



# Traffic Safety Facts 2002

## 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 2002, 434,000 large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in traffic crashes in the United States; 4,542 were involved in fatal crashes. A total of 4,897 people died (11 percent of all the traffic fatalities reported in 2002) and an additional 130,000 were injured in those crashes.

In 2001, large trucks accounted for 4 percent of all registered vehicles and 7 percent of total vehicle miles traveled (2002 registered vehicle and vehicle miles traveled data not available). In 2002, 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, 1992-2002**

Year	Number of Large Trucks Involved in Fatal Crashes	Number of Large Trucks Registered	Vehicle Involvement Rate*	Vehicle Miles Traveled (millions)	Vehicle Involvement Rate**
1992	4,035	6,045,205	66.75	153,384	2.63
1993	4,328	6,088,155	71.09	159,888	2.71
1994	4,644	6,587,885	70.49	170,216	2.73
1995	4,472	6,719,421	66.55	178,156	2.51
1996	4,755	7,012,615	67.81	182,971	2.60
1997	4,917	7,083,326	69.42	191,477	2.57
1998	4,955	7,732,270	64.08	196,380	2.52
1999	4,920	7,791,426	63.15	202,688	2.43
2000	4,995	8,022,649	62.26	205,520	2.43
2001	4,823	7,857,674	61.38	207,686	2.32
2002	4,542	—	—	—	—

Year	Number of Large Trucks Involved in Injury Crashes	Number of Large Trucks Registered	Vehicle Involvement Rate*	Vehicle Miles Traveled (millions)	Vehicle Involvement Rate**
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	1,292	202,688	50
2000	101,000	8,022,649	1,253	205,520	49
2001	90,000	7,857,674	1,145	207,686	43
2002	94,000	—	—	—	—

\*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 nine traffic fatalities in 2002 resulted from a collision involving a large truck.”***

One out of nine traffic fatalities in 2002 resulted from a collision involving a large truck.

Of the fatalities that resulted from crashes involving large trucks, 79 percent were occupants of another vehicle, 7 percent were nonoccupants, and 14 percent were occupants of a large truck.

Of the injuries that resulted from crashes involving large trucks, 77 percent were occupants of another vehicle, 3 percent were nonoccupants, and 20 percent were occupants of a large truck.

**Table 2. Fatalities and Injuries in Crashes Involving Large Trucks, 2002**

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	684	14
<i>Single-Vehicle Crashes</i>	447	9
<i>Multiple-Vehicle Crashes</i>	237	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	3,853	79
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	360	7
<b>Total</b>	<b>4,897</b>	<b>100</b>
Type of Injury	Number	Percentage of Total
Occupants of Large Trucks	26,000	20
<i>Single-Vehicle Crashes</i>	12,000	9
<i>Multiple-Vehicle Crashes</i>	14,000	11
Occupants of Other Vehicles in Crashes Involving Large Trucks	100,000	77
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	4,000	3
<b>Total</b>	<b>130,000</b>	<b>100</b>

***“In 2002, large trucks were nearly 2.5 times 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 (84 percent of all large trucks involved in fatal crashes, compared with 61 percent of all passenger vehicles).

In 29 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 2.5 times as often as the other vehicle (17 percent and 7 percent, respectively).

**Table 3. Principal Impact Points in Two-Vehicle Fatal Crashes Involving Large Trucks, 2002**

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	29%	18%	13%	6%	66%
Left Side	8%	1%	<1%	<1%	10%
Right Side	6%	<1%	<1%	<1%	7%
Rear	16%	<1%	<1%	<1%	17%
<b>Total</b>	<b>59%</b>	<b>20%</b>	<b>14%</b>	<b>7%</b>	<b>100%</b>

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 9 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 (5 percent and 2 percent, respectively).

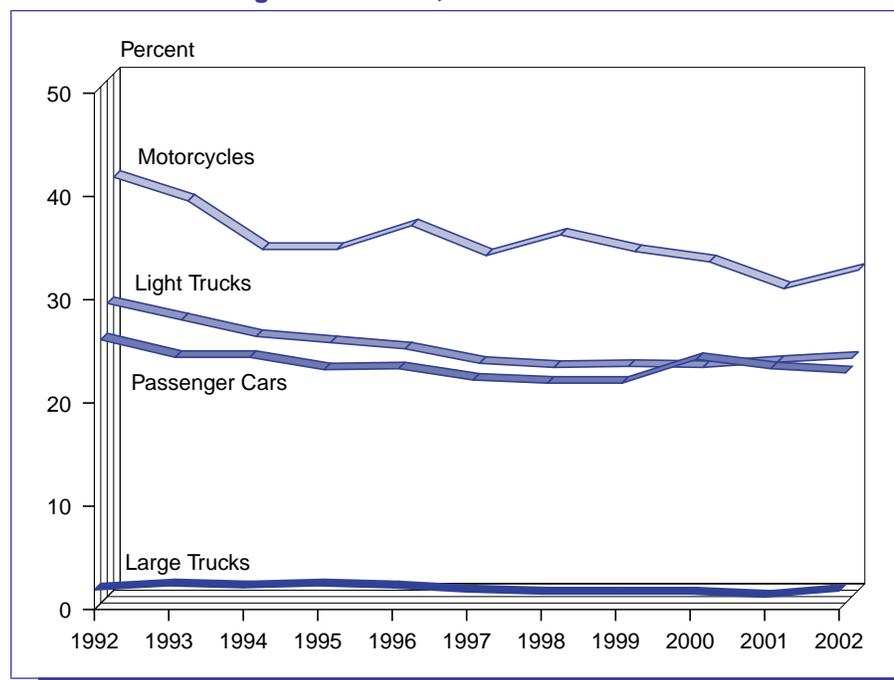
Most of the fatal crashes involving large trucks occurred in rural areas (67 percent), during the daytime (67 percent), and on weekdays (80 percent). During the week, 75 percent of the crashes occurred during the daytime (6:00 AM to 5:59 PM). On weekends, 63 percent occurred at night (6:00 PM to 5:59 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 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 2 percent in 2002. Intoxication rates for drivers of other types of vehicles involved in fatal crashes in 2002 were 22 percent for passenger cars, 23 percent for light trucks, and 31 percent for motorcycles.

**“The intoxication rate for drivers of large trucks involved in fatal crashes in 2002 was 2 percent.”**

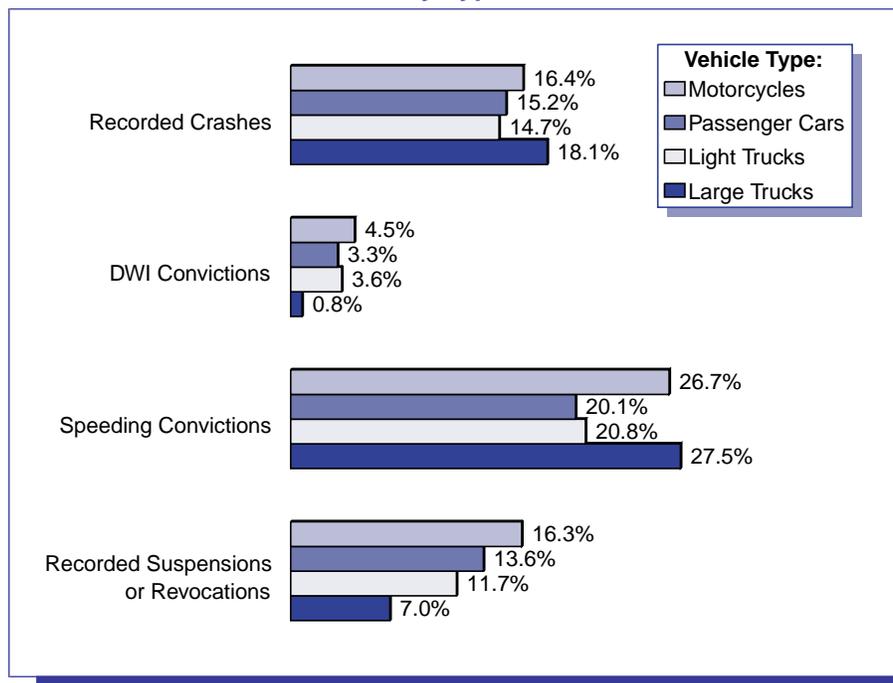
**Figure 1. Estimated Proportions of Drivers in Fatal Crashes with BAC 0.08 g/dl or Greater, 1992-2002**



Drivers of large trucks were less likely to have a previous license suspension or revocation than were passenger car drivers (7 percent and 14 percent, respectively).

Almost 28 percent of all large truck drivers involved in fatal crashes in 2002 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, 2002**



**“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, 2002

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	1,358	122	9.0	2.7
Alaska	111	4	3.6	0.1
Arizona	1,475	88	6.0	1.9
Arkansas	815	78	9.6	1.7
California	5,544	346	6.2	7.6
Colorado	975	50	5.1	1.1
Connecticut	416	17	4.1	0.4
Delaware	177	17	9.6	0.4
District of Columbia	73	0	0.0	0.0
Florida	4,431	351	7.9	7.7
Georgia	2,188	202	9.2	4.4
Hawaii	168	4	2.4	0.1
Idaho	353	30	8.5	0.7
Illinois	1,926	159	8.3	3.5
Indiana	1,157	120	10.4	2.6
Iowa	596	67	11.2	1.5
Kansas	685	78	11.4	1.7
Kentucky	1,224	114	9.3	2.5
Louisiana	1,173	102	8.7	2.2
Maine	272	21	7.7	0.5
Maryland	963	61	6.3	1.3
Massachusetts	626	22	3.5	0.5
Michigan	1,856	123	6.6	2.7
Minnesota	892	78	8.7	1.7
Mississippi	1,106	72	6.5	1.6
Missouri	1,650	151	9.2	3.3
Montana	309	22	7.1	0.5
Nebraska	413	59	14.3	1.3
Nevada	515	33	6.4	0.7
New Hampshire	184	15	8.2	0.3
New Jersey	1,025	48	4.7	1.1
New Mexico	571	57	10.0	1.3
New York	2,066	131	6.3	2.9
North Carolina	2,147	166	7.7	3.7
North Dakota	125	18	14.4	0.4
Ohio	2,000	186	9.3	4.1
Oklahoma	975	107	11.0	2.4
Oregon	557	45	8.1	1.0
Pennsylvania	2,198	174	7.9	3.8
Rhode Island	118	5	4.2	0.1
South Carolina	1,379	91	6.6	2.0
South Dakota	218	16	7.3	0.4
Tennessee	1,559	129	8.3	2.8
Texas	5,039	401	8.0	8.8
Utah	394	38	9.6	0.8
Vermont	109	10	9.2	0.2
Virginia	1,220	84	6.9	1.8
Washington	866	53	6.1	1.2
West Virginia	578	57	9.9	1.3
Wisconsin	1,135	93	8.2	2.0
Wyoming	203	27	13.3	0.6
<b>U.S. Total</b>	<b>58,113</b>	<b>4,542</b>	<b>7.8</b>	<b>100.0</b>
Puerto Rico	657	36	5.5	—

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