------------|-------------------|--------------------------------|--|---|---------------------------|
| 1988 | 4,611,000 | 7,985,000 | 2,025,962 | 227.6 | 394.2 | 177,455,476 |
| 1989 | 4,459,000 | 7,678,000 | 2,096,487 | 212.7 | 366.2 | 181,164,568 |
| 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 | 217,028,324 |
| 2001 | 4,282,000 | 7,480,000 | 2,797,287 | 153.1 | 267.4 | 221,230,149 |
| 2002 | 4,348,000 | 7,608,000 | 2,855,508 | 152.3 | 266.4 | 225,684,815 |
| 2003 | 4,365,000 | 7,594,000 | 2,890,893 | 151.0 | 262.7 | 230,788,209 |

Sources: Vehicle Miles of Travel: Federal Highway Administration. Registered Vehicles: Federal Highway Administration and R.L. Polk & Co. PDO Crashes and Vehicles Involved: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 10. Vehicle Occupants Killed in Large Truck Crashes by Vehicle Type, 1975-2003

| 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 | 2,173 | 1,506 | 456 | 267 | 150 | 11 | 39 | 4,602 |

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 large motor vehicle used to carry more than 10 passengers, including school buses, inter-city buses, and transit buses.

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

Table 11. Nonmotorists and Vehicle Occupants Killed in Large Truck Crashes, 1975-2003

| 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 | 312 | 52 | 20 | 384 | 4,602 | 4,986 |

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).

Table 12. Drivers in Fatal Crashes by Vehicle Type and Blood Alcohol Concentration, 1982-2003

| Year | Large Truck | | | Passenger Car | | |
|------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Total Drivers | BAC=0.01+ | BAC=0.08+ | Total Drivers | BAC=0.01+ | BAC=0.08+ |
| 1982 | 4,582 | 10.2% | 6.2% | 34,121 | 41.9% | 36.2% |
| 1983 | 4,790 | 9.5% | 6.7% | 33,069 | 40.3% | 35.2% |
| 1984 | 5,056 | 9.3% | 6.7% | 34,395 | 38.7% | 32.9% |
| 1985 | 5,091 | 6.8% | 5.0% | 34,071 | 35.8% | 30.1% |
| 1986 | 5,015 | 7.0% | 4.8% | 35,959 | 36.4% | 30.2% |
| 1987 | 5,046 | 4.9% | 3.5% | 36,371 | 34.8% | 29.2% |
| 1988 | 5,141 | 5.5% | 3.7% | 36,769 | 33.8% | 28.4% |
| 1989 | 4,903 | 4.4% | 2.8% | 35,204 | 32.2% | 27.3% |
| 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 | 4,608 | 2.1% | 1.4% | 26,030 | 26.2% | 22.1% |

| Year | Light Truck | | | Motorcycle | | |
|------|---------------|-----------|-----------|---------------|-----------|-----------|
| | Total Drivers | BAC=0.01+ | BAC=0.08+ | Total Drivers | BAC=0.01+ | BAC=0.08+ |
| 1982 | 11,199 | 44.4% | 39.2% | 4,490 | 55.4% | 46.7% |
| 1983 | 11,017 | 43.4% | 39.0% | 4,288 | 57.3% | 47.8% |
| 1984 | 11,866 | 40.6% | 35.1% | 4,650 | 54.7% | 46.1% |
| 1985 | 12,372 | 36.6% | 31.9% | 4,598 | 53.3% | 43.2% |
| 1986 | 13,208 | 38.4% | 32.9% | 4,558 | 55.5% | 45.9% |
| 1987 | 14,407 | 37.0% | 31.5% | 4,061 | 51.4% | 42.7% |
| 1988 | 15,167 | 36.6% | 31.5% | 3,704 | 50.6% | 41.7% |
| 1989 | 15,579 | 34.7% | 30.4% | 3,182 | 52.9% | 44.6% |
| 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 | 21,944 | 25.4% | 21.7% | 3,749 | 36.0% | 28.7% |

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).

Table 13. Combination Truck Fatal Crash Statistics, 1975-2003

| Year | Fatal Crashes | Vehicles Involved | Occupant Fatalities | Total Fatalities | Million Vehicle Miles Traveled | Fatal Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled | Fatalities per 100 Million Vehicle Miles Traveled | Combination Trucks Registered |
|------|---------------|-------------------|---------------------|------------------|--------------------------------|--|---|---|-------------------------------|
| 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 | 136,584 | 2.41 | 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 | 3,205 | 3,485 | 522 | 3,762 | 138,322 | 2.32 | 2.52 | 2.72 | 2,245,085 |

Note: 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.

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

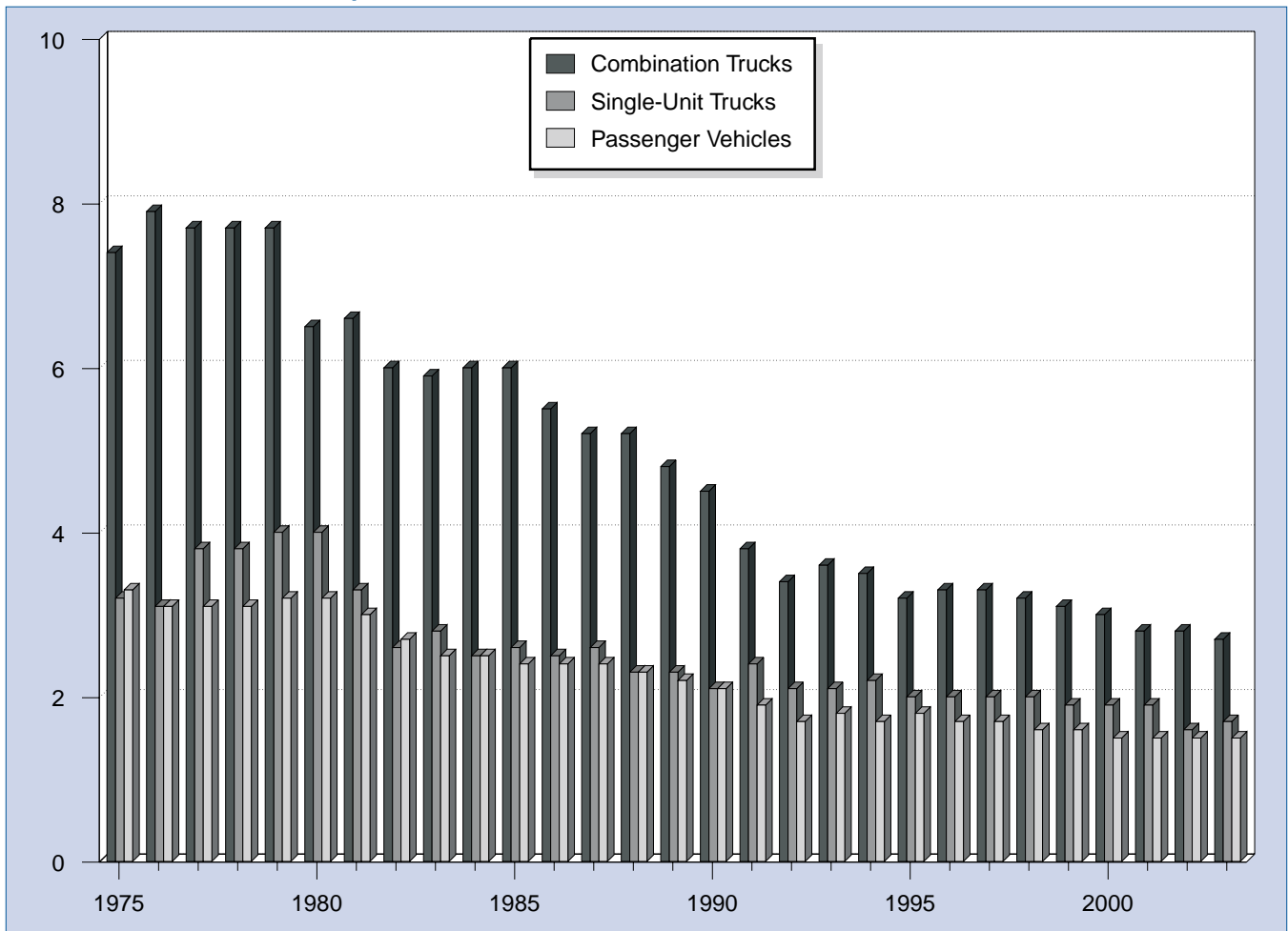
Table 14. Single-Unit Truck Fatal Crash Statistics, 1975-2003

| Year | Fatal Crashes | Vehicles Involved | Occupant Fatalities | Total Fatalities | Million Vehicle Miles Traveled | Fatal Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Fatal Crashes per 100 Million Vehicle Miles Traveled | Fatalities per 100 Million Vehicle Miles Traveled | Single-Unit Trucks Registered |
|------|---------------|-------------------|---------------------|------------------|--------------------------------|--|---|---|-------------------------------|
| 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 | 5,763,864 |
| 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 | 72,448 | 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 | 1,160 | 1,184 | 201 | 1,315 | 77,562 | 1.50 | 1.53 | 1.70 | 5,666,933 |

Note: 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.

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

Figure 7. Fatalities in Combination Truck, Single-Unit Truck, and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled, 1975-2003



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. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).

Sources: Vehicle Miles of Travel: Federal Highway Administration. Fatal Crashes, Vehicles Involved, and Fatalities: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Table 15. Combination Truck Injury Crash Statistics, 1988-2003

| Year | Injury Crashes | Vehicles Involved | Persons Injured | Million Vehicle Miles Traveled | Injury Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled | Persons Injured per 100 Million Vehicle Miles Traveled | Combination Trucks Registered |
|------|----------------|-------------------|-----------------|--------------------------------|---|--|--|-------------------------------|
| 1988 | 54,000 | 55,000 | 76,000 | 88,551 | 60.8 | 62.0 | 86.2 | 1,667,327 |
| 1989 | 61,000 | 64,000 | 87,000 | 91,879 | 66.9 | 69.4 | 94.4 | 1,707,182 |
| 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 | 136,584 | 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 | 138,322 | 33.3 | 35.1 | 47.3 | 2,245,085 |

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.

Sources: Vehicle Miles of Travel and Registered Vehicles: Federal Highway Administration. Injury Crashes, Vehicles Involved, and Injuries: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 16. Combination Truck Property Damage Only (PDO) Crash Statistics, 1988-2003

| Year | PDO Crashes | Vehicles Involved | Million Vehicle Miles Traveled | PDO Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in PDO Crashes per 100 Million Vehicle Miles Traveled | Combination Trucks Registered |
|------|-------------|-------------------|--------------------------------|--|---|-------------------------------|
| 1988 | 182,000 | 186,000 | 88,551 | 206.0 | 209.5 | 1,667,327 |
| 1989 | 180,000 | 185,000 | 91,879 | 195.9 | 201.7 | 1,707,182 |
| 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 | 136,584 | 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 | 138,322 | 117.8 | 124.2 | 2,245,085 |

Note: 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.

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

Table 17. Single-Unit Truck Injury Crash Statistics, 1988-2003

| Year | Injury Crashes | Vehicles Involved | Persons Injured | Million Vehicle Miles Traveled | Injury Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in Injury Crashes per 100 Million Vehicle Miles Traveled | Persons Injured per 100 Million Vehicle Miles Traveled | Single-Unit Trucks Registered |
|------|----------------|-------------------|-----------------|--------------------------------|---|--|--|-------------------------------|
| 1988 | 41,000 | 41,000 | 55,000 | 49,434 | 82.3 | 82.8 | 111.2 | 4,469,557 |
| 1989 | 46,000 | 46,000 | 70,000 | 50,870 | 89.8 | 91.3 | 137.9 | 4,519,300 |
| 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 | 5,763,864 |
| 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 | 72,448 | 56.1 | 56.9 | 85.6 | 5,703,501 |
| 2002 | 43,000 | 44,000 | 61,000 | 75,866 | 57.1 | 58.0 | 80.7 | 5,650,619 |
| 2003 | 40,000 | 40,000 | 59,000 | 77,562 | 51.1 | 51.9 | 76.3 | 5,666,933 |

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.

Sources: Vehicle Miles of Travel and Registered Vehicles: Federal Highway Administration. Injury Crashes, Vehicles Involved, and Injuries: National Highway Traffic Safety Administration, General Estimates System (GES).

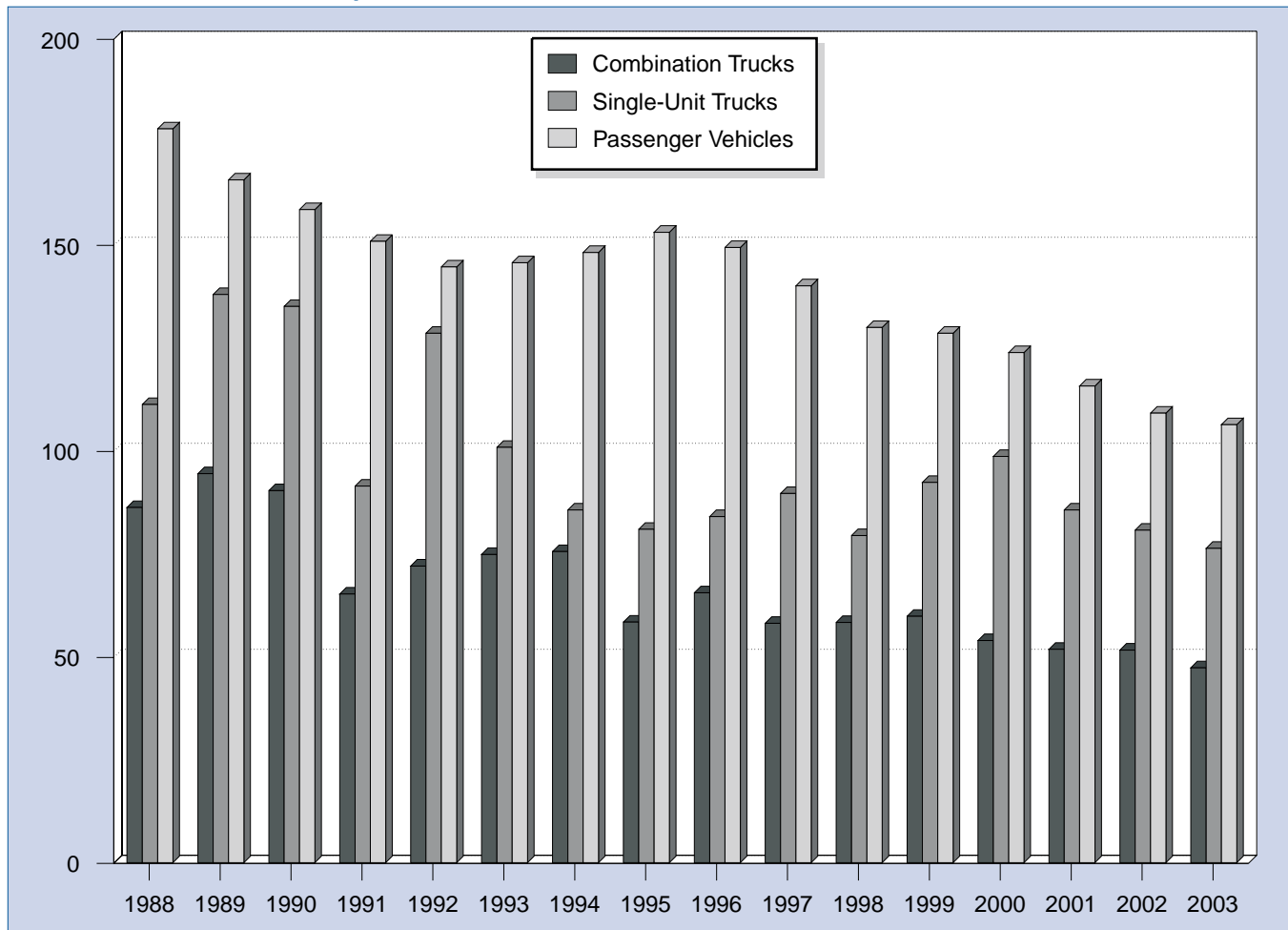
Table 18. Single-Unit Truck Property Damage Only (PDO) Crash Statistics, 1988-2003

| Year | PDO Crashes | Vehicles Involved | Million Vehicle Miles Traveled | PDO Crashes per 100 Million Vehicle Miles Traveled | Vehicles Involved in PDO Crashes per 100 Million Vehicle Miles Traveled | Single-Unit Trucks Registered |
|------|-------------|-------------------|--------------------------------|--|---|-------------------------------|
| 1988 | 110,000 | 111,000 | 49,434 | 222.4 | 225.5 | 4,469,557 |
| 1989 | 113,000 | 115,000 | 50,870 | 222.7 | 226.3 | 4,519,300 |
| 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 | 5,763,864 |
| 2000 | 171,000 | 173,000 | 70,500 | 242.8 | 244.9 | 5,926,030 |
| 2001 | 167,000 | 169,000 | 72,448 | 230.4 | 233.0 | 5,703,501 |
| 2002 | 173,000 | 176,000 | 75,866 | 228.0 | 232.1 | 5,650,619 |
| 2003 | 189,000 | 191,000 | 77,562 | 243.1 | 246.6 | 5,666,933 |

Note: 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.

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

Figure 8. Persons Injured in Combination Truck, Single-Unit Truck, and Passenger Vehicle Crashes per 100 Million Vehicle Miles Traveled, 1988-2003



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. A passenger vehicle is defined as a car or light truck (including pickups, vans, and sport utility vehicles).
 Sources: Vehicle Miles of Travel: Federal Highway Administration. Injury Crashes, Vehicles Involved, and Injuries: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 19. Large Truck and Passenger Vehicle Fatal Crashes per 100 Million Vehicle Miles Traveled by Roadway Function Class, 1981-2003

| Year | Rural | | | | | | Urban | | | | Total | |
|------|--------------|--------------------|-----------------------------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|--------------|--------------------|
| | Interstate | | Non-Interstate Principal Arterial | | Other | | Interstate | | Other | | | |
| | Large Trucks | Passenger Vehicles | Large Trucks | Passenger Vehicles | Large Trucks | Passenger Vehicles | Large Trucks | Passenger Vehicles | Large Trucks | Passenger Vehicles | Large Trucks | Passenger Vehicles |
| 1981 | 2.3 | 1.4 | 5.3 | 2.4 | 7.9 | 5.3 | 2.7 | 1.1 | 4.5 | 2.2 | 4.5 | 2.7 |
| 1982 | 1.9 | 1.3 | 4.5 | 1.8 | 8.2 | 5.2 | 2.2 | 0.9 | 3.8 | 1.9 | 4.0 | 2.3 |
| 1983 | 2.1 | 1.3 | 4.1 | 1.6 | 8.3 | 5.0 | 2.5 | 0.8 | 4.0 | 1.8 | 4.0 | 2.2 |
| 1984 | 2.0 | 1.3 | 4.1 | 1.7 | 8.5 | 5.2 | 2.4 | 0.8 | 3.9 | 1.8 | 4.0 | 2.2 |
| 1985 | 2.0 | 1.2 | 4.1 | 1.7 | 8.2 | 5.0 | 2.4 | 0.8 | 4.0 | 1.7 | 4.0 | 2.1 |
| 1986 | 1.7 | 1.2 | 4.1 | 1.7 | 7.7 | 5.3 | 2.3 | 0.7 | 4.1 | 1.7 | 3.8 | 2.1 |
| 1987 | 1.8 | 1.3 | 3.7 | 1.6 | 7.7 | 5.3 | 2.0 | 0.7 | 3.9 | 1.6 | 3.6 | 2.1 |
| 1988 | 2.0 | 1.4 | 3.3 | 1.5 | 7.8 | 5.3 | 2.1 | 0.8 | 3.6 | 1.6 | 3.6 | 2.0 |
| 1989 | 1.7 | 1.3 | 3.2 | 1.3 | 7.6 | 4.9 | 1.8 | 0.7 | 3.3 | 1.5 | 3.3 | 1.9 |
| 1990 | 1.5 | 1.2 | 2.8 | 1.2 | 7.0 | 4.8 | 1.9 | 0.7 | 3.3 | 1.4 | 3.1 | 1.8 |
| 1991 | 1.4 | 1.1 | 2.6 | 1.1 | 5.8 | 4.4 | 1.6 | 0.6 | 3.0 | 1.3 | 2.7 | 1.7 |
| 1992 | 1.2 | 1.1 | 2.5 | 1.0 | 5.4 | 4.2 | 1.4 | 0.5 | 2.6 | 1.2 | 2.5 | 1.5 |
| 1993 | 1.3 | 1.2 | 2.5 | 1.1 | 5.6 | 4.4 | 1.5 | 0.5 | 2.6 | 1.2 | 2.6 | 1.5 |
| 1994 | 1.2 | 1.1 | 2.8 | 1.2 | 5.3 | 4.3 | 1.6 | 0.6 | 2.5 | 1.2 | 2.6 | 1.5 |
| 1995 | 1.1 | 1.1 | 2.5 | 1.2 | 4.8 | 4.4 | 1.5 | 0.5 | 2.5 | 1.2 | 2.4 | 1.6 |
| 1996 | 1.3 | 1.2 | 2.7 | 1.2 | 5.0 | 4.2 | 1.6 | 0.6 | 2.3 | 1.2 | 2.4 | 1.5 |
| 1997 | 1.2 | 1.2 | 2.7 | 1.2 | 5.4 | 4.1 | 1.5 | 0.6 | 2.3 | 1.1 | 2.4 | 1.5 |
| 1998 | 1.2 | 1.2 | 2.7 | 1.2 | 5.4 | 3.9 | 1.5 | 0.5 | 2.1 | 1.0 | 2.3 | 1.4 |
| 1999 | 1.3 | 1.2 | 2.6 | 1.1 | 5.3 | 3.8 | 1.3 | 0.5 | 2.0 | 1.0 | 2.3 | 1.4 |
| 2000 | 1.3 | 1.2 | 2.3 | 1.0 | 5.2 | 3.7 | 1.3 | 0.5 | 1.9 | 1.0 | 2.2 | 1.4 |
| 2001 | 1.2 | 1.1 | 2.3 | 1.0 | 4.9 | 3.7 | 1.4 | 0.5 | 1.9 | 1.0 | 2.1 | 1.3 |
| 2002 | 1.1 | 1.1 | 2.0 | 1.0 | 4.7 | 3.8 | 1.2 | 0.5 | 1.8 | 1.0 | 2.0 | 1.3 |
| 2003 | 1.3 | 1.1 | 2.4 | 1.1 | 4.3 | 3.8 | 1.2 | 0.5 | 1.6 | 0.9 | 2.0 | 1.3 |

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).

Sources: Vehicle Miles of Travel: Federal Highway Administration. Fatal Crashes: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Table 20. Fatalities in Crashes Involving Large Trucks by State, 1993-2003

| State | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 175 | 171 | 160 | 152 | 172 | 158 | 161 | 159 | 145 | 128 | 147 |
| Alaska | 5 | 5 | 8 | 6 | 7 | 2 | 5 | 4 | 10 | 8 | 4 |
| Arizona | 79 | 94 | 90 | 98 | 73 | 125 | 108 | 105 | 85 | 104 | 119 |
| Arkansas | 108 | 91 | 102 | 104 | 135 | 109 | 96 | 118 | 98 | 98 | 106 |
| California | 406 | 386 | 433 | 390 | 409 | 378 | 363 | 374 | 378 | 362 | 369 |
| Colorado | 68 | 61 | 53 | 63 | 80 | 61 | 71 | 68 | 95 | 53 | 77 |
| Connecticut | 27 | 27 | 29 | 34 | 25 | 28 | 21 | 34 | 29 | 18 | 24 |
| Delaware | 24 | 11 | 9 | 14 | 17 | 17 | 11 | 20 | 15 | 17 | 19 |
| District of Columbia | 3 | 2 | 1 | 4 | 4 | 1 | 2 | 2 | 1 | 0 | 0 |
| Florida | 319 | 310 | 290 | 305 | 308 | 352 | 349 | 310 | 365 | 376 | 365 |
| Georgia | 185 | 214 | 201 | 220 | 254 | 223 | 248 | 219 | 255 | 198 | 232 |
| Hawaii | 5 | 5 | 3 | 13 | 3 | 3 | 3 | 2 | 8 | 4 | 4 |
| Idaho | 14 | 38 | 38 | 40 | 34 | 28 | 31 | 26 | 34 | 32 | 40 |
| Illinois | 168 | 178 | 171 | 152 | 166 | 184 | 211 | 173 | 200 | 156 | 194 |
| Indiana | 158 | 157 | 165 | 166 | 158 | 181 | 205 | 163 | 135 | 131 | 156 |
| Iowa | 93 | 77 | 88 | 84 | 89 | 92 | 112 | 90 | 83 | 68 | 75 |
| Kansas | 69 | 59 | 68 | 64 | 96 | 86 | 96 | 81 | 80 | 79 | 71 |
| Kentucky | 110 | 109 | 106 | 100 | 115 | 112 | 94 | 101 | 107 | 122 | 119 |
| Louisiana | 91 | 119 | 97 | 107 | 132 | 157 | 131 | 126 | 123 | 114 | 125 |
| Maine | 24 | 27 | 28 | 15 | 23 | 23 | 25 | 30 | 28 | 22 | 14 |
| Maryland | 55 | 79 | 59 | 70 | 84 | 63 | 54 | 63 | 78 | 63 | 62 |
| Massachusetts | 37 | 45 | 36 | 39 | 39 | 35 | 37 | 51 | 30 | 24 | 35 |
| Michigan | 124 | 186 | 172 | 162 | 150 | 159 | 139 | 156 | 122 | 135 | 117 |
| Minnesota | 75 | 88 | 78 | 77 | 102 | 87 | 91 | 89 | 64 | 86 | 68 |
| Mississippi | 103 | 98 | 123 | 99 | 106 | 130 | 118 | 123 | 98 | 83 | 70 |
| Missouri | 114 | 148 | 97 | 167 | 158 | 183 | 178 | 183 | 139 | 154 | 167 |
| Montana | 15 | 20 | 30 | 21 | 27 | 21 | 19 | 26 | 27 | 26 | 27 |
| Nebraska | 49 | 52 | 45 | 63 | 53 | 43 | 59 | 56 | 68 | 59 | 56 |
| Nevada | 25 | 28 | 31 | 44 | 31 | 38 | 44 | 37 | 46 | 32 | 32 |
| New Hampshire | 11 | 8 | 10 | 12 | 12 | 10 | 11 | 10 | 14 | 15 | 13 |
| New Jersey | 92 | 84 | 96 | 86 | 92 | 72 | 60 | 94 | 77 | 72 | 52 |
| New Mexico | 38 | 44 | 47 | 56 | 53 | 46 | 66 | 52 | 59 | 61 | 50 |
| New York | 160 | 210 | 149 | 161 | 161 | 143 | 177 | 157 | 139 | 132 | 158 |
| North Carolina | 218 | 207 | 198 | 183 | 231 | 247 | 201 | 191 | 201 | 169 | 160 |
| North Dakota | 20 | 9 | 12 | 12 | 12 | 11 | 25 | 10 | 12 | 19 | 16 |
| Ohio | 205 | 222 | 217 | 224 | 220 | 200 | 215 | 189 | 168 | 203 | 151 |
| Oklahoma | 95 | 83 | 91 | 99 | 105 | 134 | 103 | 112 | 94 | 130 | 102 |
| Oregon | 73 | 64 | 72 | 64 | 80 | 74 | 49 | 52 | 64 | 55 | 65 |
| Pennsylvania | 202 | 221 | 196 | 185 | 196 | 181 | 227 | 184 | 185 | 174 | 224 |
| Rhode Island | 7 | 6 | 3 | 6 | 2 | 3 | 9 | 1 | 6 | 5 | 6 |
| South Carolina | 104 | 104 | 104 | 111 | 90 | 128 | 118 | 133 | 108 | 101 | 99 |
| South Dakota | 22 | 17 | 14 | 24 | 20 | 15 | 23 | 22 | 21 | 19 | 17 |
| Tennessee | 132 | 146 | 129 | 175 | 145 | 125 | 185 | 163 | 138 | 150 | 118 |
| Texas | 370 | 412 | 381 | 450 | 455 | 479 | 434 | 513 | 486 | 467 | 477 |
| Utah | 27 | 32 | 34 | 36 | 57 | 54 | 43 | 39 | 34 | 44 | 21 |
| Vermont | 17 | 10 | 15 | 10 | 18 | 9 | 11 | 9 | 7 | 10 | 10 |
| Virginia | 100 | 132 | 98 | 121 | 130 | 131 | 107 | 115 | 110 | 100 | 119 |
| Washington | 67 | 54 | 75 | 73 | 89 | 72 | 63 | 72 | 63 | 55 | 46 |
| West Virginia | 51 | 61 | 53 | 60 | 60 | 42 | 65 | 57 | 48 | 65 | 57 |
| Wisconsin | 104 | 111 | 96 | 105 | 95 | 107 | 81 | 97 | 108 | 109 | 101 |
| Wyoming | 13 | 22 | 17 | 16 | 25 | 33 | 25 | 21 | 23 | 32 | 30 |
| U.S. Total | 4,856 | 5,144 | 4,918 | 5,142 | 5,398 | 5,395 | 5,380 | 5,282 | 5,111 | 4,939 | 4,986 |

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).

Table 21. Fatal Crashes Involving Large Trucks by State, 1993-2003

| State | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 145 | 145 | 133 | 137 | 155 | 136 | 136 | 143 | 128 | 112 | 130 |
| Alaska | 4 | 5 | 8 | 6 | 7 | 1 | 5 | 4 | 10 | 4 | 4 |
| Arizona | 66 | 79 | 72 | 77 | 67 | 93 | 94 | 91 | 74 | 84 | 95 |
| Arkansas | 96 | 81 | 84 | 93 | 101 | 93 | 86 | 100 | 88 | 75 | 91 |
| California | 326 | 319 | 342 | 340 | 338 | 319 | 304 | 331 | 334 | 313 | 310 |
| Colorado | 53 | 55 | 48 | 54 | 73 | 46 | 60 | 60 | 75 | 47 | 58 |
| Connecticut | 26 | 24 | 24 | 31 | 22 | 28 | 19 | 31 | 26 | 17 | 23 |
| Delaware | 20 | 11 | 9 | 13 | 14 | 16 | 9 | 19 | 11 | 16 | 15 |
| District of Columbia | 2 | 2 | 1 | 4 | 3 | 1 | 2 | 2 | 1 | 0 | 0 |
| Florida | 275 | 268 | 260 | 260 | 265 | 297 | 294 | 279 | 303 | 320 | 314 |
| Georgia | 151 | 182 | 171 | 192 | 208 | 189 | 204 | 189 | 216 | 169 | 201 |
| Hawaii | 5 | 4 | 3 | 11 | 3 | 3 | 3 | 2 | 8 | 4 | 4 |
| Idaho | 11 | 36 | 27 | 37 | 28 | 23 | 25 | 25 | 30 | 28 | 37 |
| Illinois | 146 | 155 | 153 | 134 | 155 | 165 | 178 | 152 | 172 | 142 | 162 |
| Indiana | 133 | 139 | 149 | 144 | 143 | 156 | 167 | 138 | 120 | 110 | 142 |
| Iowa | 76 | 69 | 64 | 73 | 74 | 77 | 92 | 78 | 70 | 61 | 55 |
| Kansas | 61 | 48 | 57 | 59 | 78 | 72 | 78 | 70 | 73 | 70 | 62 |
| Kentucky | 95 | 91 | 99 | 87 | 100 | 94 | 86 | 85 | 91 | 104 | 108 |
| Louisiana | 76 | 107 | 79 | 87 | 118 | 128 | 111 | 108 | 111 | 95 | 102 |
| Maine | 20 | 20 | 22 | 13 | 21 | 21 | 23 | 24 | 23 | 21 | 13 |
| Maryland | 47 | 69 | 48 | 65 | 78 | 57 | 53 | 58 | 70 | 58 | 55 |
| Massachusetts | 34 | 41 | 33 | 32 | 37 | 31 | 35 | 45 | 27 | 22 | 34 |
| Michigan | 106 | 161 | 148 | 138 | 124 | 139 | 126 | 137 | 115 | 120 | 104 |
| Minnesota | 61 | 75 | 71 | 58 | 87 | 75 | 83 | 73 | 59 | 75 | 61 |
| Mississippi | 79 | 76 | 98 | 83 | 91 | 102 | 104 | 107 | 84 | 71 | 60 |
| Missouri | 96 | 123 | 89 | 143 | 133 | 145 | 144 | 145 | 118 | 137 | 140 |
| Montana | 12 | 17 | 26 | 19 | 24 | 18 | 15 | 24 | 25 | 20 | 21 |
| Nebraska | 46 | 43 | 41 | 45 | 46 | 39 | 52 | 48 | 55 | 47 | 46 |
| Nevada | 23 | 27 | 27 | 39 | 26 | 32 | 38 | 33 | 41 | 29 | 32 |
| New Hampshire | 8 | 8 | 7 | 11 | 12 | 10 | 9 | 10 | 13 | 14 | 12 |
| New Jersey | 73 | 70 | 91 | 79 | 79 | 66 | 56 | 79 | 71 | 63 | 47 |
| New Mexico | 35 | 36 | 39 | 46 | 45 | 40 | 43 | 42 | 45 | 45 | 37 |
| New York | 139 | 190 | 142 | 140 | 141 | 128 | 153 | 147 | 128 | 123 | 139 |
| North Carolina | 183 | 175 | 163 | 155 | 181 | 213 | 179 | 164 | 176 | 152 | 146 |
| North Dakota | 16 | 8 | 7 | 9 | 11 | 7 | 18 | 9 | 11 | 16 | 14 |
| Ohio | 178 | 180 | 187 | 181 | 185 | 174 | 183 | 166 | 156 | 182 | 134 |
| Oklahoma | 75 | 70 | 80 | 83 | 89 | 99 | 80 | 97 | 77 | 97 | 90 |
| Oregon | 60 | 58 | 62 | 52 | 68 | 65 | 41 | 51 | 52 | 44 | 49 |
| Pennsylvania | 172 | 190 | 170 | 169 | 181 | 162 | 187 | 164 | 159 | 157 | 188 |
| Rhode Island | 6 | 6 | 3 | 6 | 2 | 3 | 9 | 1 | 5 | 5 | 6 |
| South Carolina | 90 | 81 | 85 | 91 | 82 | 109 | 105 | 108 | 99 | 83 | 89 |
| South Dakota | 17 | 15 | 12 | 18 | 15 | 14 | 18 | 18 | 20 | 16 | 14 |
| Tennessee | 116 | 130 | 112 | 152 | 126 | 113 | 149 | 145 | 117 | 124 | 103 |
| Texas | 326 | 314 | 316 | 391 | 384 | 401 | 367 | 412 | 422 | 391 | 409 |
| Utah | 25 | 26 | 26 | 32 | 45 | 45 | 39 | 38 | 31 | 34 | 17 |
| Vermont | 13 | 9 | 12 | 9 | 14 | 9 | 8 | 8 | 6 | 10 | 10 |
| Virginia | 81 | 116 | 91 | 104 | 115 | 112 | 94 | 99 | 95 | 82 | 106 |
| Washington | 58 | 51 | 60 | 65 | 73 | 63 | 55 | 59 | 55 | 52 | 38 |
| West Virginia | 41 | 56 | 47 | 51 | 49 | 38 | 48 | 46 | 44 | 55 | 51 |
| Wisconsin | 86 | 93 | 83 | 84 | 77 | 86 | 72 | 91 | 91 | 85 | 86 |
| Wyoming | 12 | 19 | 13 | 11 | 21 | 26 | 21 | 18 | 20 | 23 | 25 |
| U.S. Total | 4,101 | 4,373 | 4,194 | 4,413 | 4,614 | 4,579 | 4,560 | 4,573 | 4,451 | 4,224 | 4,289 |

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).

Table 22. Large Trucks Involved in Fatal Crashes by State, 1993-2003

| State | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 149 | 153 | 144 | 141 | 167 | 149 | 144 | 153 | 144 | 123 | 148 |
| Alaska | 4 | 5 | 8 | 7 | 7 | 1 | 5 | 4 | 10 | 4 | 4 |
| Arizona | 68 | 80 | 79 | 79 | 72 | 98 | 108 | 100 | 79 | 88 | 102 |
| Arkansas | 100 | 85 | 96 | 98 | 113 | 105 | 92 | 109 | 102 | 78 | 99 |
| California | 344 | 350 | 364 | 366 | 369 | 365 | 319 | 362 | 365 | 346 | 332 |
| Colorado | 56 | 55 | 51 | 55 | 75 | 52 | 60 | 65 | 85 | 51 | 61 |
| Connecticut | 26 | 26 | 25 | 32 | 23 | 29 | 22 | 36 | 28 | 17 | 24 |
| Delaware | 21 | 12 | 9 | 16 | 16 | 18 | 10 | 21 | 11 | 17 | 15 |
| District of Columbia | 2 | 2 | 1 | 4 | 3 | 1 | 2 | 2 | 1 | 0 | 0 |
| Florida | 287 | 290 | 281 | 279 | 284 | 313 | 327 | 302 | 335 | 351 | 343 |
| Georgia | 161 | 193 | 189 | 211 | 218 | 197 | 220 | 208 | 230 | 203 | 208 |
| Hawaii | 5 | 4 | 3 | 11 | 3 | 4 | 3 | 2 | 8 | 4 | 4 |
| Idaho | 11 | 37 | 29 | 39 | 30 | 23 | 25 | 26 | 32 | 30 | 38 |
| Illinois | 152 | 168 | 158 | 147 | 166 | 186 | 193 | 163 | 180 | 159 | 178 |
| Indiana | 143 | 148 | 160 | 160 | 160 | 180 | 191 | 167 | 133 | 120 | 166 |
| Iowa | 82 | 75 | 68 | 86 | 75 | 81 | 99 | 84 | 76 | 67 | 61 |
| Kansas | 62 | 50 | 59 | 62 | 81 | 78 | 82 | 79 | 78 | 75 | 73 |
| Kentucky | 101 | 94 | 101 | 92 | 108 | 99 | 94 | 97 | 95 | 114 | 117 |
| Louisiana | 81 | 111 | 86 | 89 | 124 | 142 | 120 | 113 | 126 | 103 | 112 |
| Maine | 21 | 20 | 24 | 13 | 21 | 21 | 25 | 24 | 27 | 21 | 14 |
| Maryland | 47 | 76 | 49 | 66 | 88 | 66 | 57 | 67 | 76 | 61 | 63 |
| Massachusetts | 34 | 41 | 33 | 34 | 38 | 38 | 35 | 46 | 27 | 22 | 34 |
| Michigan | 115 | 173 | 163 | 159 | 127 | 146 | 132 | 147 | 123 | 123 | 110 |
| Minnesota | 63 | 75 | 76 | 65 | 88 | 79 | 86 | 77 | 60 | 78 | 62 |
| Mississippi | 81 | 85 | 103 | 88 | 99 | 108 | 111 | 118 | 85 | 72 | 66 |
| Missouri | 101 | 128 | 93 | 150 | 139 | 155 | 155 | 165 | 129 | 151 | 153 |
| Montana | 12 | 17 | 26 | 19 | 24 | 18 | 15 | 24 | 27 | 22 | 21 |
| Nebraska | 57 | 44 | 41 | 48 | 46 | 40 | 58 | 52 | 61 | 59 | 52 |
| Nevada | 25 | 28 | 32 | 40 | 27 | 34 | 41 | 36 | 44 | 33 | 36 |
| New Hampshire | 8 | 8 | 8 | 12 | 12 | 10 | 9 | 10 | 14 | 15 | 13 |
| New Jersey | 74 | 75 | 102 | 82 | 80 | 71 | 59 | 88 | 76 | 69 | 57 |
| New Mexico | 35 | 37 | 40 | 53 | 51 | 44 | 48 | 45 | 47 | 57 | 39 |
| New York | 141 | 195 | 148 | 150 | 144 | 130 | 159 | 153 | 134 | 131 | 147 |
| North Carolina | 197 | 186 | 178 | 166 | 195 | 232 | 190 | 173 | 186 | 166 | 158 |
| North Dakota | 18 | 9 | 8 | 10 | 12 | 8 | 18 | 11 | 11 | 18 | 14 |
| Ohio | 188 | 197 | 201 | 205 | 203 | 187 | 201 | 189 | 163 | 189 | 147 |
| Oklahoma | 83 | 71 | 83 | 89 | 97 | 105 | 82 | 107 | 84 | 108 | 104 |
| Oregon | 62 | 63 | 66 | 58 | 77 | 67 | 48 | 59 | 52 | 45 | 52 |
| Pennsylvania | 193 | 203 | 184 | 184 | 193 | 178 | 207 | 177 | 181 | 174 | 213 |
| Rhode Island | 8 | 6 | 3 | 6 | 2 | 3 | 9 | 1 | 5 | 5 | 6 |
| South Carolina | 91 | 88 | 90 | 98 | 89 | 118 | 124 | 120 | 106 | 91 | 96 |
| South Dakota | 17 | 15 | 15 | 18 | 15 | 14 | 18 | 22 | 22 | 16 | 14 |
| Tennessee | 122 | 137 | 115 | 165 | 130 | 133 | 168 | 157 | 129 | 130 | 113 |
| Texas | 347 | 333 | 333 | 411 | 411 | 425 | 385 | 447 | 460 | 414 | 438 |
| Utah | 26 | 27 | 28 | 33 | 47 | 49 | 41 | 39 | 33 | 38 | 18 |
| Vermont | 13 | 10 | 12 | 9 | 15 | 10 | 8 | 8 | 6 | 10 | 12 |
| Virginia | 91 | 126 | 93 | 118 | 120 | 115 | 107 | 112 | 115 | 89 | 121 |
| Washington | 60 | 53 | 64 | 69 | 77 | 70 | 59 | 64 | 56 | 53 | 39 |
| West Virginia | 41 | 57 | 50 | 58 | 52 | 40 | 50 | 48 | 48 | 57 | 55 |
| Wisconsin | 90 | 103 | 85 | 94 | 80 | 90 | 74 | 98 | 95 | 93 | 89 |
| Wyoming | 12 | 20 | 15 | 11 | 24 | 30 | 25 | 18 | 23 | 27 | 28 |
| U.S. Total | 4,328 | 4,644 | 4,472 | 4,755 | 4,917 | 4,955 | 4,920 | 4,995 | 4,823 | 4,587 | 4,669 |

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).

Table 23. Single-Vehicle Fatal Crashes Involving Large Trucks by State, 1993-2003

| State | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|----------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| Alabama | 22 | 21 | 14 | 23 | 23 | 22 | 23 | 25 | 19 | 17 | 16 |
| Alaska | 1 | 2 | 4 | 1 | 4 | 0 | 0 | 2 | 3 | 0 | 1 |
| Arizona | 17 | 19 | 16 | 15 | 14 | 22 | 13 | 21 | 17 | 16 | 16 |
| Arkansas | 16 | 7 | 16 | 24 | 17 | 18 | 13 | 28 | 19 | 18 | 18 |
| California | 75 | 72 | 86 | 95 | 94 | 69 | 82 | 74 | 83 | 67 | 59 |
| Colorado | 8 | 11 | 9 | 9 | 18 | 12 | 12 | 11 | 12 | 9 | 8 |
| Connecticut | 6 | 9 | 4 | 9 | 7 | 10 | 3 | 6 | 7 | 4 | 7 |
| Delaware | 2 | 0 | 0 | 3 | 3 | 3 | 2 | 1 | 2 | 2 | 0 |
| District of Columbia | 0 | 2 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Florida | 42 | 48 | 51 | 41 | 50 | 46 | 35 | 45 | 48 | 52 | 56 |
| Georgia | 15 | 19 | 28 | 32 | 23 | 25 | 32 | 32 | 38 | 26 | 39 |
| Hawaii | 1 | 0 | 1 | 4 | 2 | 0 | 0 | 0 | 5 | 2 | 2 |
| Idaho | 4 | 7 | 5 | 5 | 6 | 4 | 5 | 4 | 6 | 5 | 8 |
| Illinois | 26 | 23 | 33 | 16 | 37 | 19 | 27 | 23 | 34 | 26 | 22 |
| Indiana | 21 | 24 | 27 | 18 | 19 | 15 | 30 | 16 | 16 | 19 | 17 |
| Iowa | 7 | 7 | 3 | 7 | 14 | 5 | 7 | 9 | 8 | 5 | 6 |
| Kansas | 5 | 11 | 8 | 11 | 15 | 7 | 11 | 5 | 17 | 10 | 5 |
| Kentucky | 17 | 5 | 19 | 16 | 20 | 18 | 24 | 16 | 10 | 18 | 16 |
| Louisiana | 12 | 18 | 15 | 19 | 23 | 24 | 13 | 22 | 17 | 16 | 12 |
| Maine | 6 | 2 | 3 | 2 | 6 | 5 | 4 | 3 | 3 | 3 | 2 |
| Maryland | 12 | 11 | 6 | 9 | 12 | 6 | 13 | 7 | 9 | 7 | 6 |
| Massachusetts | 8 | 11 | 7 | 9 | 10 | 6 | 8 | 9 | 9 | 4 | 11 |
| Michigan | 12 | 21 | 13 | 17 | 14 | 18 | 17 | 18 | 12 | 10 | 14 |
| Minnesota | 10 | 8 | 6 | 7 | 13 | 9 | 12 | 10 | 11 | 10 | 8 |
| Mississippi | 11 | 12 | 14 | 19 | 10 | 14 | 13 | 26 | 14 | 11 | 8 |
| Missouri | 13 | 21 | 18 | 18 | 15 | 25 | 31 | 32 | 16 | 23 | 30 |
| Montana | 4 | 6 | 5 | 2 | 9 | 8 | 4 | 6 | 7 | 4 | 2 |
| Nebraska | 11 | 8 | 7 | 5 | 8 | 8 | 5 | 5 | 8 | 11 | 4 |
| Nevada | 1 | 6 | 7 | 6 | 8 | 7 | 13 | 9 | 11 | 4 | 12 |
| New Hampshire | 2 | 3 | 0 | 1 | 4 | 2 | 2 | 0 | 0 | 2 | 1 |
| New Jersey | 13 | 11 | 12 | 16 | 10 | 14 | 16 | 17 | 17 | 11 | 7 |
| New Mexico | 10 | 15 | 14 | 11 | 15 | 13 | 9 | 11 | 14 | 16 | 10 |
| New York | 38 | 61 | 43 | 44 | 44 | 42 | 57 | 44 | 37 | 31 | 49 |
| North Carolina | 29 | 24 | 27 | 15 | 18 | 43 | 29 | 30 | 31 | 33 | 21 |
| North Dakota | 1 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 2 | 2 | 1 |
| Ohio | 31 | 25 | 28 | 14 | 26 | 27 | 32 | 24 | 21 | 22 | 13 |
| Oklahoma | 12 | 13 | 13 | 17 | 19 | 11 | 15 | 16 | 12 | 20 | 16 |
| Oregon | 13 | 18 | 19 | 6 | 12 | 17 | 9 | 9 | 13 | 7 | 8 |
| Pennsylvania | 28 | 35 | 30 | 26 | 31 | 28 | 30 | 26 | 26 | 26 | 35 |
| Rhode Island | 1 | 3 | 2 | 5 | 1 | 1 | 2 | 0 | 0 | 0 | 2 |
| South Carolina | 15 | 12 | 12 | 11 | 13 | 17 | 9 | 14 | 16 | 9 | 20 |
| South Dakota | 0 | 5 | 2 | 3 | 3 | 3 | 6 | 4 | 3 | 4 | 3 |
| Tennessee | 11 | 20 | 17 | 26 | 30 | 15 | 29 | 28 | 24 | 17 | 20 |
| Texas | 45 | 76 | 65 | 59 | 67 | 82 | 58 | 57 | 66 | 62 | 80 |
| Utah | 9 | 8 | 5 | 7 | 11 | 14 | 11 | 11 | 8 | 8 | 3 |
| Vermont | 3 | 2 | 3 | 1 | 5 | 1 | 1 | 1 | 2 | 0 | 2 |
| Virginia | 18 | 26 | 14 | 19 | 24 | 31 | 18 | 15 | 18 | 18 | 15 |
| Washington | 14 | 13 | 11 | 15 | 11 | 10 | 8 | 10 | 9 | 11 | 5 |
| West Virginia | 9 | 11 | 11 | 15 | 4 | 5 | 10 | 13 | 13 | 11 | 7 |
| Wisconsin | 8 | 12 | 13 | 5 | 11 | 9 | 5 | 9 | 14 | 10 | 14 |
| Wyoming | 2 | 5 | 2 | 4 | 5 | 6 | 5 | 3 | 6 | 4 | 9 |
| U.S. Total | 697 | 809 | 770 | 764 | 860 | 817 | 814 | 809 | 813 | 723 | 746 |

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).

Table 24. Multiple-Vehicle Fatal Crashes Involving Large Trucks by State, 1993-2003

| State | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 | 2002 | 2003 |
|----------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Alabama | 123 | 124 | 119 | 114 | 132 | 114 | 113 | 118 | 109 | 95 | 114 |
| Alaska | 3 | 3 | 4 | 5 | 3 | 1 | 5 | 2 | 7 | 4 | 3 |
| Arizona | 49 | 60 | 56 | 62 | 53 | 71 | 81 | 70 | 57 | 68 | 79 |
| Arkansas | 80 | 74 | 68 | 69 | 84 | 75 | 73 | 72 | 69 | 57 | 73 |
| California | 251 | 247 | 256 | 245 | 244 | 250 | 222 | 257 | 249 | 246 | 251 |
| Colorado | 45 | 44 | 39 | 45 | 55 | 34 | 48 | 49 | 62 | 38 | 50 |
| Connecticut | 20 | 15 | 20 | 22 | 15 | 18 | 16 | 25 | 19 | 13 | 16 |
| Delaware | 18 | 11 | 9 | 10 | 11 | 13 | 7 | 18 | 9 | 14 | 15 |
| District of Columbia | 2 | 0 | 0 | 2 | 3 | 1 | 1 | 1 | 1 | 0 | 0 |
| Florida | 233 | 220 | 209 | 219 | 215 | 251 | 259 | 234 | 252 | 268 | 258 |
| Georgia | 136 | 163 | 143 | 160 | 185 | 164 | 172 | 157 | 178 | 143 | 162 |
| Hawaii | 4 | 4 | 2 | 7 | 1 | 3 | 3 | 2 | 3 | 2 | 2 |
| Idaho | 7 | 29 | 22 | 32 | 22 | 19 | 20 | 21 | 24 | 23 | 29 |
| Illinois | 120 | 132 | 120 | 118 | 118 | 146 | 151 | 129 | 137 | 116 | 140 |
| Indiana | 112 | 115 | 122 | 126 | 124 | 141 | 137 | 122 | 104 | 91 | 125 |
| Iowa | 69 | 62 | 61 | 66 | 60 | 72 | 85 | 69 | 62 | 56 | 49 |
| Kansas | 56 | 37 | 49 | 48 | 63 | 65 | 67 | 65 | 56 | 61 | 57 |
| Kentucky | 78 | 86 | 80 | 71 | 80 | 76 | 62 | 69 | 81 | 86 | 92 |
| Louisiana | 64 | 89 | 64 | 68 | 95 | 104 | 98 | 86 | 94 | 79 | 90 |
| Maine | 14 | 18 | 19 | 11 | 15 | 16 | 19 | 21 | 19 | 18 | 11 |
| Maryland | 35 | 58 | 42 | 56 | 66 | 51 | 40 | 51 | 61 | 51 | 49 |
| Massachusetts | 26 | 30 | 26 | 23 | 27 | 25 | 27 | 36 | 18 | 18 | 23 |
| Michigan | 94 | 140 | 135 | 121 | 110 | 121 | 109 | 119 | 103 | 110 | 90 |
| Minnesota | 51 | 67 | 65 | 51 | 74 | 66 | 71 | 63 | 48 | 65 | 53 |
| Mississippi | 68 | 64 | 84 | 64 | 81 | 88 | 91 | 81 | 70 | 60 | 52 |
| Missouri | 83 | 102 | 71 | 125 | 118 | 120 | 113 | 113 | 101 | 114 | 110 |
| Montana | 8 | 11 | 21 | 17 | 15 | 10 | 11 | 18 | 18 | 16 | 19 |
| Nebraska | 35 | 35 | 34 | 40 | 38 | 31 | 47 | 43 | 47 | 36 | 42 |
| Nevada | 22 | 21 | 20 | 33 | 18 | 25 | 25 | 24 | 30 | 25 | 20 |
| New Hampshire | 6 | 5 | 7 | 10 | 8 | 8 | 7 | 10 | 13 | 12 | 11 |
| New Jersey | 60 | 59 | 79 | 63 | 69 | 52 | 40 | 62 | 54 | 46 | 40 |
| New Mexico | 25 | 21 | 25 | 35 | 30 | 27 | 34 | 31 | 31 | 29 | 27 |
| New York | 101 | 129 | 99 | 96 | 97 | 86 | 96 | 103 | 91 | 92 | 90 |
| North Carolina | 154 | 151 | 136 | 140 | 163 | 170 | 150 | 134 | 145 | 119 | 125 |
| North Dakota | 15 | 8 | 6 | 9 | 9 | 6 | 18 | 8 | 9 | 14 | 13 |
| Ohio | 147 | 155 | 159 | 167 | 159 | 147 | 151 | 142 | 135 | 160 | 121 |
| Oklahoma | 63 | 57 | 67 | 66 | 70 | 88 | 65 | 81 | 65 | 77 | 74 |
| Oregon | 47 | 40 | 43 | 46 | 56 | 48 | 32 | 42 | 38 | 37 | 41 |
| Pennsylvania | 144 | 155 | 140 | 143 | 150 | 134 | 157 | 138 | 131 | 131 | 153 |
| Rhode Island | 5 | 3 | 1 | 1 | 1 | 2 | 7 | 1 | 5 | 5 | 4 |
| South Carolina | 75 | 69 | 73 | 80 | 69 | 92 | 96 | 94 | 82 | 74 | 69 |
| South Dakota | 17 | 10 | 10 | 15 | 12 | 11 | 12 | 14 | 17 | 12 | 11 |
| Tennessee | 105 | 110 | 95 | 126 | 96 | 98 | 120 | 117 | 93 | 107 | 83 |
| Texas | 281 | 238 | 251 | 332 | 317 | 319 | 309 | 355 | 355 | 329 | 329 |
| Utah | 16 | 18 | 21 | 25 | 34 | 31 | 28 | 27 | 23 | 26 | 14 |
| Vermont | 10 | 7 | 9 | 8 | 9 | 8 | 7 | 7 | 4 | 10 | 8 |
| Virginia | 63 | 90 | 77 | 85 | 91 | 81 | 76 | 84 | 76 | 62 | 91 |
| Washington | 44 | 38 | 49 | 50 | 62 | 53 | 47 | 49 | 45 | 41 | 33 |
| West Virginia | 32 | 45 | 36 | 36 | 45 | 33 | 38 | 33 | 30 | 44 | 44 |
| Wisconsin | 78 | 81 | 70 | 79 | 66 | 77 | 67 | 82 | 77 | 75 | 72 |
| Wyoming | 10 | 14 | 11 | 7 | 16 | 20 | 16 | 15 | 14 | 19 | 16 |
| U.S. Total | 3,404 | 3,564 | 3,424 | 3,649 | 3,754 | 3,762 | 3,746 | 3,764 | 3,621 | 3,494 | 3,543 |

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 presented:

- ◆ Of the 436,000 police-reported crashes involving large trucks in 2003, 4,289 (1 percent) resulted in at least one fatality, and 85,000 (19 percent) resulted in at least one nonfatal injury.
- ◆ Single-vehicle crashes made up 17 percent of all fatal crashes, 15 percent of all injury crashes, and 30 percent of all property damage only crashes involving large trucks.
- ◆ More than two-thirds (68 percent) of all fatal crashes involving large trucks occurred on rural roads, and nearly one-fourth (24 percent) occurred on Interstate highways.
- ◆ More than one-third (34 percent) of all fatal crashes and nearly one-fourth (23 percent) of all property damage only crashes involving large trucks occurred at night.
- ◆ The vast majority of fatal crashes (84 percent) and of nonfatal crashes (86 percent) involving large trucks occurred on weekdays (Monday through Friday).
- ◆ Collision with a vehicle in transport was the first harmful event in 77 percent of fatal crashes involving large trucks.
- ◆ Rollover was the first harmful event in only 4 percent of all fatal crashes involving large trucks and in only 2 percent of all nonfatal crashes involving large trucks.

Table 25. Crashes Involving Large Trucks by First Harmful Event and Crash Severity

| First Harmful Event | Single-Vehicle | | Multiple-Vehicle | | Total | |
|-------------------------------------|----------------|---------------|------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| Collision with Vehicle in Transport | 0 | 0.0% | 3,312 | 93.5% | 3,312 | 77.2% |
| Collision with Fixed Object | 219 | 29.4% | 106 | 3.0% | 325 | 7.6% |
| Collision with Pedestrian | 240 | 32.2% | 30 | 0.8% | 270 | 6.3% |
| Overturn (Rollover) | 140 | 18.8% | 50 | 1.4% | 190 | 4.4% |
| Collision with Pedalcycle | 50 | 6.7% | 2 | 0.1% | 52 | 1.2% |
| Collision with Parked Motor Vehicle | 29 | 3.9% | 6 | 0.2% | 35 | 0.8% |
| Collision with Train | 14 | 1.9% | 1 | * | 15 | 0.3% |
| Collision with Other Object | 12 | 1.6% | 10 | 0.3% | 22 | 0.5% |
| Collision with Animal | 3 | 0.4% | 4 | 0.1% | 7 | 0.2% |
| Explosion/Fire | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Other | 25 | 3.4% | 11 | 0.3% | 36 | 0.8% |
| Unknown | 14 | 1.9% | 11 | 0.3% | 25 | 0.6% |
| Total | 746 | 100.0% | 3,543 | 100.0% | 4,289 | 100.0% |
| Injury Crashes | | | | | | |
| Collision with Vehicle in Transport | * | * | 68,000 | 94.5% | 68,000 | 80.4% |
| Collision with Fixed Object | 4,000 | 33.7% | 2,000 | 2.3% | 6,000 | 7.0% |
| Collision with Pedestrian | 2,000 | 14.2% | * | 0.1% | 2,000 | 2.2% |
| Overturn (Rollover) | 5,000 | 37.1% | * | 0.4% | 5,000 | 5.8% |
| Collision with Pedalcycle | 1,000 | 4.8% | * | * | 1,000 | 0.7% |
| Collision with Parked Motor Vehicle | * | 2.5% | * | 0.1% | * | 0.5% |
| Collision with Train | * | 1.4% | * | * | * | 0.2% |
| Collision with Other Object | * | 2.6% | * | 0.6% | * | 0.9% |
| Collision with Animal | * | 0.4% | * | * | * | 0.1% |
| Jackknife | * | 1.0% | * | 0.5% | * | 0.6% |
| Explosion/Fire | * | * | * | * | * | * |
| Other | * | 2.3% | 1,000 | 1.6% | 1,000 | 1.7% |
| Total | 13,000 | 100.0% | 72,000 | 100.0% | 85,000 | 100.0% |
| Property Damage Only Crashes | | | | | | |
| Collision with Vehicle in Transport | * | * | 227,000 | 93.0% | 227,000 | 65.4% |
| Collision with Fixed Object | 28,000 | 26.7% | 2,000 | 0.7% | 29,000 | 8.5% |
| Collision with Pedestrian | * | * | * | 0.1% | * | 0.1% |
| Overturn (Rollover) | 4,000 | 3.8% | * | * | 4,000 | 1.1% |
| Collision with Pedalcycle | * | 0.3% | * | * | * | 0.1% |
| Collision with Parked Motor Vehicle | 54,000 | 52.1% | * | * | 54,000 | 15.5% |
| Collision with Train | * | 0.2% | * | * | * | 0.1% |
| Collision with Other Object | 2,000 | 2.2% | * | * | 2,000 | 0.7% |
| Collision with Animal | 8,000 | 7.7% | * | 0.2% | 8,000 | 2.4% |
| Jackknife | 2,000 | 1.8% | * | * | 2,000 | 0.6% |
| Explosion/Fire | 1,000 | 1.0% | * | * | 1,000 | 0.3% |
| Other | 4,000 | 4.2% | 14,000 | 5.9% | 19,000 | 5.4% |
| Total | 103,000 | 100.0% | 244,000 | 100.0% | 347,000 | 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).

Table 26. Fatal Crashes Involving Large Trucks by Speed Limit

| Speed Limit | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--------------------|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 25 mph or Less | 41 | 5.5% | 24 | 0.7% | 65 | 1.5% |
| 30 - 35 mph | 97 | 13.0% | 195 | 5.5% | 292 | 6.8% |
| 40 - 45 mph | 85 | 11.4% | 521 | 14.7% | 606 | 14.1% |
| 50 - 55 mph | 198 | 26.5% | 1546 | 43.6% | 1,744 | 40.7% |
| 60 - 65 mph | 170 | 22.8% | 790 | 22.3% | 960 | 22.4% |
| 70 - 75 mph | 111 | 14.9% | 422 | 11.9% | 533 | 12.4% |
| No Statutory Limit | 3 | 0.4% | 2 | 0.1% | 5 | 0.1% |
| Unknown | 41 | 5.5% | 43 | 1.2% | 84 | 2.0% |
| Total | 746 | 100.0% | 3,543 | 100.0% | 4,289 | 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).

Table 27. Fatal Crashes Involving Large Trucks by Roadway Function Class

| Rural | | | Urban | | |
|--------------------------|--------------|--------------|----------------------------|--------------|---------------|
| Roadway Function Class | Number | Percent | Roadway Function Class | Number | Percent |
| Interstate | 678 | 15.8% | Interstate | 420 | 9.8% |
| Other Principal Arterial | 960 | 22.4% | Freeway/Expressway | 138 | 3.2% |
| Minor Arterial | 579 | 13.5% | Other Principal Arterial | 394 | 9.2% |
| Major Collector | 458 | 10.7% | Minor Arterial | 209 | 4.9% |
| Minor Collector | 84 | 2.0% | Collector | 51 | 1.2% |
| Local Road | 145 | 3.4% | Local Road | 124 | 2.9% |
| Unknown | 8 | 0.2% | Unknown | 6 | 0.1% |
| Total Rural | 2,912 | 67.9% | Total Urban | 1,342 | 31.3% |
| Unknown Rural or Urban | 35 | 0.8% | Total Fatal Crashes | 4,289 | 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).

Table 28. Crashes Involving Large Trucks by Time of Day and Crash Severity

| Time of Day | Fatal | | Injury | | Property Damage Only | |
|------------------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 12am - 3am | 361 | 8.4% | 3,000 | 3.3% | 11,000 | 3.2% |
| 3am - 6am | 410 | 9.6% | 4,000 | 5.2% | 16,000 | 4.6% |
| 6am - 9am | 644 | 15.0% | 14,000 | 16.6% | 45,000 | 13.0% |
| 9am - 12pm | 696 | 16.2% | 16,000 | 19.3% | 72,000 | 20.8% |
| 12pm - 3pm | 803 | 18.7% | 18,000 | 21.7% | 84,000 | 24.2% |
| 3pm - 6pm | 667 | 15.6% | 16,000 | 19.0% | 67,000 | 19.4% |
| 6pm - 9pm | 385 | 9.0% | 8,000 | 9.0% | 33,000 | 9.6% |
| 9pm - 12am | 322 | 7.5% | 5,000 | 6.0% | 18,000 | 5.2% |
| Unknown | 1 | * | | | | |
| <i>Daytime (6am - 6pm)</i> | <i>2,810</i> | <i>65.5%</i> | <i>65,000</i> | <i>76.4%</i> | <i>269,000</i> | <i>77.4%</i> |
| <i>Nighttime (6pm - 6am)</i> | <i>1,479</i> | <i>34.5%</i> | <i>20,000</i> | <i>23.6%</i> | <i>78,000</i> | <i>22.6%</i> |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 29. Crashes Involving Large Trucks by Day of Week and Crash Severity

| Day of Week | Fatal | | Injury | | Property Damage Only | |
|--------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Sunday | 273 | 6.4% | 4,000 | 4.6% | 21,000 | 6.1% |
| Monday | 713 | 16.6% | 16,000 | 18.7% | 61,000 | 17.5% |
| Tuesday | 745 | 17.4% | 15,000 | 17.8% | 60,000 | 17.2% |
| Wednesday | 716 | 16.7% | 13,000 | 14.8% | 59,000 | 17.0% |
| Thursday | 681 | 15.9% | 16,000 | 18.7% | 51,000 | 14.7% |
| Friday | 730 | 17.0% | 15,000 | 17.3% | 65,000 | 18.7% |
| Saturday | 431 | 10.1% | 7,000 | 8.1% | 30,000 | 8.7% |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 30. Crashes Involving Large Trucks by Trafficway Flow and Crash Severity

| Trafficway Flow | Fatal | | Injury | | Property Damage Only | |
|------------------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Not Physically Divided | 2,277 | 53.1% | 36,000 | 42.2% | 136,000 | 39.2% |
| Divided Median, No Barrier | 1,437 | 33.5% | 37,000 | 43.8% | 106,000 | 30.4% |
| Divided Median, With Barrier | 523 | 12.2% | | | | |
| One-Way Traffic | 27 | 0.6% | 3,000 | 4.0% | 20,000 | 5.9% |
| Unknown | 25 | 0.6% | 8,000 | 9.9% | 85,000 | 24.5% |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 31. Crashes Involving Large Trucks by Relation to Junction and Crash Severity

| Relation to Junction | Fatal | | Injury | | Property Damage Only | |
|-------------------------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Non-Interchange | | | | | | |
| Non-Junction | 2,790 | 65.1% | 40,000 | 47.6% | 182,000 | 52.3% |
| Intersection | 966 | 22.5% | 19,000 | 22.2% | 36,000 | 10.3% |
| Intersection Related | 172 | 4.0% | 13,000 | 14.9% | 61,000 | 17.7% |
| Driveway, Alley Access | 54 | 1.3% | 5,000 | 6.4% | 26,000 | 7.4% |
| Entrance/Exit Ramp Related | 14 | 0.3% | * | 0.1% | 1,000 | 0.3% |
| Rail Grade Crossing | 17 | 0.4% | 1,000 | 0.8% | 1,000 | 0.4% |
| On Bridge | 0 | 0.0% | 1,000 | 1.1% | 14,000 | 4.1% |
| In Crossover | 13 | 0.3% | * | 0.2% | * | 0.1% |
| Other | 72 | 1.7% | * | 0.3% | 1,000 | 0.3% |
| Unknown | 1 | * | | | | |
| <i>Subtotal</i> | <i>4,099</i> | <i>95.6%</i> | <i>79,000</i> | <i>93.6%</i> | <i>323,000</i> | <i>92.9%</i> |
| Interchange Area | | | | | | |
| Non-Junction | 0 | 0.0% | 1,000 | 1.6% | 4,000 | 1.3% |
| Intersection | 25 | 0.6% | 1,000 | 0.7% | 2,000 | 0.6% |
| Intersection Related | 19 | 0.4% | * | 0.4% | 2,000 | 0.5% |
| Driveway, Alley Access | 1 | * | * | * | 16,000 | 4.7% |
| Entrance/Exit Ramp Related | 45 | 1.1% | 3,000 | 3.5% | * | * |
| On Bridge | 0 | 0.0% | * | 0.1% | * | * |
| In Crossover | 0 | 0.0% | * | * | * | * |
| Other | 98 | 2.3% | * | * | * | * |
| Unknown | 0 | 0.0% | | | | |
| <i>Subtotal</i> | <i>190</i> | <i>4.4%</i> | <i>5,000</i> | <i>6.4%</i> | <i>25,000</i> | <i>7.1%</i> |
| Unknown Relation to Junction | 2 | * | | | | |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 32. Crashes Involving Large Trucks by Relation to Roadway and Crash Severity

| Relation to Roadway | Single-Vehicle | | Multiple-Vehicle | | Total | |
|-------------------------------------|----------------|---------------|------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | |
| On Roadway | 356 | 47.7% | 3,358 | 94.8% | 3,714 | 86.6% |
| Shoulder | 92 | 12.3% | 59 | 1.7% | 151 | 3.5% |
| Median | 44 | 5.9% | 50 | 1.4% | 94 | 2.2% |
| Roadside | 163 | 21.8% | 54 | 1.5% | 217 | 5.1% |
| Outside of Roadway | 24 | 3.2% | 4 | 0.1% | 28 | 0.7% |
| Off Roadway, Location Unknown | 59 | 7.9% | 7 | 0.2% | 66 | 1.5% |
| In Parking Lane | 1 | 0.1% | 1 | * | 2 | * |
| Gore | 4 | 0.5% | 6 | 0.2% | 10 | 0.2% |
| Separator | 2 | 0.3% | 1 | * | 3 | * |
| Two-Way Continuous Left-Turn Lane | 0 | 0.0% | 2 | 0.1% | 2 | * |
| Unknown | 1 | 0.1% | 1 | * | 2 | * |
| Total | 746 | 100.0% | 3,543 | 100.0% | 4,289 | 100.0% |
| Injury Crashes | | | | | | |
| On Roadway | 6,000 | 47.8% | 70,000 | 97.1% | 76,000 | 89.8% |
| Shoulder | * | 2.6% | * | 0.6% | 1,000 | 0.9% |
| Median | 1,000 | 6.7% | 1,000 | 1.3% | 2,000 | 2.1% |
| Roadside | 4,000 | 33.2% | * | 0.8% | 5,000 | 5.7% |
| Outside of Roadway | * | 3.5% | * | * | * | 0.6% |
| Off Roadway, Location Unknown | * | 1.8% | * | * | * | 0.3% |
| In Parking Lane | * | 1.6% | * | * | * | 0.2% |
| Gore | * | 0.9% | * | 0.2% | * | 0.3% |
| Separator | * | * | * | * | * | * |
| Unknown | * | 1.8% | * | * | * | * |
| Total | 13,000 | 100.0% | 72,000 | 100.0% | 84,000 | 100.0% |
| Property Damage Only Crashes | | | | | | |
| On Roadway | 20,000 | 19.8% | 240,000 | 98.2% | 260,000 | 75.0% |
| Shoulder | 1,000 | 1.2% | 1,000 | 0.3% | 2,000 | 0.6% |
| Median | 2,000 | 1.5% | 1,000 | 0.3% | 2,000 | 0.7% |
| Roadside | 22,000 | 21.6% | 1,000 | 0.4% | 23,000 | 6.7% |
| Outside of Roadway | 3,000 | 2.6% | * | 0.1% | 3,000 | 0.8% |
| Off Roadway, Location Unknown | 2,000 | 1.5% | * | 0.1% | 2,000 | 0.6% |
| In Parking Lane | 52,000 | 50.3% | * | 0.1% | 52,000 | 15.1% |
| Gore | * | 0.1% | * | * | * | * |
| Separator | * | * | * | 0.1% | * | * |
| Two-Way Continuous Left-Turn Lane | * | * | 1,000 | 0.3% | * | * |
| Unknown | 2,000 | 1.5% | * | 0.1% | 2,000 | 0.5% |
| Total | 103,000 | 100.0% | 244,000 | 100.0% | 347,000 | 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).

Table 33. Crashes Involving Large Trucks by Weather Conditions and Crash Severity

| Weather Conditions | Fatal | | Injury | | Property Damage Only | |
|--------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Normal | 3,631 | 84.7% | 72,000 | 85.3% | 303,000 | 87.3% |
| Rain | 372 | 8.7% | 9,000 | 10.3% | 30,000 | 8.7% |
| Sleet | 21 | 0.5% | * | 0.2% | 1,000 | 0.2% |
| Snow | 123 | 2.9% | 2,000 | 2.8% | 10,000 | 2.8% |
| Fog | 93 | 2.2% | * | 1.1% | 2,000 | 0.7% |
| Other | 40 | 0.9% | * | 0.3% | 1,000 | 0.3% |
| Unknown | 9 | 0.2% | | | | |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 34. Crashes Involving Large Trucks by Road Surface Conditions and Crash Severity

| Road Surface Condition | Fatal | | Injury | | Property Damage Only | |
|------------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Dry | 3,481 | 81.2% | 67,000 | 78.9% | 272,000 | 78.2% |
| Wet | 614 | 14.3% | 14,000 | 16.9% | 59,000 | 17.1% |
| Snow or Slush | 96 | 2.2% | 2,000 | 2.2% | 12,000 | 3.4% |
| Ice | 85 | 2.0% | 1,000 | 1.3% | 4,000 | 1.0% |
| Sand, Dirt, Oil | 5 | 0.1% | * | 0.5% | * | 0.1% |
| Other | 1 | * | * | * | 1,000 | 0.3% |
| Unknown | 7 | 0.2% | | | | |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 35. Crashes Involving Large Trucks by Light Conditions and Crash Severity

| Light Conditions | Fatal | | Injury | | Property Damage Only | |
|------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Daylight | 2,727 | 63.6% | 63,000 | 74.8% | 267,000 | 76.9% |
| Dark | 1,012 | 23.6% | 9,000 | 10.1% | 31,000 | 9.1% |
| Dark but Lighted | 387 | 9.0% | 9,000 | 10.8% | 38,000 | 10.8% |
| Dawn | 114 | 2.7% | 2,000 | 2.7% | 5,000 | 1.4% |
| Dusk | 47 | 1.1% | 1,000 | 1.6% | 6,000 | 1.8% |
| Unknown | 2 | 0.1% | | | | |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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).

Table 36. Crashes Involving Large Trucks by Construction/Maintenance Zone and Crash Severity

| Work Zone | Fatal | | Injury | | Property Damage Only | |
|--------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Yes | 196 | 4.6% | 3,000 | 3.5% | 13,000 | 3.8% |
| No | 4,093 | 95.4% | 82,000 | 96.5% | 334,000 | 96.2% |
| Total | 4,289 | 100.0% | 85,000 | 100.0% | 347,000 | 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

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 National Governors' Association (NGA) recommended threshold. MCMIS data are used for the tables on vehicle configuration (Table 37), gross vehicle weight rating (Table 39), and hazardous materials (Tables 40 and 41). NGA nonfatal crashes tend to be more serious than GES nonfatal crashes, because the NGA threshold requires at least one vehicle in the crash to have been towed due to damage or at least one person to have been taken to a hospital immediately from the crash for medical attention. Below is a summary of some of the vehicle information presented:

- ◆ In 2003, 4,669 large trucks were involved in fatal crashes, 89,000 were involved in injury crashes, and 363,000 were involved in property damage only crashes.
- ◆ Large trucks made up 8 percent of all vehicles in fatal crashes, 3 percent of all vehicles in injury crashes, and 5 percent of all vehicles in property damage only crashes.
- ◆ Hazardous materials (HM) placards were present on 4 percent of the large trucks involved in fatal crashes and 2 percent of those in nonfatal crashes. HM was released from the cargo compartments of 13 percent of the placarded trucks.
- ◆ “Collision with motor vehicle in transport” was recorded as the most harmful event for 79 percent of the large trucks involved in fatal crashes.
- ◆ Doubles (truck tractors pulling two trailers) made up only 3 percent of the large trucks involved in crashes, and triples (tractors pulling three trailers) accounted for less than 0.5 percent of all large trucks in crashes.

Table 37. Large Trucks in Crashes by Vehicle Configuration

| Vehicle Configuration | Fatal | | Injury | | Towaway | |
|----------------------------|--------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Single-Unit, 2 Axles | 563 | 12.1% | 8,210 | 14.2% | 8,323 | 13.2% |
| Single-Unit, 3+ Axles | 556 | 11.9% | 7,261 | 12.5% | 6,514 | 10.4% |
| Single-Unit, Axles Unknown | 141 | 3.0% | | | | |
| Truck/Trailer(s) | 70 | 1.5% | 6,069 | 10.5% | 7,097 | 11.3% |
| Truck Tractor (Bobtail) | 90 | 1.9% | 2,102 | 3.6% | 1,564 | 2.5% |
| Tractor/Semi-trailer | 2,969 | 63.6% | 27,241 | 47.0% | 30,285 | 48.2% |
| Tractor/Double | 153 | 3.3% | 1,384 | 2.4% | 1,794 | 2.9% |
| Tractor/Triple | 6 | 0.1% | 48 | 0.1% | 74 | 0.1% |
| Unknown | 121 | 2.6% | 2,318 | 4.0% | 3,727 | 5.9% |
| Missing | | | 3,357 | 5.8% | 3,458 | 5.5% |
| Total | 4,669 | 100.0% | 57,990 | 100.0% | 62,836 | 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 Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Table 38. Large Trucks in Crashes by Cargo Body Type

| Cargo Body Type | Fatal | | Injury | | Towaway | |
|---------------------|--------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Van/Enclosed Box | 2,155 | 46.2% | 19,958 | 34.4% | 23,713 | 37.7% |
| Cargo Tank | 348 | 7.5% | 3,085 | 5.3% | 2,951 | 4.7% |
| Flatbed | 611 | 13.1% | 6,295 | 10.9% | 6,984 | 11.1% |
| Dump | 483 | 10.3% | 5,237 | 9.0% | 5,099 | 8.1% |
| Concrete Mixer | 56 | 1.2% | 672 | 1.2% | 568 | 0.9% |
| Auto Transporter | 38 | 0.8% | 619 | 1.1% | 652 | 1.0% |
| Garbage/Refuse | 131 | 2.8% | 1,476 | 2.5% | 1,392 | 2.2% |
| Grain, Gravel, etc. | 114 | 2.4% | 815 | 1.4% | 767 | 1.2% |
| Pole | 44 | 0.9% | 254 | 0.4% | 259 | 0.4% |
| No Cargo Body | 115 | 2.5% | | | | |
| Other Large Truck | 182 | 3.9% | 9,715 | 16.8% | 9,445 | 15.0% |
| Unknown Large Truck | 363 | 7.8% | 6,606 | 11.4% | 8,360 | 13.3% |
| Not Applicable | 3 | 0.1% | 3,258 | 5.6% | 2,646 | 4.2% |
| Unknown | 26 | 0.6% | | | | |
| Total | 4,669 | 100.0% | 57,990 | 100.0% | 62,836 | 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 Towaway Crashes: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Table 39. Large Trucks in Crashes by Gross Vehicle Weight Rating

| Gross Vehicle Weight Rating | Fatal | | Injury | | Towaway | |
|-----------------------------|--------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| ≤10,000 lbs | 1 | * | 700 | 1.2% | 543 | 0.9% |
| 10,001 - 26,000 lbs | 466 | 10.0% | 6,281 | 10.8% | 7,002 | 11.1% |
| ≥26,001 lbs | 4,157 | 89.0% | 34,676 | 59.8% | 40,525 | 64.5% |
| Missing | 18 | 0.4% | 16,333 | 28.2% | 14,766 | 23.5% |
| Unknown | 27 | 0.6% | | | | |
| Total | 4,669 | 100.0% | 57,990 | 100.0% | 62,836 | 100.0% |

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.

Table 40. Large Trucks in Crashes by Hazardous Materials (HM) Cargo

| HM Cargo | Fatal | | Injury | | Towaway | |
|--------------|--------------|---------------|---------------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Yes | 184 | 3.9% | 954 | 1.6% | 1,068 | 1.7% |
| No | 4,372 | 93.6% | 50,120 | 86.4% | 50,180 | 79.9% |
| Unknown | 113 | 2.4% | 6,916 | 11.9% | 11,588 | 18.4% |
| Total | 4,669 | 100.0% | 57,990 | 100.0% | 62,836 | 100.0% |

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.

Table 41. Large Trucks in Crashes by Hazardous Materials (HM) Cargo Type and HM Release

| HM Cargo Type | HM Release | | | | | | | |
|-------------------------------------|------------|---------------|--------------|---------------|------------|---------------|--------------|---------------|
| | Yes | | No | | Unknown | | Total | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | | | |
| Explosives | 0 | 0.0% | 1 | 1.5% | 0 | 0.0% | 1 | 1.0% |
| Gases | 3 | 10.3% | 6 | 9.1% | 3 | 33.3% | 12 | 11.5% |
| Flammable Liquids | 15 | 51.7% | 13 | 19.7% | 3 | 33.3% | 31 | 29.8% |
| Flammable Solids | 1 | 3.4% | 0 | 0.0% | 0 | 0.0% | 1 | 1.0% |
| Oxidizing Substances | 0 | 0.0% | 2 | 3.0% | 0 | 0.0% | 2 | 1.9% |
| Poisonous and Infectious Substances | 0 | 0.0% | 1 | 1.5% | 1 | 11.1% | 2 | 1.9% |
| Radioactive | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Corrosives | 3 | 10.3% | 10 | 15.2% | 1 | 11.1% | 14 | 13.5% |
| Miscellaneous Dangerous Goods | 2 | 6.9% | 5 | 7.6% | 0 | 0.0% | 7 | 6.7% |
| Unknown | 5 | 17.2% | 28 | 42.4% | 1 | 11.1% | 34 | 32.7% |
| Total | 29 | 100.0% | 66 | 100.0% | 9 | 100.0% | 104 | 100.0% |
| Nonfatal Crashes | | | | | | | | |
| Explosives | 6 | 2.4% | 26 | 1.6% | 3 | 1.7% | 35 | 1.7% |
| Gases | 18 | 7.1% | 200 | 12.6% | 35 | 19.8% | 253 | 12.5% |
| Flammable Liquids | 102 | 40.3% | 512 | 32.2% | 76 | 42.9% | 690 | 34.1% |
| Flammable Solids | 3 | 1.2% | 14 | 0.9% | 1 | 0.6% | 18 | 0.9% |
| Oxidizing Substances | 2 | 0.8% | 13 | 0.8% | 2 | 1.1% | 17 | 0.8% |
| Poisonous and Infectious Substances | 5 | 2.0% | 9 | 0.6% | 1 | 0.6% | 15 | 0.7% |
| Radioactive | 1 | 0.4% | 6 | 0.4% | 2 | 1.1% | 9 | 0.4% |
| Corrosives | 14 | 5.5% | 101 | 6.3% | 15 | 8.5% | 130 | 6.4% |
| Miscellaneous Dangerous Goods | 27 | 10.7% | 104 | 6.5% | 8 | 4.5% | 139 | 6.9% |
| Unknown | 75 | 29.6% | 607 | 38.1% | 34 | 19.2% | 716 | 35.4% |
| Total | 253 | 100.0% | 1,592 | 100.0% | 177 | 100.0% | 2,022 | 100.0% |

Source: Federal Motor Carrier Safety Administration, MCMIS Crash File.

Table 42. Large Trucks in Crashes by Initial Point of Impact

| Initial Point of Impact | Fatal | | Injury | | Property Damage Only | |
|-------------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Front | 2,930 | 62.8% | 37,000 | 41.1% | 119,000 | 32.7% |
| Rear | 780 | 16.7% | 14,000 | 15.3% | 63,000 | 17.3% |
| Left | 442 | 9.5% | 15,000 | 17.0% | 63,000 | 17.3% |
| Right | 247 | 5.3% | 16,000 | 17.7% | 89,000 | 24.5% |
| Non-Collision | 142 | 3.0% | 7,000 | 7.4% | 25,000 | 6.9% |
| Other | 72 | 1.5% | 1,000 | 1.5% | 5,000 | 1.3% |
| Unknown | 56 | 1.2% | | | | |
| Total | 4,669 | 100.0% | 89,000 | 100.0% | 363,000 | 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).

Table 43. Large Trucks in Crashes by Most Harmful Event for the Large Truck

| Most Harmful Event | Fatal | | Injury | | Property Damage Only | |
|-------------------------------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Collision with Vehicle in Transport | 3,689 | 79.0% | 72,000 | 81.4% | 243,000 | 67.0% |
| Collision with Fixed Object | 178 | 3.8% | 4,000 | 4.6% | 27,000 | 7.3% |
| Collision with Pedestrian | 281 | 6.0% | 2,000 | 2.0% | * | * |
| Overturn (Rollover) | 281 | 6.0% | 7,000 | 7.5% | 6,000 | 1.6% |
| Collision with Pedalcycle | 54 | 1.2% | 1,000 | 0.6% | * | 0.1% |
| Collision with Parked Motor Vehicle | 18 | 0.4% | * | 0.4% | 54,000 | 14.9% |
| Collision with Train | 16 | 0.3% | * | 0.2% | * | 0.1% |
| Collision with Other Object | 23 | 0.5% | 1,000 | 1.1% | 4,000 | 1.0% |
| Collision with Animal | 1 | * | * | 0.1% | 8,000 | 2.3% |
| Jackknife | | | 1,000 | 0.8% | 2,000 | 0.6% |
| Explosion/Fire | 83 | 1.8% | * | 0.1% | 1,000 | 0.3% |
| Other | 34 | 0.7% | 1,000 | 1.2% | 18,000 | 4.9% |
| Unknown | 11 | 0.2% | | | | |
| Total | 4,669 | 100.0% | 89,000 | 100.0% | 363,000 | 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).

Table 44. Large Trucks in Crashes by Jackknife Occurrence

| Jackknife | Fatal | | Injury | | Property Damage Only | |
|--------------|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Yes | 228 | 3.7% | 2,000 | 2.1% | 4,000 | 1.1% |
| No | 4,441 | 72.3% | 87,000 | 97.9% | 359,000 | 98.9% |
| Total | 6,144 | 100.0% | 89,000 | 100.0% | 363,000 | 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).

Table 45. Large Trucks in Crashes with Passenger Vehicles by Crash Type and Severity

| Crash Type | Fatal | | Injury | | Property Damage Only | |
|--|--------------|---------------|---------------|---------------|----------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Large Truck Rear-Ending Passenger Vehicle | 158 | 6.2% | 9,000 | 17.6% | 31,000 | 14.3% |
| Passenger Vehicle Rear-Ending Large Truck | 411 | 16.3% | 8,000 | 15.1% | 23,000 | 10.5% |
| Large Truck Striking Passenger Vehicle (Other) | 932 | 36.9% | 15,000 | 29.1% | 87,000 | 40.5% |
| Passenger Vehicle Striking Large Truck (Other) | 872 | 34.5% | 16,000 | 30.3% | 60,000 | 28.1% |
| Vehicles Striking Each Other | 95 | 3.8% | 3,000 | 5.9% | 6,000 | 2.7% |
| Other Collision | 61 | 2.4% | 1,000 | 2.0% | 8,000 | 3.9% |
| Total | 2,529 | 100.0% | 53,000 | 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).

Table 46. Large Trucks in Fatal Crashes with Passenger Vehicles by Crash Type and Driver-Related Factors Recorded

| 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 | 158 | 93 | 58.9% | 96 | 60.8% |
| Passenger Vehicle Rear-Ending Large Truck | 411 | 115 | 28.0% | 372 | 90.5% |
| Large Truck Striking Passenger Vehicle (Other) | 932 | 322 | 34.5% | 739 | 79.3% |
| Passenger Vehicle Striking Large Truck (Other) | 872 | 197 | 22.6% | 803 | 92.1% |
| Vehicles Striking Each Other | 95 | 18 | 18.9% | 80 | 84.2% |
| Other Collision | 61 | 15 | 24.6% | 53 | 86.9% |
| Total | 2,529 | 760 | 30.1% | 2,143 | 84.7% |

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

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, to provide 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 presented:

- ◆ Fatalities in crashes involving large trucks made up 12 percent of all fatalities in motor vehicle crashes in 2003.
- ◆ Injuries in large truck crashes made up 4 percent of all injuries in motor vehicle crashes in 2003.
- ◆ Of the 4,608 drivers of large trucks involved in fatal crashes, 266 (about 6 percent) were 25 years of age or younger, and 140 (about 3 percent) were 66 years of age or older. In comparison, 14,688 (30 percent) of the 48,339 drivers of passenger vehicles in fatal crashes were 25 years of age or younger, and 5,563 (about 12 percent) were 66 years of age or older.
- ◆ About 2 percent of all the drivers of large trucks involved in fatal crashes were female, as compared with 30 percent of all drivers of passenger vehicles involved in fatal crashes.
- ◆ One or more driver-related factors were recorded for 77 percent of the drivers of large trucks involved in single-vehicle fatal crashes but for only 35 percent of the drivers of large trucks involved in multiple-vehicle fatal crashes.
- ◆ Of the 4,608 drivers of large trucks involved in fatal crashes, 654 (14 percent) were not wearing a safety belt at the time of the crash; of those, 23 percent were completely or partially ejected from the vehicle.

Table 47. Persons Killed and Injured in Crashes Involving Large Trucks

| Person Type | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|---|------------------------|---------------|--------------------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Persons Killed | | | | | | |
| Driver of Large Truck | 381 | 49.2% | 239 | 5.7% | 620 | 12.4% |
| Driver of Other Motor Vehicle | 0 | 0.0% | 2,835 | 67.3% | 2,835 | 56.9% |
| Passenger of Large Truck in Transport | 73 | 9.4% | 28 | 0.7% | 101 | 2.0% |
| Passenger of Other Motor Vehicle in Transport | 0 | 0.0% | 1,034 | 24.6% | 1,034 | 20.7% |
| Occupant of Motor Vehicle Not in Transport | 6 | 0.8% | 2 | * | 8 | 0.2% |
| Occupant of Non-Motor Vehicle Transport Device | 1 | 0.1% | 2 | * | 3 | 0.1% |
| Pedestrian | 254 | 32.8% | 58 | 1.4% | 312 | 6.3% |
| Bicyclist | 50 | 6.5% | 2 | * | 52 | 1.0% |
| Other Cyclist | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% |
| Other Pedestrian | 8 | 1.0% | 1 | * | 9 | 0.2% |
| Unknown Occupant Type in Motor Vehicle in Transport | 2 | 0.3% | 10 | 0.2% | 12 | 0.2% |
| Total | 775 | 100.0% | 4,211 | 100.0% | 4,986 | 100.0% |
| Persons Injured | | | | | | |
| Driver | 10,000 | 70.7% | 79,000 | 72.8% | 89,000 | 72.5% |
| Passenger of Motor Vehicle in Transport | 1,000 | 8.3% | 29,000 | 27.0% | 30,000 | 24.9% |
| Occupant of Motor Vehicle Not in Transport | * | 1.2% | * | 0.1% | * | 0.2% |
| Occupant of a Non-Motor Vehicle Transport Device | * | 1.4% | * | * | * | 0.2% |
| Pedestrian | 2,000 | 13.9% | * | 0.2% | 2,000 | 1.7% |
| Bicyclist | 1,000 | 4.5% | * | * | 1,000 | 0.5% |
| Total | 14,000 | 100.0% | 109,000 | 100.0% | 122,000 | 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).

Table 48. Persons Killed in Crashes Involving Large Trucks by Age and Sex

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|-------------------|--------------|---------------|--------------|---------------|----------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 209 | 6.1% | 178 | 11.4% | 0 | 0.0% | 387 | 7.8% |
| 18 - 25 | 567 | 16.5% | 283 | 18.2% | 0 | 0.0% | 850 | 17.0% |
| 26 - 35 | 558 | 16.3% | 196 | 12.6% | 1 | 33.3% | 755 | 15.1% |
| 36 - 45 | 655 | 19.1% | 218 | 14.0% | 0 | 0.0% | 873 | 17.5% |
| 46 - 55 | 593 | 17.3% | 198 | 12.7% | 0 | 0.0% | 791 | 15.9% |
| 56 - 65 | 381 | 11.1% | 150 | 9.6% | 0 | 0.0% | 531 | 10.6% |
| 66 - 75 | 226 | 6.6% | 138 | 8.9% | 0 | 0.0% | 364 | 7.3% |
| 76 and over | 228 | 6.7% | 193 | 12.4% | 0 | 0.0% | 421 | 8.4% |
| Unknown | 10 | 0.3% | 2 | 0.1% | 2 | 66.7% | 14 | 0.3% |
| Total | 3,427 | 100.0% | 1,556 | 100.0% | 3 | 100.0% | 4,986 | 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).

Table 49. Persons Killed in Crashes Involving Passenger Vehicles by Age and Sex

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|-------------------|---------------|---------------|---------------|---------------|----------|---------------|---------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 2,615 | 10.1% | 1,755 | 13.6% | 1 | 20.0% | 4,371 | 11.3% |
| 18 - 25 | 6,171 | 23.9% | 2,338 | 18.1% | 0 | 0.0% | 8,509 | 22.0% |
| 26 - 35 | 4,152 | 16.1% | 1,576 | 12.2% | 2 | 40.0% | 5,730 | 14.8% |
| 36 - 45 | 4,053 | 15.7% | 1,855 | 14.4% | 0 | 0.0% | 5,908 | 15.3% |
| 46 - 55 | 3,319 | 12.9% | 1,523 | 11.8% | 0 | 0.0% | 4,842 | 12.5% |
| 56 - 65 | 2,049 | 7.9% | 1,132 | 8.8% | 0 | 0.0% | 3,181 | 8.2% |
| 66 - 75 | 1,455 | 5.6% | 1,085 | 8.4% | 0 | 0.0% | 2,540 | 6.6% |
| 76 and over | 1,914 | 7.4% | 1,605 | 12.5% | 0 | 0.0% | 3,519 | 9.1% |
| Unknown | 68 | 0.3% | 19 | 0.1% | 2 | 40.0% | 89 | 0.2% |
| Total | 25,796 | 100.0% | 12,888 | 100.0% | 5 | 100.0% | 38,689 | 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).

Table 50. Persons Injured in Crashes Involving Large Trucks by Age and Sex

| Age Group (Years) | Male | | Female | | Total | |
|-------------------|---------------|---------------|---------------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 6,000 | 7.9% | 6,000 | 12.3% | 12,000 | 9.6% |
| 18 - 25 | 14,000 | 18.7% | 10,000 | 20.7% | 24,000 | 19.5% |
| 26 - 35 | 16,000 | 21.7% | 10,000 | 19.9% | 26,000 | 20.9% |
| 36 - 45 | 16,000 | 21.7% | 9,000 | 17.6% | 24,000 | 20.1% |
| 46 - 55 | 12,000 | 16.0% | 6,000 | 12.0% | 18,000 | 14.4% |
| 56 - 65 | 6,000 | 8.1% | 4,000 | 9.0% | 10,000 | 8.5% |
| 66 - 75 | 2,000 | 3.2% | 2,000 | 3.5% | 4,000 | 3.3% |
| 76 and over | 2,000 | 2.8% | 2,000 | 5.1% | 4,000 | 3.7% |
| Total | 73,000 | 100.0% | 49,000 | 100.0% | 122,000 | 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).

Table 51. Persons Injured in Crashes Involving Passenger Vehicles by Age and Sex

| Age Group (Years) | Male | | Female | | Total | |
|-------------------|------------------|---------------|------------------|---------------|------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| 17 and under | 226,000 | 17.1% | 246,000 | 16.3% | 471,000 | 16.7% |
| 18 - 25 | 325,000 | 24.6% | 338,000 | 22.4% | 662,000 | 23.4% |
| 26 - 35 | 239,000 | 18.1% | 272,000 | 18.1% | 512,000 | 18.1% |
| 36 - 45 | 209,000 | 15.8% | 244,000 | 16.2% | 453,000 | 16.0% |
| 46 - 55 | 155,000 | 11.8% | 187,000 | 12.4% | 343,000 | 12.1% |
| 56 - 65 | 86,000 | 6.5% | 108,000 | 7.2% | 194,000 | 6.9% |
| 66 - 75 | 45,000 | 3.4% | 63,000 | 4.2% | 108,000 | 3.8% |
| 76 and over | 37,000 | 2.8% | 48,000 | 3.2% | 85,000 | 3.0% |
| Total | 1,321,000 | 100.0% | 1,506,000 | 100.0% | 2,827,000 | 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).

Table 52. Persons Killed and Injured in Crashes Involving Large Trucks by Time of Day

| Time of Day | Persons Killed | | Persons Injured | |
|------------------------------|----------------|---------------|-----------------|---------------|
| | Number | Percent | Number | Percent |
| 12am - 3am | 415 | 8.3% | 4,000 | 3.0% |
| 3am - 6am | 465 | 9.3% | 6,000 | 4.6% |
| 6am - 9am | 723 | 14.5% | 19,000 | 15.2% |
| 9am - 12pm | 799 | 16.0% | 21,000 | 17.5% |
| 12pm - 3pm | 936 | 18.8% | 30,000 | 24.2% |
| 3pm - 6pm | 808 | 16.2% | 25,000 | 20.1% |
| 6pm - 9pm | 444 | 8.9% | 12,000 | 9.8% |
| 9pm - 12am | 395 | 7.9% | 7,000 | 5.6% |
| Unknown | 1 | * | | |
| <i>Daytime (6am - 6pm)</i> | <i>3,266</i> | <i>65.5%</i> | <i>94,000</i> | <i>77.1%</i> |
| <i>Nighttime (6pm - 6am)</i> | <i>1,719</i> | <i>34.5%</i> | <i>28,000</i> | <i>22.9%</i> |
| Total | 4,986 | 100.0% | 122,000 | 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: Persons Killed: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Persons Injured: National Highway Traffic Safety Administration, General Estimates System (GES).

Table 53. Drivers of Large Trucks in Crashes by Age, Sex, and Crash Severity

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|-------------------------------------|----------------|---------------|---------------|---------------|-----------|---------------|----------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | | | |
| 25 and Under | 261 | 5.8% | 5 | 4.5% | 0 | 0.0% | 266 | 5.8% |
| 26 - 35 | 1,008 | 22.5% | 24 | 21.4% | 0 | 0.0% | 1,032 | 22.4% |
| 36 - 45 | 1,319 | 29.5% | 35 | 31.3% | 0 | 0.0% | 1,354 | 29.4% |
| 46 - 55 | 1,116 | 24.9% | 31 | 27.7% | 0 | 0.0% | 1,147 | 24.9% |
| 56 - 65 | 626 | 14.0% | 17 | 15.2% | 0 | 0.0% | 643 | 14.0% |
| 66 - 75 | 127 | 2.8% | 0 | 0.0% | 0 | 0.0% | 127 | 2.8% |
| 76 and Over | 13 | 0.3% | 0 | 0.0% | 0 | 0.0% | 13 | 0.3% |
| Unknown | 5 | 0.1% | 0 | 0.0% | 21 | 100.0% | 26 | 0.6% |
| Total | 4,475 | 100.0% | 112 | 100.0% | 21 | 100.0% | 4,608 | 100.0% |
| Injury Crashes | | | | | | | | |
| 25 and Under | 11,000 | 13.4% | 1,000 | 24.4% | | | 12,000 | 13.9% |
| 26 - 35 | 20,000 | 23.4% | * | 10.2% | | | 20,000 | 22.9% |
| 36 - 45 | 26,000 | 31.5% | 1,000 | 24.7% | | | 27,000 | 31.2% |
| 46 - 55 | 17,000 | 19.9% | 1,000 | 23.4% | | | 18,000 | 20.0% |
| 56 - 65 | 9,000 | 10.4% | 1,000 | 16.9% | | | 9,000 | 10.6% |
| 66 - 75 | 1,000 | 0.9% | * | * | | | 1,000 | 0.9% |
| 76 and Over | * | 0.5% | * | 0.3% | | | * | 0.5% |
| Total | 84,000 | 100.0% | 4,000 | 100.0% | | | 88,000 | 100.0% |
| Property Damage Only Crashes | | | | | | | | |
| 25 and Under | 41,000 | 12.1% | 6,000 | 22.8% | | | 47,000 | 13.0% |
| 26 - 35 | 74,000 | 22.2% | 2,000 | 7.1% | | | 76,000 | 21.1% |
| 36 - 45 | 87,000 | 25.9% | 2,000 | 8.3% | | | 89,000 | 24.5% |
| 46 - 55 | 68,000 | 20.3% | 3,000 | 11.6% | | | 71,000 | 19.6% |
| 56 - 65 | 60,000 | 18.0% | 13,000 | 47.3% | | | 73,000 | 20.2% |
| 66 - 75 | 4,000 | 1.3% | 1,000 | 2.9% | | | 5,000 | 1.4% |
| 76 and Over | 1,000 | 0.2% | * | * | | | 1,000 | 0.2% |
| Total | 335,000 | 100.0% | 27,000 | 100.0% | | | 362,000 | 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).

Table 54. Drivers of Passenger Vehicles in Crashes by Age, Sex, and Crash Severity

| Age Group (Years) | Male | | Female | | Unknown | | Total | |
|-------------------------------------|------------------|---------------|------------------|---------------|------------|---------------|------------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Fatal Crashes | | | | | | | | |
| 25 and Under | 10,015 | 30.3% | 4,100 | 28.1% | 0 | 0.0% | 14,115 | 29.4% |
| 26 - 35 | 6,262 | 18.9% | 2,638 | 18.1% | 1 | 0.4% | 8,901 | 18.6% |
| 36 - 45 | 5,747 | 17.4% | 2,694 | 18.4% | 0 | 0.0% | 8,441 | 17.6% |
| 46 - 55 | 4,441 | 13.4% | 2,028 | 13.9% | 0 | 0.0% | 6,469 | 13.5% |
| 56 - 65 | 2,718 | 8.2% | 1,263 | 8.6% | 0 | 0.0% | 3,981 | 8.3% |
| 66 - 75 | 1,830 | 5.5% | 891 | 6.1% | 0 | 0.0% | 2,721 | 5.7% |
| 76 and Over | 1,941 | 5.9% | 982 | 6.7% | 0 | 0.0% | 2,923 | 6.1% |
| Unknown | 130 | 0.4% | 11 | 0.1% | 282 | 99.6% | 423 | 0.9% |
| Total | 33,084 | 100.0% | 14,607 | 100.0% | 283 | 100.0% | 47,974 | 100.0% |
| Injury Crashes | | | | | | | | |
| 25 and Under | 578,000 | 31.4% | 471,000 | 31.1% | | | 1,050,000 | 31.3% |
| 26 - 35 | 366,000 | 19.9% | 320,000 | 21.1% | | | 685,000 | 20.4% |
| 36 - 45 | 346,000 | 18.8% | 295,000 | 19.4% | | | 640,000 | 19.1% |
| 46 - 55 | 254,000 | 13.8% | 215,000 | 14.2% | | | 469,000 | 14.0% |
| 56 - 65 | 155,000 | 8.4% | 114,000 | 7.5% | | | 269,000 | 8.0% |
| 66 - 75 | 85,000 | 4.6% | 57,000 | 3.8% | | | 142,000 | 4.2% |
| 76 and Over | 57,000 | 3.1% | 44,000 | 2.9% | | | 101,000 | 3.0% |
| Total | 1,840,000 | 100.0% | 1,516,000 | 100.0% | | | 3,356,000 | 100.0% |
| Property Damage Only Crashes | | | | | | | | |
| 25 and Under | 1,331,000 | 32.0% | 939,000 | 31.5% | | | 2,270,000 | 31.8% |
| 26 - 35 | 828,000 | 19.9% | 612,000 | 20.5% | | | 1,440,000 | 20.2% |
| 36 - 45 | 747,000 | 18.0% | 572,000 | 19.2% | | | 1,319,000 | 18.5% |
| 46 - 55 | 588,000 | 14.1% | 407,000 | 13.7% | | | 995,000 | 13.9% |
| 56 - 65 | 382,000 | 9.2% | 246,000 | 8.3% | | | 628,000 | 8.8% |
| 66 - 75 | 179,000 | 4.3% | 117,000 | 3.9% | | | 296,000 | 4.2% |
| 76 and Over | 104,000 | 2.5% | 84,000 | 2.8% | | | 189,000 | 2.6% |
| Total | 4,159,000 | 100.0% | 2,978,000 | 100.0% | | | 7,137,000 | 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).

Table 55. Drivers of Large Trucks in Fatal Crashes by Restraint Use and Ejection from the Vehicle

| 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 | 502 | 11.4% | 114 | 82.0% | 36 | 69.2% | 2 | 22.2% | 654 | 14.2% |
| Shoulder Belt | 14 | 0.3% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 14 | 0.3% |
| Lap Belt | 226 | 5.1% | 0 | 0.0% | 4 | 7.7% | 0 | 0.0% | 230 | 5.0% |
| Lap and Shoulder | 3,105 | 70.4% | 8 | 5.8% | 8 | 15.4% | 0 | 0.0% | 3,121 | 67.7% |
| Type Unknown | 165 | 3.7% | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 165 | 3.6% |
| Used Improperly | 1 | * | 0 | 0.0% | 0 | 0.0% | 0 | 0.0% | 1 | * |
| Unknown | 395 | 9.0% | 17 | 12.2% | 4 | 7.7% | 7 | 77.8% | 423 | 9.2% |
| Total | 4,408 | 100.0% | 139 | 100.0% | 52 | 100.0% | 9 | 100.0% | 4,608 | 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).

**Table 56. Drivers of Large Trucks in Fatal Crashes
by Commercial Drivers License (CDL) Status and License Compliance**

| CDL Status | Number | Percent | License Compliance | Number | Percent |
|----------------------------|--------------|---------------|--|--------------|---------------|
| Valid | 4,016 | 87.2% | Valid License for Class of Vehicle | 4,296 | 93.0% |
| No CDL | 374 | 8.1% | Not Licensed | 5 | 0.1% |
| Suspended | 29 | 0.6% | No License Required for Class of Vehicle | 2 | * |
| Revoked, Expired, Canceled | 21 | 0.5% | No Valid License for Class of Vehicle | 149 | 3.2% |
| Other Not Valid | 29 | 0.6% | Unknown if Required for Class of Vehicle | 29 | 0.6% |
| Unknown | 139 | 3.0% | Unknown | 138 | 3.0% |
| Total | 4,608 | 100.0% | Total | 4,619 | 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: National Highway Traffic Safety Administration, Fatality Analysis Reporting System (FARS).

Table 57. Drivers of Large Trucks in Fatal Crashes by Driver-Related Factors and Violations Recorded

| Driver-Related Factors | Single-Vehicle Crashes | | Multiple-Vehicle Crashes | | Total | |
|--|------------------------|---------------|--------------------------|---------------|--------------|---------------|
| | Number | Percent | Number | Percent | Number | Percent |
| Running off road | 282 | 39.1% | 103 | 2.7% | 385 | 8.5% |
| Driving too fast for conditions or in excess of posted speed limit | 110 | 15.3% | 255 | 6.7% | 365 | 8.1% |
| Failure to yield right of way | 71 | 9.8% | 149 | 3.9% | 220 | 4.9% |
| Failure to keep in proper lane | 29 | 4.0% | 176 | 4.6% | 205 | 4.5% |
| Inattentive (talking, eating, etc.) | 34 | 4.7% | 160 | 4.2% | 194 | 4.3% |
| Failure to obey traffic signs | 41 | 5.7% | 96 | 2.5% | 137 | 3.0% |
| Erratic or reckless driving | 10 | 1.4% | 98 | 2.6% | 108 | 2.4% |
| Vision obscured by weather | 0 | 0.0% | 94 | 2.5% | 94 | 2.1% |
| Other non-moving traffic violation | 14 | 1.9% | 71 | 1.9% | 85 | 1.9% |
| Drowsy, fatigued | 56 | 7.8% | 18 | 0.5% | 74 | 1.6% |
| Overcorrecting | 53 | 7.4% | 19 | 0.5% | 72 | 1.6% |
| Operating without required equipment | 21 | 2.9% | 30 | 0.8% | 51 | 1.1% |
| Making improper turn | 8 | 1.1% | 40 | 1.1% | 48 | 1.1% |
| Non-traffic violation charged (manslaughter or other homicide offense) | 7 | 1.0% | 40 | 1.1% | 47 | 1.0% |
| Following improperly | 4 | 0.6% | 40 | 1.1% | 44 | 1.0% |
| Swerving to avoid vehicle in road | 11 | 1.5% | 22 | 0.6% | 33 | 0.7% |
| Starting/backing improperly | 13 | 1.8% | 17 | 0.4% | 30 | 0.7% |
| Stopped in roadway | 10 | 1.4% | 4 | 0.1% | 14 | 0.3% |
| Vision obscured by obstructing angles on vehicle | 3 | 0.4% | 2 | 0.1% | 5 | 0.1% |
| Driver-Related Factor(s) Recorded | 553 | 76.7% | 1,329 | 35.1% | 1,882 | 41.7% |
| No Driver-Related Factors Recorded | 182 | 25.2% | 2,544 | 67.2% | 2,726 | 60.5% |
| Total | 721 | 100.0% | 3,787 | 100.0% | 4,508 | 100.0% |
| Violation(s) Recorded | 64 | 8.9% | 428 | 11.3% | 492 | 10.9% |
| No Violations Recorded | 671 | 93.1% | 3,445 | 91.0% | 4,116 | 91.3% |
| Total | 721 | 100.0% | 3,787 | 100.0% | 4,508 | 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).

