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Traffic Safety Facts
RESEARCH NOTE

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Overview of the 2024 Crash Investigation Sampling System

Summary

In 2024 the National Highway Traffic Safety Administration increased the number of data collection sites from 32 to 40 for the 2024 Crash Investigation Sampling System (CISS). Concurrently, NHTSA also expanded the scope of data collection and investigated crashes involving nonmotorists. In 2024, CISS selected 6,132 police-reported crashes. Of these, 5,290 were eligible for investigation. The 2024 CISS shows there were an estimated 2,879,549 police-reported motor vehicle traffic crashes nationwide, representing the CISS crash target population where at least one passenger vehicle (i.e., passenger car, light truck, or van[1] with a gross vehicle weight rating of less than or equal to 10,000 lb) was towed from the crash scene or a nonmotorist sustained a police-reported injury severity of killed, incapacitating injury, or non-incapacitating injury.[2] This resulted in an estimated 1,265,043 injured occupants of in-transport towed passenger vehicles and 90,902 injured nonmotorists. Among the 2,796,576 towed passenger vehicle crashes, 2.5 percent (70,411) had serious injury or above, 25.0 percent (699,795) had moderate or minor injury, and 55.4 percent (1,549,511) had no injury.

Introduction

NHTSA designed the CISS to select a more efficient and flexible sample compared to its predecessor, the National Automative Sampling System Crashworthiness Data System (NASS CDS), using updated traffic and demographic information, and optimizing the sample to better meet data users' needs. For more information, see *Crash Investigation Sampling System: Sample Design and Weighting* (Zhang et al., 2019a). In addition to sample design and weighting enhancements, several improvements were made to information technology infrastructure and operational protocols of CISS to gather more relevant, accurate, and nationally representative data.

In accordance with the Infrastructure Investment and Jobs Act (IIJA; Pub. L. 117-58), in 2024 NHTSA leveraged the scalable and flexible sample design to expand data collection sites from 32 to 40. NHTSA then began investigating police-reported motor vehicle traffic crashes where at least one nonmotorist sustained a police-reported injury, or a fatality in each crash. A nonmotorist is defined as a pedestrian, a bicyclist or other cyclist, an occupant of a transport device that is not a motor vehicle, or a person on personal conveyance.[3] NHTSA continued to sample, investigate, and code crashes that each involved at least one passenger vehicle towed from the scene of the crash in addition to nonmotorist crashes. This resulted in changes to the target population, analysis domains, and target sample allocation. Refer to the 2024 CISS Sample section on page 7 for more information. Statistical weighting procedures generated nationally representative estimates of in-scope crashes.

[1] Lights trucks or vans include pickups and SUVs.

[2] The CISS does not include crashes involving nonmotorists with police-reported injury severity of "possible injury" or "injured, severity unknown." However, in this note, the qualifying injury scope for nonmotorists is referred to as "police-reported injury or fatality."

[3] A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. This can be motorized or human powered, but not propelled by pedaling such as scooters, skateboards, or wheelchairs. This excludes golf carts, low-speed vehicles, go-carts, mini bikes, motor scooters, mopeds, and pocket motorcycles.

NHTSA is releasing the first year of data from the expanded CISS. NHTSA plans to continue to implement the provisions of the IIJA by increasing the number of data collection sites and expanding the scope of CISS in the coming years. In 2025 the number of data collection sites was increased from 40 to 49. Concurrently, NHTSA also expanded the scope of data collection by investigating motorcycle crashes; results will be reported with the release of the 2025 CISS data.

This Research Note summarizes key estimates of 2024 crashes.[4] For a more detailed explanation of the sample design, estimation protocols, and guidance on how to analyze the data, please refer to *Crash Investigation Sampling Design: Design Overview, Analytic Guidance and FAQs* (Zhang et al., 2019b; Revised 2024).

Results

Overview

In 2024, CISS investigated 5,290 crashes where at least one passenger vehicle was towed from the scene or at least one nonmotorist sustained a police-reported injury or fatality. This represents an estimated 2,879,549 police-reported crashes and 5,075,756 motor vehicles. There were an estimated 2,796,576 towed passenger vehicle crashes and 5,061,896 occupants of towed in-transport passenger vehicles. An estimated 91,721 crashes involved 97,014 nonmotorists. Note that the total number of CISS crashes is less than the sum of towed passenger vehicle crashes and nonmotorist crashes because some crashes involve both a towed passenger vehicle and nonmotorist who sustained a police-reported injury or fatality. In such cases the crash is counted as both a towed passenger vehicle crash and a nonmotorist crash.

Table 1. Overview of 2024 CISS Estimates

	Sample Size	Estimate	Standard Error
Crashes	5,290	2,879,549	170,980
Towed Passenger Vehicle Crashes*	5,094	2,796,576	165,357
Nonmotorist Crashes	383	91,721	9,936
All Vehicles Involved	9,212	5,075,756	289,335
Occupants of Towed In-Transport Passenger Vehicles	10,237	5,061,896	374,703
Nonmotorists	404	97,014	11,489

Source: 2024 CISS
*The estimated number of towed passenger vehicle crashes represents the same target population as 2017-2023 CISS.

Towed Passenger Vehicle Crashes

In 2024 CISS investigated 5,094 police-reported crashes where at least one passenger vehicle was towed from the scene. This represents an estimated 2,796,576 crashes. Table 2 shows the estimates by the maximum Abbreviated Injury Scale (AIS)[5] severity in the crash that is the most severe injury level among the occupants of towed in-transport passenger vehicles involved in a crash. There were an estimated 70,411 (54,400 serious; 9,101 severe; 4,834 critical; 2,076 maximal) crashes with serious injury or above. An estimated 699,795 crashes resulted in minor or moderate injury, and an estimated 1,549,511 crashes resulted in no injury.

Table 2. Towed Passenger Vehicle Crashes in 2024, by Maximum AIS Severity in the Crash

Maximum AIS Severity in the Crash	Estimate (Standard Error)	Percent of Crashes
0-Not Injured	**1,549,511 (136,940)**	**55.4%**
1-Minor	587,037 (41,214)	21.0%
2-Moderate	112,758 (12,104)	4.0%
Subtotal (AIS-1 to AIS-2)	**699,795 (47,810)**	**25.0%**
3-Serious	54,400 (6,755)	1.9%

[4] This research note does not include comparisons to 2023 CISS. For more information about the 2023 CISS see NCSA (2024).

[5] For more information on AIS, see www.aaam.org/abbreviated-injury-scale-ais

Maximum AIS Severity in the Crash	Estimate (Standard Error)	Percent of Crashes
4-Severe	9,101 (1,792)	0.3%
5-Critical	4,834 (991)	0.2%
6-Maximal	2,076 (802)	0.1%
Subtotal (AIS-3 to AIS-6)	**70,411 (7,167)**	**2.5%**
9-Injured, Unknown Severity	160,455 (27,727)	5.7%
Subtotal (AIS-1 to AIS-9)	**930,661 (47,983)**	**33.3%**
99-Unknown If Injured	316,404 (65,594)	11.3%
Total	**2,796,576 (165,357)**	**100.0%**

Source: 2024 CISS. Some components may not add to subtotals or totals due to independent rounding.

Vehicles Involved in Towed Passenger Vehicle Crashes

There were 9,011 vehicles involved in the 5,094 investigated police-reported crashes where at least one passenger vehicle was towed. This represents an estimated 4,989,713 vehicles. Table 3 shows among the estimated 4,989,713 vehicles, 4,753,636 (95.3%) were passenger vehicles[6] that included 2,235,089 passenger cars (44.8%) and 2,479,163 light trucks or vans (49.7%).

Table 3. Vehicles Involved in Towed Passenger Vehicle Crashes in 2024, by Vehicle Type

Vehicle Type	Estimate (Standard Error)	Percent of Vehicles
Passenger Cars	2,235,089 (161,671)	44.8%
Light Trucks or Vans (SUVs, Vans, or Pickup Trucks)	2,479,163 (143,798)	49.7%
Unknown Type of Passenger Vehicles*	39,384 (10,320)	0.8%
Subtotal	**4,753,636 (276,619)**	**95.3%**
Total**	**4,989,713 (283,493)**	**100.0%**

Source: 2024 CISS. Some components may not add to subtotals or totals due to independent rounding.
* These vehicles were identified as light passenger vehicles, but the vehicle type is unknown based on vPIC.
**Total includes large trucks, motorcycles, buses, other, and unknown vehicle types. The estimated number of non-passenger vehicles are not displayed because CISS collects minimal information for those vehicles.

Occupants of Towed In-Transport Passenger Vehicles Involved

In 2024 occupant information was collected for 10,237 occupants of towed in-transport passenger vehicles, an estimated 5,061,896 occupants in the population. Table 4 shows the maximum AIS severity of those occupants. Of the estimated 5,061,896 occupants, 2,258 (<0.1%) had maximal injury; 5,531 (0.1%) had critical injury; 10,574 (0.2%) had severe injury; 59,823 (1.2%) had serious injury; 127,125 (2.5%) had moderate injury; 826,300 (16.3%) had minor injury; and 3,321,657 (65.6%) had no injury.

Table 4. Occupants of Towed In-Transport Passenger Vehicles Involved in 2024, by Maximum AIS Severity

Maximum AIS Severity of the Occupant	Estimate (Standard Error)	Percent of Occupants
0-Not Injured	**3,321,657 (306,804)**	**65.6%**
1-Minor	826,300 (64,413)	16.3%
2-Moderate	127,125 (13,315)	2.5%
Subtotal (MAIS-1 to MAIS-2)	**953,425 (72,715)**	**18.8%**
3-Serious	59,823 (6,868)	1.2%
4-Severe	10,574 (1,912)	0.2%
5-Critical	5,531 (1,045)	0.1%

[6] In 2021 NHTSA began using vPIC Body Class as the source for vehicle classification. However, passenger vehicles are identified using Body Type. For more information about vPIC, refer to NCSA (2025a).

Maximum AIS Severity of the Occupant	Estimate (Standard Error)	Percent of Occupants
6-Maximal	2,258 (882)	<0.1%
Subtotal (MAIS-3 to MAIS-6)	**78,185 (7,398)**	**1.5%**
9-Injured, Unknown Severity	233,433 (33,719)	4.6%
Subtotal (MAIS-1 to MAIS-9)	**1,265,043 (73,893)**	**25.0%**
99-Unknown If Injured	475,196 (89,672)	9.4%
Total	**5,061,896 (374,703)**	**100.0%**

Source: 2024 CISS. Some components may not add to subtotals or totals due to independent rounding.

Table 5 shows the percentage of injured occupants of towed in-transport passenger vehicles involved in CISS crashes by age group and the maximum AIS severity of the occupant. For injured occupants under age 16, almost 83 percent had minor or moderate injury and 2 percent had serious injury or above. Sixty-eight percent of injured occupants 16 to 24 years old had minor or moderate injury, and 7 percent had serious injury or above. For injured occupants 25 to 44 years old, almost 78 percent had minor or moderate injury and 4 percent had serious injury or above. Seventy-nine percent of injured occupants 45 to 64 years old had minor or moderate injury, and 7 percent had serious injury or above. Almost 72 percent of occupants 65 and older had minor or moderate injury and 11 percent had serious injury or above.

Table 5. Injured Occupants of Towed In-Transport Passenger Vehicles Involved in 2024 CISS Crashes, by Age Group and Maximum AIS Severity of the Occupant

Maximum AIS Severity of the Occupant	Age Group					
	Percent of Occupants (Standard Error)					
	<16	16-24	25-44	45-64	65+	Total*
MAIS-1 to MAIS-2 (Minor or Moderate Injury)	82.9% (5.4%)	68.1% (4.5%)	77.6% (3.5%)	79.0% (2.5%)	71.7% (7.2%)	75.4% (2.8%)
MAIS-3 to MAIS-6 (Serious Injury to Maximal Injury)	2.2% (1.3%)	6.9% (1.4%)	4.2% (0.5%)	7.1% (1.1%)	11.2% (2.4%)	6.2% (0.7%)
MAIS-9 (Injured, Unknown Severity)	14.8% (5.0%)	25.0% (5.0%)	18.1% (3.4%)	13.9% (2.1%)	17.1% (5.6%)	18.5% (2.6%)
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

Source: 2024 CISS. Some components may not add to subtotals or totals due to independent rounding.
* Includes unknown age.

Table 6 shows injured occupants of towed in-transport passenger vehicles with maximum AIS-3 or above in CISS crashes by sex and the maximum AIS severity. Of the estimated 78,185 occupants with maximum AIS-3 or above, 46,688 (59.7%) were males and 31,498 (40.3%) were females. For males, 35,121 (75.2%) had serious injury; 6,574 (14.1%) had severe injury; 3,656 (7.8%) had critical injury; and 1,337 (2.9%) had maximal injury. For females, 24,702 (78.4%) had serious injury; 4,000 (12.7%) had severe injury; 1,875 (6.0%) had critical injury; and 921 (2.9%) had maximal injury.

Table 6. Occupants of Towed In-Transport Passenger Vehicles in 2024 CISS Crashes With Maximum AIS-3 or Above, by Sex and Maximum AIS Severity

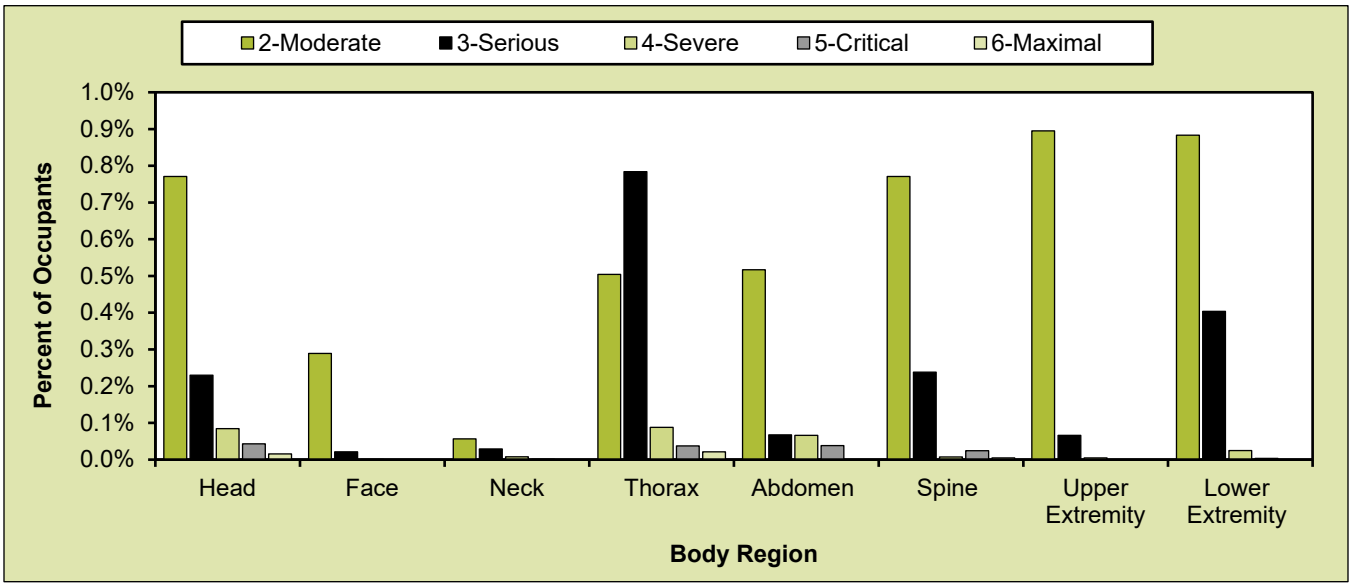
Maximum AIS Severity of the Occupant	Sex					
	Male		Female		Total*	
	Estimate (Standard Error)	Percent of Injured Occupants	Estimate (Standard Error)	Percent of Injured Occupants	Estimate (Standard Error)	Percent of Injured Occupants
3-Serious	35,121 (4,566)	75.2%	24,702 (3,765)	78.4%	59,823 (6,868)	76.5%
4-Severe	6,574 (1,269)	14.1%	4,000 (972)	12.7%	10,574 (1,912)	13.5%
5-Critical	3,656 (836)	7.8%	1,875 (443)	6.0%	5,531 (1,045)	7.1%

Maximum AIS Severity of the Occupant	Sex					
	Male		Female		Total*	
	Estimate (Standard Error)	Percent of Injured Occupants	Estimate (Standard Error)	Percent of Injured Occupants	Estimate (Standard Error)	Percent of Injured Occupants
6-Maximal	1,337 (554)	2.9%	921 (412)	2.9%	2,258 (882)	2.9%
Total	**46,688 (4,882)**	**100.0%**	**31,498 (4,015)**	**100.0%**	**78,185 (7,398)**	**100.0%**

Source: 2024 CISS. Some components may not add to subtotals or totals due to independent rounding.
*Total includes unknown sex.

Figure 1 shows the percentage of occupants of towed in-transport passenger vehicles with injuries of AIS-2 or above for each body region. An occupant can sustain AIS 2+ injuries across body regions. If an occupant had two or more injuries in the same body region, only the highest AIS level was counted. The body regions that most frequently sustained injuries of AIS-2 or higher (AIS-2 to AIS-6) were the thorax, lower extremities, head, and spine. Thorax, lower extremities, and head most frequently sustained injuries of AIS-3 or higher (AIS-3 to AIS-6).

Figure 1. Percentage of Occupants of Towed In-Transport Passenger Vehicles in 2024 CISS Crashes With AIS-2 or Above for Each Body Region



Source: 2024 CISS. The results shown are not mutually exclusive between each body region.

Nonmotorists Involved

In 2024 crashes where a nonmotorist sustained a police-reported injury or fatality were added to the CISS scope. Table 7 shows the maximum AIS severity for the nonmotorists in CISS crashes. CISS selects nonmotorist crashes each involving a killed or injured nonmotorist based on the injury severity provided on the police crash report. However, some nonmotorists were determined not to be injured (MAIS-0) based on medical record reviews conducted during the investigation. These crashes and nonmotorists were included in the final analytic file. Of the estimated 97,014 nonmotorists, there were 18,732 nonmotorists with serious injury or above and 57,818 nonmotorists with minor or moderate injury. For more information on the nonmotorists involved in CISS crashes, refer to the companion *Nonmotorist Crashes in the 2024 Crash Investigation Sampling System* (2025b) research note.

Table 7. Nonmotorists Involved in 2024 CISS Crashes, by Maximum AIS Severity

Maximum AIS Severity of the Nonmotorist	Estimate (Standard Error)	Percent of Total Nonmotorists
0-Not Injured	**6,112 (3,941)**	**6.3%**
1-Minor	38,263 (6,010)	39.4%
2-Moderate	19,556 (3,821)	20.2%
Subtotal (MAIS-1 to MAIS-2)	**57,818 (6,336)**	**59.6%**
3-Serious	8,940 (2,817)	9.2%
4-Severe	5,256 (1,611)	5.4%
5-Critical	908 (364)	0.9%
6-Maximal	3,627 (2,213)	3.7%
Subtotal (MAIS-3 to MAIS-6)	**18,732 (4,489)**	**19.3%**
9-Injured, Unknown Severity	14,352 (4,948)	14.8%
Subtotal (MAIS-1 to MAIS-9)	**90,902 (10,181)**	**93.7%**
Total	**97,014 (11,489)**	**100.0%**

Source: 2024 CISS. Some components may not add to subtotals or totals due to independent rounding.

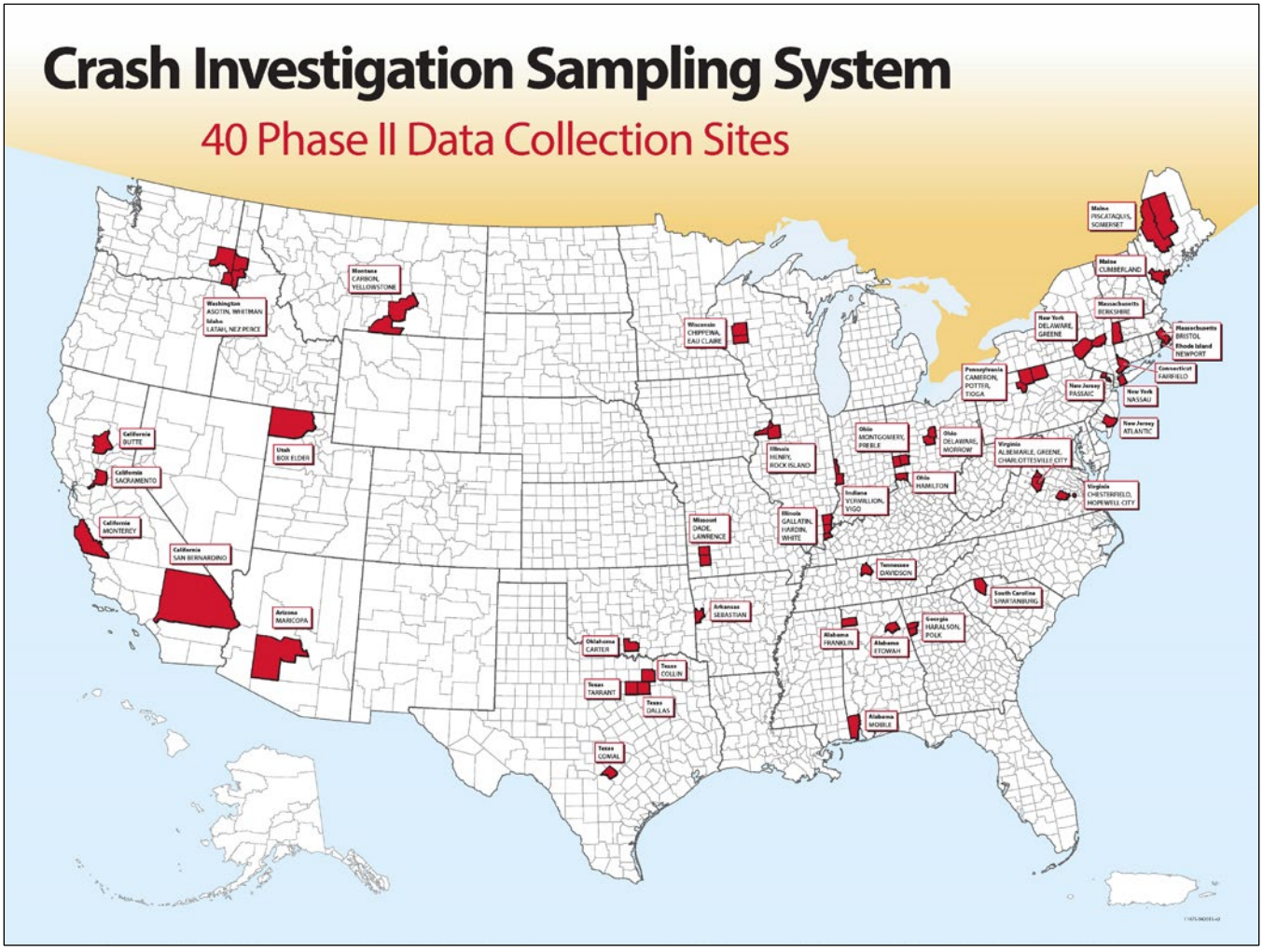
Comparisons of CISS With CDS

Comparisons of CISS estimates with CDS estimates should be performed with caution because they are completely independent sample surveys designed more than 30 years apart. CISS (towed passenger vehicle crashes) and CDS have slightly different target populations. The CISS (towed passenger vehicle crashes) target population represents crashes where at least one passenger vehicle is towed from the scene (for any reason), whereas the CDS target population represents crashes where at least one passenger vehicle is towed *due to disabling damage*. The CISS sample prioritizes late model year vehicles and injury severity, while CDS prioritized injury severity. Since CDS's target population is a sub-population of CISS's (towed passenger vehicle crashes) target population, it is possible to combine both data systems. For more information about combining CDS data and CISS data, refer to *Crash Investigation Sampling Design: Design Overview, Analytic Guidance and FAQs* (Zhang et al., 2019b; Revised 2024).

The 2024 CISS Sample

The map below shows the 40 data collection sites selected for the 2024 CISS.

Figure 2. CISS Data Collection Sites



In 2024, CISS selected 6,132 police-reported crashes from 294 police jurisdictions in 40 sites across the country. Each police-reported crash is categorized into 1 of 12 analysis domains created based on internal and external data needs. Table 8 shows the target percentage of sample allocation for each analysis domain compared to the percentage of actual selected cases for 2024 CISS. The distribution of the 2024 CISS selected cases is consistent with the target sample allocation distribution. Among the 6,132 crashes, 5,290 crashes[7] were eligible to be investigated and included in the final analytic files for estimation.

[7] Out-of-scope cases and replaced non-responding cases are not investigated or included in the final analytic files.

Table 8. Target Percentage of CISS Sample Allocation Versus Percentage of 2024 CISS Sampled Cases

CISS Analysis Domains	Description	Target Percentage of Sample Allocation	2024 Percentage of Selected Cases
21	A crash involving a towed passenger vehicle (any model year) and a nonmotorist who sustained a fatal, incapacitating, or non-incapacitating injury	4.0%	4.5%
1	A crash not in Domain 21 involving: At least one occupant of towed passenger vehicle is killed	4.0%	4.4%
2	A crash not in Domain 21 or 1 involving: A recent model year towed passenger vehicle in which at least one occupant sustained an incapacitating injury	7.0%	7.8%
3	A crash not in Domain 21, 1, or 2 involving: A recent model year towed passenger vehicle in which at least one occupant sustained a non-incapacitating injury, a possibly injury, or an injury but severity is unknown	21.0%	20.8%
4	A crash not in Domain 21 or 1-3 involving: A recent model year towed passenger vehicle in which all occupants are not injured	15.0%	14.9%
5	A crash not in Domain 21 or 1-4 involving: A mid-model year towed passenger vehicle in which at least one occupant sustained an incapacitating injury	6.0%	6.7%
6	A crash not in Domain 21 or 1-5 involving: A mid-model year towed passenger vehicle in which at least one occupant sustained a non-incapacitating injury, a possibly injury or an injury but severity is unknown	11.0%	11.2%
7	A crash not in Domain 21 or 1-6 involving: A mid-model year towed passenger vehicle in which all occupants are not injured	9.0%	8.4%
8	A crash not in Domain 21 or 1-7 involving: An older model year towed passenger vehicle in which at least one occupant sustained an incapacitating injury	6.0%	5.0%
9	A crash not in Domain 21 or 1-8 involving: An older model year towed passenger vehicle in which at least one occupant sustained a non-incapacitating injury, a possibly injury or an injury but severity is unknown	9.0%	8.3%
10	A crash not in Domain 21 or 1-9 involving: An older model year towed passenger vehicle in which all occupants are not injured	5.0%	4.8%
22	A crash not in Domain 21 or 1-10 involving: Any vehicle and a nonmotorist who sustained a fatal, incapacitating, or non-incapacitating injury	3.0%	3.3%
Total		**100%**	**100%**

Source: 2024 CISS. Components may not add to 100 percent due to independent rounding.
Recent model year (or late model year): Vehicles that are 4 years old or newer (any model year of 2020-2025)
Mid-model year: 5- to 9-year-old vehicles (any model year of 2015-2019)
Older model year: Vehicles that are 10 years old or older (any model year up to 2014)

Changes in the Sample Design and Weighting Procedure for 2024 CISS

Listed below are changes to the sample design features and weighting procedure in 2024.

PJ Sampling

For the second stage (Police Jurisdiction: PJ) sampling, two PJ measures of size (MOS) were previously used—one for stratification and another for sample selection. In 2024 a single PJ MOS was used for both stratification and sample selection. This PJ MOS was calculated based on the sample allocation across all crash domains (10 passenger vehicle crashes, 2 nonmotorist crashes, motorcycle crashes, and large vehicle crashes) and 6 crash counts (total, fatal, injury, pedestrian, motorcycle, and large vehicle) from the PJ frame.

Replacement PJ Sample Selection

In 2024, when a PSU had non-responding PJs (i.e., sampled but not cooperative), replacement PJs were selected to maintain the optimum number of sampled PJs as designed.

PSU Weight Adjustment

Prior to 2024 the PSU weight calibration was performed by benchmarking to the resident population counts. In 2024, this calibration step was moved from the last stage to the first stage of weighting as the PSU weight adjustment because it is conceptually an adjustment rather than a calibration. This reordering does not affect the final case weights.

PCR Nonresponse Adjustment

PCR non-response adjustment is conducted within PCR non-response adjustment cells defined by analysis-domain groups within each PSU. In 2024 these adjustment cells were redefined to account for two newly added analysis domains and to minimize bias as effectively as possible.

Truncation

Previously, jackknife replicate weights were truncated using the same rule as full sample weights—that is, truncated when they exceed 3 percent of the total replicate weights in a domain. In 2024 the full sample truncation method remains the same, but replicate weights were truncated only for cases that were truncated in the full sample. The replicate truncation is implemented by scaling the replicate weight by the ratio of the full-sample truncated case weight to the full-sample post-stratified case weight. This change was made to reduce the risk of underestimating variance.

Downloading and Analyzing 2024 CISS Data

The 2024 CISS data[8] can be downloaded from www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CISS/2024.

The analytic user's manual can be found at https://doi.org/10.21949/jgjm-1z80.

The CISS coding and editing manual can be found at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813744.

The CISS nonmotorist coding and editing manual can be found at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813745.

The CISS crash viewer can be found at https://crashviewer.nhtsa.dot.gov/CISS/SearchIndex.

Crash Investigation Sampling System: Design Overview, Analytic Guidance, and FAQs can be found at Zhang et al. (2019b).

Crash Investigation Sampling System: Sample Design and Weighting can be found at Zhang et al. (2019a).

The DataBook application provides weighted and unweighted univariate distributions of the variables in CISS. It can be found at https://cdan.dot.gov/DataBook/DataBook.htm.

[8] Prior CISS data can be downloaded from www.nhtsa.gov/file-downloads?p=nhtsa/downloads/CISS/.

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National Highway Traffic Safety Administration

This research note and other general information on highway traffic safety may be found at: https://crashstats.nhtsa.dot.gov/.