



Traffic Safety Facts 2001

Large Trucks



A Public Information Fact Sheet on Motor Vehicle and Traffic Safety Published by the National Highway Traffic Safety Administration's National Center for Statistics and Analysis

In 2001, 429,000 large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in traffic crashes in the United States; 4,793 were involved in fatal crashes. A total of 5,082 people died (12 percent of all the traffic fatalities reported in 2001) and an additional 131,000 were injured in those crashes.

In 2000, large trucks accounted for 4 percent of all registered vehicles and 7 percent of total vehicle miles traveled (2001 registered vehicle and vehicle miles traveled data not available). In 2001, large trucks accounted for 8 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes.

Table 1. Involvement in Fatal and Injury Crashes and Involvement Rates for Large Trucks, 1991-2001

| Year | Number of Large Trucks Involved in Fatal Crashes | Number of Large Trucks Registered | Vehicle Involvement Rate* | Vehicle Miles Traveled (millions) | Vehicle Involvement Rate** |
|------|--|-----------------------------------|---------------------------|-----------------------------------|----------------------------|
| 1991 | 4,347 | 6,172,146 | 70.4 | 149,543 | 2.9 |
| 1992 | 4,035 | 6,045,205 | 66.7 | 153,384 | 2.6 |
| 1993 | 4,328 | 6,088,155 | 71.1 | 159,888 | 2.7 |
| 1994 | 4,644 | 6,587,885 | 70.5 | 170,216 | 2.7 |
| 1995 | 4,472 | 6,719,421 | 66.6 | 178,156 | 2.5 |
| 1996 | 4,755 | 7,012,615 | 67.8 | 182,971 | 2.6 |
| 1997 | 4,917 | 7,083,326 | 69.4 | 191,477 | 2.6 |
| 1998 | 4,955 | 7,732,270 | 64.1 | 196,380 | 2.5 |
| 1999 | 4,920 | 7,791,426 | 63.1 | 202,697 | 2.4 |
| 2000 | 4,995 | 8,022,649 | 62.3 | 205,791 | 2.4 |
| 2001 | 4,793 | — | — | — | — |

| Year | Number of Large Trucks Involved in Injury Crashes | Number of Large Trucks Registered | Vehicle Involvement Rate* | Vehicle Miles Traveled (millions) | Vehicle Involvement Rate** |
|------|---|-----------------------------------|---------------------------|-----------------------------------|----------------------------|
| 1991 | 78,000 | 6,172,146 | 1,264 | 149,543 | 52 |
| 1992 | 95,000 | 6,045,205 | 1,567 | 153,384 | 62 |
| 1993 | 97,000 | 6,088,155 | 1,585 | 159,888 | 60 |
| 1994 | 96,000 | 6,587,885 | 1,452 | 170,216 | 56 |
| 1995 | 84,000 | 6,719,421 | 1,244 | 178,156 | 47 |
| 1996 | 94,000 | 7,012,615 | 1,339 | 182,971 | 51 |
| 1997 | 96,000 | 7,083,326 | 1,349 | 191,477 | 50 |
| 1998 | 89,000 | 7,732,270 | 1,146 | 196,380 | 45 |
| 1999 | 101,000 | 7,791,426 | 1,296 | 202,697 | 50 |
| 2000 | 101,000 | 8,022,649 | 1,259 | 205,791 | 49 |
| 2001 | 90,000 | — | — | — | — |

*Rate per 100,000 registered vehicles.

**Rate per 100 million vehicle miles traveled.

— = not available.

Source: Vehicle miles traveled and registered vehicles — Federal Highway Administration.

“One out of eight traffic fatalities in 2001 resulted from a collision involving a large truck.”

One out of eight traffic fatalities in 2001 resulted from a collision involving a large truck.

Of the fatalities that resulted from crashes involving large trucks, 78 percent were occupants of another vehicle, 9 percent were nonoccupants, and 14 percent were occupants of a large truck.

Of the injuries that resulted from crashes involving large trucks, 75 percent were occupants of another vehicle, 2 percent were nonoccupants, and 23 percent were occupants of a large truck.

Table 2. Fatalities and Injuries in Crashes Involving Large Trucks, 2001

| Type of Fatality | Number | Percentage of Total |
|---|----------------|---------------------|
| Occupants of Large Trucks | 704 | 14 |
| <i>Single-Vehicle Crashes</i> | 471 | 9 |
| <i>Multiple-Vehicle Crashes</i> | 233 | 5 |
| Occupants of Other Vehicles in Crashes Involving Large Trucks | 3,940 | 78 |
| Nonoccupants (Pedestrians, Pedalcyclists, etc.) | 438 | 9 |
| Total | 5,082 | 100 |
| Type of Injury | Number | Percentage of Total |
| Occupants of Large Trucks | 29,000 | 23 |
| <i>Single-Vehicle Crashes</i> | 13,000 | 10 |
| <i>Multiple-Vehicle Crashes</i> | 16,000 | 12 |
| Occupants of Other Vehicles in Crashes Involving Large Trucks | 99,000 | 75 |
| Nonoccupants (Pedestrians, Pedalcyclists, etc.) | 3,000 | 2 |
| Total | 131,000 | 100 |

“In 2001, large trucks were nearly twice as likely as other vehicles to be struck in the rear in two-vehicle fatal crashes.”

Large trucks were much more likely to be involved in a fatal multiple-vehicle crash — as opposed to a fatal single-vehicle crash — than were passenger vehicles (83 percent of all large trucks involved in fatal crashes, compared with 62 percent of all passenger vehicles).

In 32 percent of the two-vehicle fatal crashes involving a large truck and another type of vehicle, both vehicles were impacted in the front. The truck was struck in the rear nearly twice as often as the other vehicle (16 percent and 7 percent, respectively).

Table 3. Principal Impact Points in Two-Vehicle Fatal Crashes Involving Large Trucks, 2001

| Impact Point on Large Truck | Impact Point on Other Vehicle | | | | |
|-----------------------------|-------------------------------|------------|------------|-----------|-------------|
| | Front | Left Side | Right Side | Rear | Total |
| Front | 32% | 17% | 13% | 6% | 68% |
| Left Side | 8% | <1% | <1% | <1% | 9% |
| Right Side | 5% | <1% | <1% | <1% | 7% |
| Rear | 15% | <1% | <1% | <1% | 16% |
| Total | 60% | 19% | 14% | 7% | 100% |

In 50 percent of the two-vehicle fatal crashes involving a large truck and another type of vehicle, both vehicles were proceeding straight at the time of the crash. In 10 percent of the crashes, the other vehicle was turning. In 9 percent, either the truck or the other vehicle was negotiating a curve. In 7 percent, either the truck or the other vehicle was stopped or parked in a traffic lane (6 percent and 1 percent, respectively).

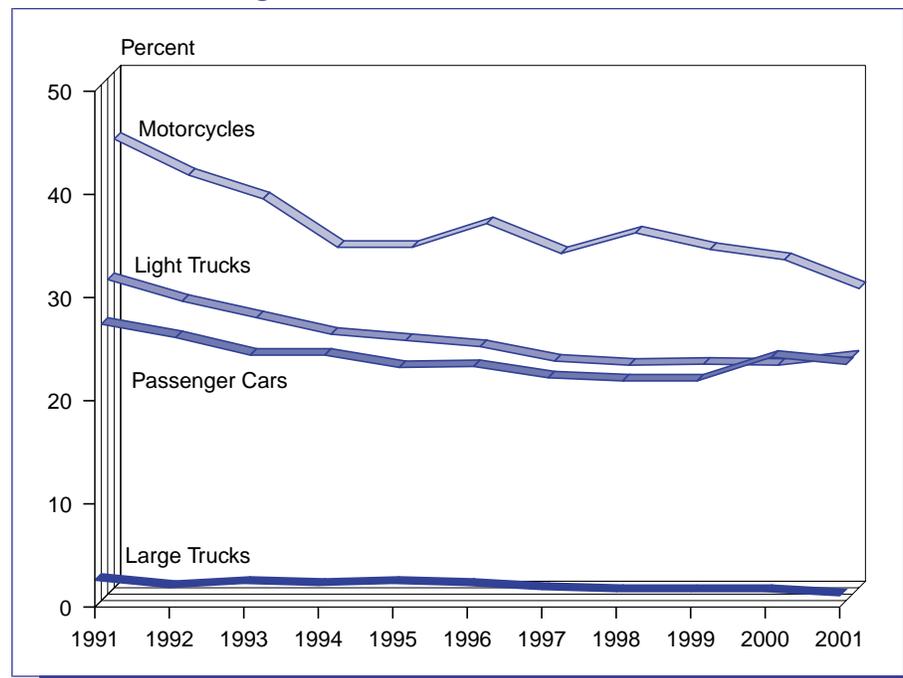
Most of the fatal crashes involving large trucks occurred in rural areas (67 percent), during the daytime (69 percent), and on weekdays (80 percent). During the week, 76 percent of the crashes occurred during the daytime (6:00 AM to 5:59 PM). On weekends, 59 percent occurred at night (6:00 PM to 5:59 AM).

*In 2001, NHTSA began using a revised method — **multiple imputation** — to estimate missing information about blood alcohol concentration (BAC) levels for persons involved in fatal crashes. The alcohol estimates in this fact sheet are based on the new imputation method. More information on the new multiple imputation method, including detailed tabulations of alcohol involvement in various categories (age, sex, time of day, etc.), is available in NHTSA Technical Report DOT HS 809 403, Transitioning to Multiple Imputation: A New Method to Estimate Missing Blood Alcohol Concentration (BAC) Values in FARS.*

“The intoxication rate for drivers of large trucks involved in fatal crashes in 2001 was 1 percent.”

The percentage of large truck drivers involved in fatal crashes who were intoxicated — with blood alcohol concentrations (BAC) of 0.08 grams per deciliter (g/dl) or greater — was 1 percent in 2001. Intoxication rates for drivers of other types of vehicles involved in fatal crashes in 2001 were 23 percent for passenger cars, 23 percent for light trucks, and 29 percent for motorcycles.

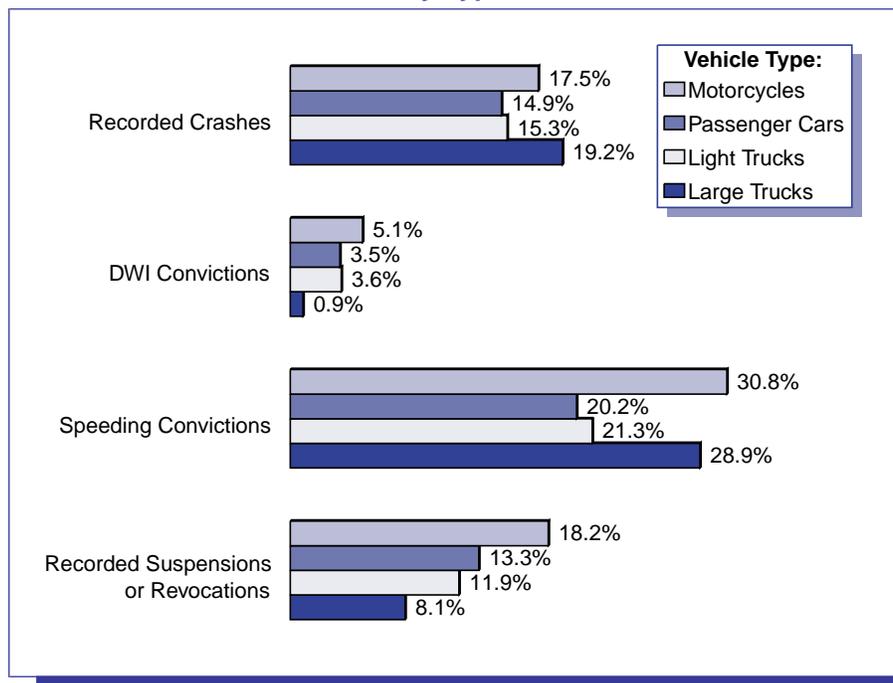
Figure 1. Estimated Proportions of Drivers in Fatal Crashes with BAC 0.08 g/dl or Greater, 1991-2001



Drivers of large trucks were less likely to have a previous license suspension or revocation than were passenger car drivers (8 percent and 13 percent, respectively).

Almost 30 percent of all large truck drivers involved in fatal crashes in 2001 had at least one prior speeding conviction, compared to 20 percent of the passenger car drivers involved in fatal crashes.

Figure 2. Previous Driving Records of Drivers Involved in Fatal Traffic Crashes, by Type of Vehicle, 2001



“Drivers of large trucks were less likely to have a previous license suspension or revocation than were passenger car drivers.”

For more information:

Information on large truck traffic fatalities is available from the National Center for Statistics and Analysis, NPO-121, 400 Seventh Street, S.W., Washington, D.C. 20590. NCSA information can also be obtained by telephone or by fax-on-demand at 1-800-934-8517. FAX messages should be sent to (202) 366-7078. General information on highway traffic safety can be accessed by Internet users at <http://www-nrd.nhtsa.dot.gov/people/ncsa>. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, Occupant Protection, Older Population, Speeding, Young Drivers, Children, Pedestrians, Pedalcyclists, Motorcycles, School Transportation-Related Crashes, State Traffic Data, and State Alcohol Estimates*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*.

Table 4. Large Truck Involvement in Fatal Crashes by State, 2001

| State | Total Vehicles Involved in Fatal Crashes | Large Trucks Involved in Fatal Crashes | | |
|----------------------|--|--|------------------------------|---|
| | | Number | Percentage of Total Vehicles | Percentage of U.S. Total for Large Trucks |
| Alabama | 1,366 | 144 | 10.5 | 3.0 |
| Alaska | 124 | 10 | 8.1 | 0.2 |
| Arizona | 1,430 | 79 | 5.5 | 1.6 |
| Arkansas | 802 | 102 | 12.7 | 2.1 |
| California | 5,337 | 365 | 6.8 | 7.6 |
| Colorado | 984 | 85 | 8.6 | 1.8 |
| Connecticut | 424 | 27 | 6.4 | 0.6 |
| Delaware | 185 | 11 | 5.9 | 0.2 |
| District of Columbia | 88 | 1 | 1.1 | 0.0 |
| Florida | 4,324 | 335 | 7.7 | 7.0 |
| Georgia | 2,325 | 228 | 9.8 | 4.8 |
| Hawaii | 188 | 7 | 3.7 | 0.1 |
| Idaho | 321 | 32 | 10.0 | 0.7 |
| Illinois | 1,980 | 180 | 9.1 | 3.8 |
| Indiana | 1,290 | 133 | 10.3 | 2.8 |
| Iowa | 606 | 76 | 12.5 | 1.6 |
| Kansas | 643 | 78 | 12.1 | 1.6 |
| Kentucky | 1,161 | 95 | 8.2 | 2.0 |
| Louisiana | 1,287 | 126 | 9.8 | 2.6 |
| Maine | 262 | 27 | 10.3 | 0.6 |
| Maryland | 946 | 76 | 8.0 | 1.6 |
| Massachusetts | 621 | 28 | 4.5 | 0.6 |
| Michigan | 1,943 | 123 | 6.3 | 2.6 |
| Minnesota | 790 | 60 | 7.6 | 1.3 |
| Mississippi | 1,010 | 85 | 8.4 | 1.8 |
| Missouri | 1,453 | 129 | 8.9 | 2.7 |
| Montana | 272 | 27 | 9.9 | 0.6 |
| Nebraska | 348 | 61 | 17.5 | 1.3 |
| Nevada | 450 | 43 | 9.6 | 0.9 |
| New Hampshire | 195 | 14 | 7.2 | 0.3 |
| New Jersey | 1,080 | 71 | 6.6 | 1.5 |
| New Mexico | 569 | 48 | 8.4 | 1.0 |
| New York | 2,088 | 133 | 6.4 | 2.8 |
| North Carolina | 2,095 | 186 | 8.9 | 3.9 |
| North Dakota | 134 | 11 | 8.2 | 0.2 |
| Ohio | 1,935 | 161 | 8.3 | 3.4 |
| Oklahoma | 895 | 83 | 9.3 | 1.7 |
| Oregon | 633 | 52 | 8.2 | 1.1 |
| Pennsylvania | 2,147 | 167 | 7.8 | 3.5 |
| Rhode Island | 115 | 5 | 4.3 | 0.1 |
| South Carolina | 1,400 | 106 | 7.6 | 2.2 |
| South Dakota | 220 | 22 | 10.0 | 0.5 |
| Tennessee | 1,719 | 129 | 7.5 | 2.7 |
| Texas | 5,173 | 459 | 8.9 | 9.6 |
| Utah | 391 | 33 | 8.4 | 0.7 |
| Vermont | 120 | 6 | 5.0 | 0.1 |
| Virginia | 1,345 | 112 | 8.3 | 2.3 |
| Washington | 858 | 56 | 6.5 | 1.2 |
| West Virginia | 507 | 48 | 9.5 | 1.0 |
| Wisconsin | 1,027 | 95 | 9.3 | 2.0 |
| Wyoming | 207 | 23 | 11.1 | 0.5 |
| U.S. Total | 57,813 | 4,793 | 8.3 | 100.0 |
| Puerto Rico | 619 | 30 | 4.8 | — |

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