U.S. Department of Transportation
National Highway Traffic Safety Administration

TRAFFIC SAFETY FACTS
2008 Data

NHTSA
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DOT HS 811 368

Passenger Vehicles

In 2008 there were an estimated 10,111,000 vehicles involved in police-reported crashes, 94 percent (9,538,000) of which were passenger vehicles. There were 50,430 vehicles involved in fatal crashes, of which 78 percent (39,448) were passenger vehicles. More than 25,000 passenger vehicle occupants lost their lives in traffic crashes in 2008, and an estimated 2.35 million were injured. A passenger vehicle is a motor vehicle weighing less than 10,000 pounds and includes passenger cars, pickup trucks, vans, SUVs, and other light trucks. Passenger vehicles make up over 90 percent of the fleet of registered vehicles, and account for over 90 percent of total vehicle miles traveled (VMT).

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From 1999 to 2008, passenger vehicle registrations increased 20 percent overall. Light trucks experienced a 38-percent increase in registrations, while passenger cars had an increase of only 10 percent (see Figure 1). Among the light truck categories, pickup truck registrations increased 14 percent and van registrations increased 8 percent; however, SUV registrations increased by 120 percent.

Figure 1
Passenger Vehicle Registrations by Year, 1999–2008

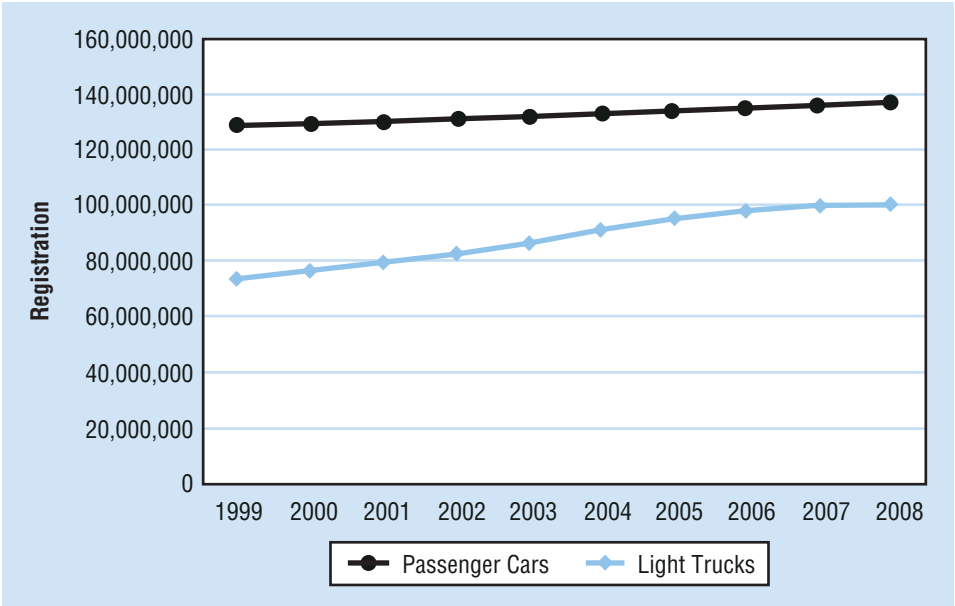


Figure 2 shows that fatality rates per 100,000 registered vehicles have declined since 1999 for all passenger vehicle types; however, this decline has been most pronounced for passenger cars. (The data for Figure 2 are presented in Tables 1 and 2.) Similarly, the proportion of passenger vehicle occupant fatalities that were occupants of light trucks increased to 42 percent in 2008, from 35 percent in 1999,

while the proportion of passenger car occupant fatalities declined from 65 percent to 58 percent during the same time span. In 2006, the number of overall light truck occupant fatalities (12,761) experienced a 2-percent decrease, the first decline since 1992. Since this decrease in 2006, light truck occupant fatalities decreased an additional 16 percent by 2008.

Figure 2

Passenger Vehicle Occupant Fatality Rate per 100,000 Registered Vehicles, by Type of Vehicle and Year, 1999–2008

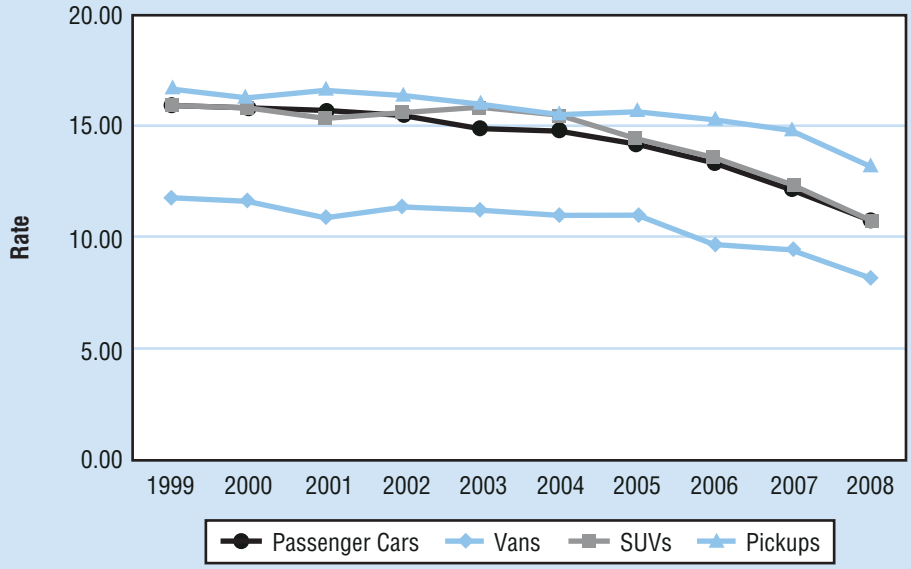


Table 1 shows the number of occupant fatalities, registered vehicles, and fatality rate for total passenger vehicles, as well as separately for passenger cars and light trucks. Both types of passenger vehicles have seen reductions in the registration based fatality rate. Note also that the number of registered light trucks has increased at a much greater rate than that of passenger cars. Light trucks are then separated by type and shown separately as SUVs, pickup trucks and vans in Table 2. Again, each group has consistently seen a reduction in the registration-based fatality rate. Among the three types of light trucks, SUVs saw the steepest increase in the number of registered vehicles. Looking at each type of passenger vehicle, vans have the lowest registration-based fatality rate.

The registration based fatality and injury rates among passenger vehicle occupants have declined over the past decade.

Light trucks exhibited a greater increase in both injury and fatality rates in 2008 than did passenger cars. As shown in Table 3, the proportion of injured passenger vehicle occupants who were occupants of light trucks increased to 37 percent in 2008, from 28 percent in 1999, while the proportion of injured passenger car occupants declined from 72 percent to 63 percent over these same years.

As shown in Table 3, rates for occupants injured per 100,000 registered vehicles have shown a steady decline since 1999 for all passenger vehicle types; however, injured passenger car occupants experienced the largest decline, from 1,685 in 1999 to 938 in 2008.

Table 4 shows that the occupant injury rate in all of the light truck categories has steadily declined since 2000, with the largest decline being in pickup trucks.

Table 1

Passenger Vehicle Occupant Fatalities, Registered Vehicles, and Fatality Rates*, by Year and Vehicle Type

Year	Passenger Cars			Light Trucks**			Total Passenger Vehicles		
	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*
1999	20,862	126,868,744	16.44	11,265	73,143,777	15.40	32,127	200,012,521	16.06
2000	20,699	127,740,420	16.20	11,526	76,173,062	15.13	32,225	203,913,482	15.80
2001	20,320	128,874,299	15.77	11,723	78,845,571	14.87	32,043	207,719,870	15.43
2002	20,569	130,196,812	15.80	12,274	81,795,850	15.01	32,843	211,992,662	15.49
2003	19,725	131,549,941	14.99	12,546	85,179,665	14.73	32,271	216,729,606	14.89
2004	19,192	133,275,380	14.40	12,674	89,938,578	14.09	31,866	223,213,958	14.28
2005	18,512	135,183,269	13.69	13,037	94,928,732	13.73	31,549	230,112,001	13.71
2006	17,925	136,881,809	13.10	12,761	98,213,587	12.99	30,686	235,095,396	13.05
2007	16,614	137,929,951	12.05	12,458	100,817,496	12.36	29,072	238,747,447	12.18
2008	14,587	139,028,041	10.49	10,764	100,862,944	10.67	25,351	239,890,985	10.57

* Fatality Rate Per 100,000 Registered Vehicles; Source: Registered Vehicles—NCSA, R.L. Polk
** Includes other/unknown light truck vehicle types.

Table 2

Light Truck Occupant Fatalities, Registered Vehicles, and Fatality Rates*, by Year and Vehicle Type

Year	SUVs			Pickup Trucks			Vans		
	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*	Occupant Fatalities	Registered Vehicles	Fatality Rate*
1999	3,026	18,401,488	16.44	6,127	35,653,344	17.18	2,088	17,323,154	12.05
2000	3,358	20,726,979	16.20	6,003	36,118,236	16.62	2,129	17,890,186	11.90
2001	3,530	22,995,533	15.35	6,139	36,389,196	16.87	2,019	18,226,000	11.08
2002	4,031	25,521,939	15.79	6,100	36,792,345	16.58	2,109	18,382,607	11.47
2003	4,483	28,354,796	15.81	5,957	37,288,653	15.98	2,080	18,555,362	11.21
2004	4,760	31,415,140	15.15	5,838	38,557,291	15.14	2,046	18,931,753	10.81
2005	4,831	34,701,212	13.92	6,067	39,889,320	15.21	2,112	19,400,990	10.89
2006	4,928	37,173,383	13.26	5,993	40,678,320	14.73	1,815	19,491,830	9.31
2007	4,834	39,463,148	12.25	5,847	41,121,471	14.22	1,764	19,406,561	9.09
2008	4,186	40,529,579	10.33	5,073	40,782,963	12.44	1,491	18,784,452	7.94

* Fatality Rate Per 100,000 Registered Vehicle; Source: Registered Vehicle—NCSA, R.L. Polk

Table 3

Passenger Vehicle Occupants Injured, Registered Vehicles, and Injury Rates per 100,000 Registered Vehicles, By Year and Vehicle Type

Year	Passenger Cars			Light Trucks**			Total Passenger Vehicles		
	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*
1999	2,138,000	126,868,744	1,685	847,000	73,143,777	1,158	2,984,000	200,012,521	1,492
2000	2,052,000	127,740,420	1,606	887,000	76,173,062	1,164	2,938,000	203,913,482	1,441
2001	1,927,000	128,874,299	1,495	861,000	78,845,571	1,091	2,787,000	207,719,870	1,342
2002	1,805,000	130,196,812	1,386	879,000	81,795,850	1,075	2,684,000	211,992,662	1,266
2003	1,756,000	131,549,941	1,335	889,000	85,179,665	1,044	2,646,000	216,729,606	1,221
2004	1,643,000	133,275,380	1,232	900,000	89,938,578	1,001	2,543,000	223,213,958	1,139
2005	1,573,000	135,183,269	1,164	872,000	94,928,732	919	2,446,000	230,112,001	1,063
2006	1,475,000	136,881,809	1,077	857,000	98,213,587	872	2,331,000	235,095,396	992
2007	1,379,000	137,929,951	1,001	841,000	100,817,496	833	2,221,000	238,747,447	930
2008	1,304,000	139,028,041	938	768,000	100,862,944	761	2,072,000	239,890,985	864

Source: Registered Vehicles—NCSA, R.L. Polk
* Injury Rate Per 100,000 Registered Vehicles
** Includes other/unknown light truck vehicle types.

Table 4

Light Truck Occupants Injured, Registered Vehicles, and Injury Rates per 100,000 Registered Vehicles, By Year and Vehicle Type

Year	SUVs			Pickup Trucks			Vans		
	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*	Occupants Injured	Registered Vehicles	Injury Rate*
1999	241,000	18,401,488	1,310	372,000	35,653,344	1,045	220,000	17,323,154	1,271
2000	277,000	20,726,979	1,337	374,000	36,118,236	1,037	224,000	17,890,186	1,251
2001	290,000	22,995,533	1,262	360,000	36,389,196	990	204,000	18,226,000	1,119
2002	315,000	25,521,939	1,234	344,000	36,792,345	936	208,000	18,382,607	1,130
2003	338,000	28,354,796	1,190	333,000	37,288,653	894	203,000	18,555,362	1,093
2004	364,000	31,415,140	1,159	309,000	38,557,291	795	211,000	18,931,753	1,113
2005	363,000	34,701,212	1,047	308,000	39,889,320	771	183,000	19,400,990	945
2006	387,000	37,173,383	1,042	276,000	40,678,320	678	180,000	19,491,830	921
2007	380,000	39,463,148	967	271,000	41,121,471	657	175,000	19,406,561	906
2008	361,000	40,529,579	891	250,000	40,782,963	613	145,000	18,784,452	772

Source: Registered Vehicle—NCSA, R.L. Polk
* Injury Rate Per 100,000 Registered Vehicles

Restraint Use

According to the National Occupant Protection Use Survey (NOPUS), which provides the only probability-based observed data on seat belt use in the United States, seat belt use for passenger vehicles in 2009 was 84 percent; 86 percent for passenger cars, 87 percent for vans and SUVs, and 74 percent for pickup trucks.

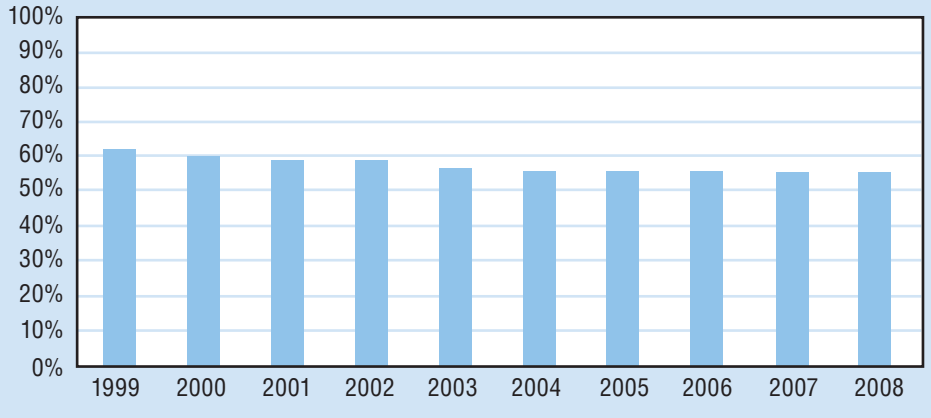
Seat belt use for occupants of passenger vehicles was 84 percent in 2009, according to NOPUS.

In fatal crashes in 2008, 25,351 passenger vehicle occupants were killed. Where the land use was known, rural areas accounted for 63 percent of these occupant fatalities. For these passenger vehicle occupant fatalities occurring in rural areas, 56 percent were unrestrained, compared to 52 percent in urban areas. Over two-thirds (68%) of rural pickup truck occupants killed were unrestrained—the highest percentage of any passenger vehicle occupants killed among both rural and urban areas.

Figure 3 below shows the gradual decline of the proportion of passenger vehicle occupants killed who were unrestrained, from 1999 to 2004, a number that had held steady since then. Passenger car occupant fatalities had the lowest percentage (48%) of unrestrained occupant fatalities in 2008, while pickup truck occupant fatalities, as in previous years, had the highest percent (68%) of unrestrained occupant deaths—see Table 5.

Figure 3

Percent of Unrestrained Passenger Vehicle Occupant Fatalities By Year, 1999–2008



In fatal crashes in 2008, 77 percent of passenger vehicle occupants who were totally ejected from vehicles were killed. Ejection from the vehicle is one of the most injurious events that can happen to a person in a crash. In passenger cars, 20 percent of fatally injured occupants were ejected (totally or partially) from the vehicle, while 37 percent of those killed in light trucks were ejected.

Seat belts are effective in preventing total ejections: in fatal crashes from 2003 through 2007, only 2 percent of the occupants reported to have been using restraints in fatal crashes were totally ejected, while over 35 percent of the unrestrained occupants were totally ejected (*Factors Related to the Likelihood of a Passenger Vehicle Occupant Being Ejected in a Fatal Crash;* DOT HS 811 209). Lap/shoulder seat belts, when used, reduce the risk of fatal injury to front-seat passenger car occupants by 45 percent and the risk of moderate-to-critical injury by 50 percent. For light truck occupants, seat belts reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent. In 2008 alone, seat belts saved an estimated 13,250 lives.

In fatal crashes in 2008, 77 percent of passenger vehicle occupants who were totally ejected were killed.

Table 5

Percent of Passenger Vehicle Occupant Fatalities Who Were Unrestrained* By Year and Vehicle Type

Year	Passenger Vehicle Type					Total Passenger Vehicles**
	Passenger Cars	Light Trucks				
		SUVs	Pickup Trucks	Vans	Total**	
1999	56	71	78	64	74	62
2000	54	66	75	62	70	60
2001	53	67	75	61	70	59
2002	53	66	74	56	69	59
2003	50	65	71	57	67	56
2004	49	62	69	55	64	55
2005	49	63	69	54	64	55
2006	49	63	69	51	64	55
2007	47	62	68	52	63	54
2008	48	62	68	52	63	55

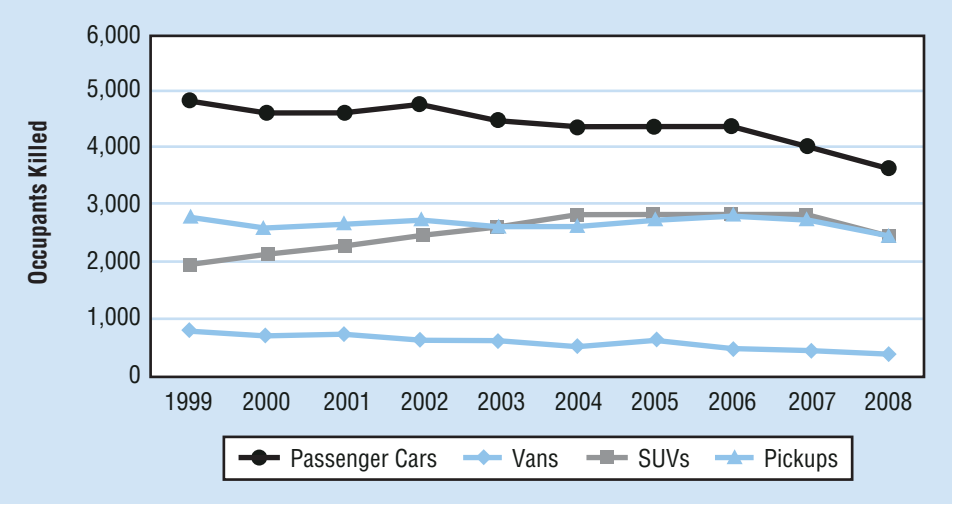
* Based on known restraint use
** Includes other/unknown light truck vehicle types.

Rollover

The rollover crash is one of the most deadly forms of crashes among passenger vehicles, accounting for more than one-third (35%) of all occupant fatalities in 2008. The proportion of fatally injured passenger vehicle occupants involved in rollovers was highest for SUVs, at 58 percent. It was 48 percent for pickup trucks, 35 percent for vans, and 25 percent for passenger cars.

Figure 4

Passenger Vehicle Occupants Killed in Rollover Crashes, by Vehicle Type and Year, 1999–2008



Rollover rates for passenger vehicles involved in fatal crashes were much lower in urban areas than in rural areas.

As seen in Figure 4 above, each passenger vehicle category showed a decrease in the number of occupant fatalities occurring in rollover crashes in 2008. The number of pickup truck occupant fatalities has remained consistent over the past decade, while those in SUVs have risen to similar levels. Fatalities in vans, already the lowest number, declined over these years, as did those in passenger cars. The data used in Figure 4 are shown in Table 6, below.

Table 6

Passenger Vehicle Occupant Fatalities in Rollovers, by Year and Vehicle Type

Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickup Trucks	Vans	Total*	
1999	4,718	1,902	2,724	784	5,422	10,140
2000	4,548	2,064	2,558	771	5,411	9,959
2001	4,559	2,149	2,651	786	5,598	10,157
2002	4,794	2,471	2,755	699	5,935	10,729
2003	4,464	2,661	2,580	728	5,978	10,442
2004	4,353	2,929	2,597	695	6,237	10,590
2005	4,371	2,895	2,796	794	6,499	10,870
2006	4,376	2,899	2,844	609	6,366	10,742
2007	4,055	2,861	2,748	572	6,185	10,240
2008	3,640	2,414	2,424	515	5,359	8,999

* Includes other/unknown light truck vehicle types.

In 2008, among passenger vehicles involved in rural fatal crashes, SUVs experienced the highest rollover percentage (42%) compared to 34 percent for pickup trucks, and 23 percent for both vans and passenger cars. The rollover rates for passenger vehicles in urban areas were much lower: 22 percent for SUVs, 18 percent for pickup trucks, 10 percent for vans, and 11 percent for passenger cars.

Figure 5 shows that in 2008, passenger vehicle occupant fatality rates per 100,000 registered vehicles in rollover crashes declined for all body types. The lowest occupant fatality rates in rollover crashes in 2008 were 2.62 for passenger cars, and 2.74 for vans, compared to the highest rates of 5.94 for pickups and 5.96 for SUVs.

Figure 5

Passenger Vehicle Occupant Fatality Rates in Rollover Crashes per 100,000 Registered Vehicles, by Vehicle Type and Year, 1999–2008

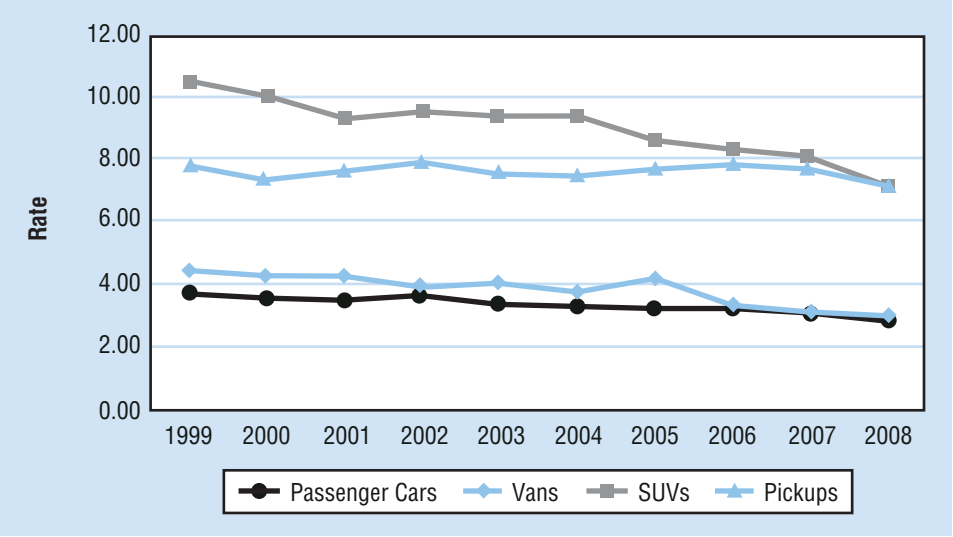


Table 7 below presents the data displayed in Figure 5, showing the decline in occupant fatality rates in rollover crashes for all passenger vehicle categories from 1999 to 2008. From 1999 to 2008, the occupant fatality rate in rollover crashes for SUVs has decreased 42 percent, followed by 40 percent for vans, 30 percent for passenger cars, and 22 percent for pickup trucks.

Declines among passenger vehicle occupant fatalities and fatality rates in rollover crashes are expected with the increase in use of seat belts. Declines in rollover incidence (and as a result, declines in fatalities and fatality rates) are expected with the introduction of safety technologies such as electronic stability control (ESC) in the newer model passenger vehicles. ESC will be required for all model year 2012 passenger vehicles.

Table 7

Passenger Vehicle Occupant Fatality Rates* in Rollovers by Year And Vehicle Type

Year	Passenger Vehicle Type					Total Passenger Vehicles**
	Passenger Cars	Light Trucks				
		SUVs	Pickup Trucks	Vans	Total**	
1999	3.72	10.34	7.64	4.53	7.41	5.07
2000	3.56	9.96	7.08	4.31	7.10	4.88
2001	3.54	9.35	7.29	4.31	7.10	4.89
2002	3.68	9.68	7.49	3.80	7.26	5.06
2003	3.39	9.38	6.92	3.92	7.02	4.82
2004	3.27	9.32	6.74	3.67	6.93	4.74
2005	3.23	8.34	7.01	4.09	6.85	4.72
2006	3.20	7.80	6.99	3.12	6.48	4.57
2007	2.94	7.25	6.68	2.95	6.13	4.29
2008	2.62	5.96	5.94	2.74	5.31	3.75

*Per 100,000 registered vehicles

** Includes other/unknown light truck vehicle types

Two-Vehicle Crashes Between Passenger Cars and LTVs

The number of occupants killed in two-vehicle crashes between a passenger car and an LTV (pickup truck, van, or SUV) declined from 2007 to 2008 (see Table 8). The number of fatally injured occupants in passenger cars declined by nearly 15 percent, while those in light trucks declined by nearly 25 percent.

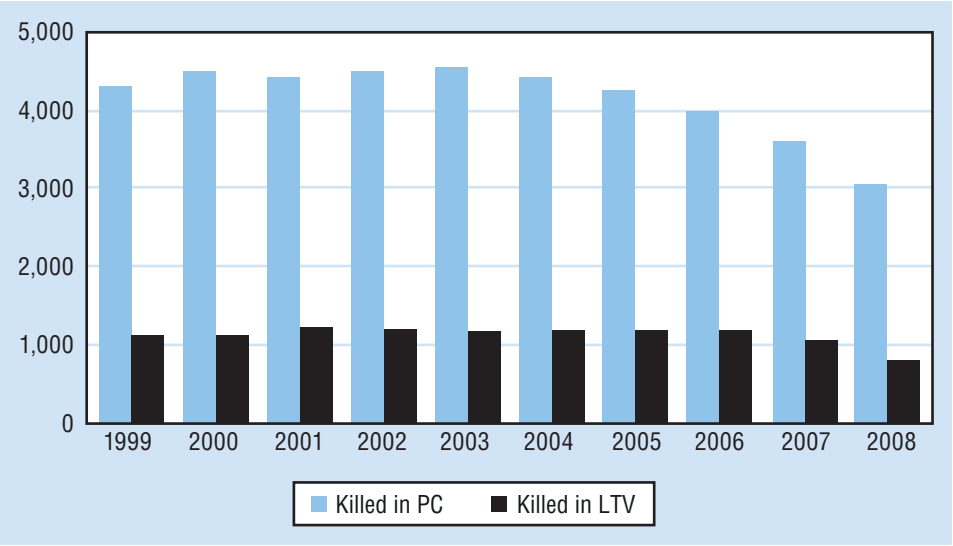
Table 8
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV

	Year		
	2007	2008	% Change
Killed in PC	3,642	3,103	-14.8%
Killed in LTV	961	725	-24.6%

PC = Passenger Car; LTV = Pickup Truck, Van, and Sport Utility Vehicle
Source: FARS

Figure 6 graphically shows the number of occupant fatalities in each vehicle type in two-vehicle crashes involving a car and a light truck, for the years 1999 through 2008. In these crashes there are about four times as many passenger car occupant fatalities as light truck occupant fatalities.

Figure 6
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and An LTV, by Year



In head-on collisions between a passenger car and a light truck, four times as many passenger car occupants as light truck occupants were killed.

In head-on collisions, four times as many passenger car occupants as light truck occupants were killed (see Table 9). The number of occupant fatalities decreased in both types of vehicles from 2007 to 2008. In addition, when the front of one type of passenger vehicle (passenger car or LTV) struck the side of the other type, occupant fatalities decreased regardless of the makeup of the crash. The largest number of occupant fatalities in these crashes was those in passenger cars struck in the side by the front of an LTV. When LTVs were struck in the side by a passenger car, 1.3 times as many LTV occupants were killed as passenger car occupants. When passenger cars were struck in the side by LTVs, 18 times as many passenger car occupants were killed as LTV occupants.

Table 9

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, by Collision Type

	Year		
	2007	2008	% Change
Head-On Collisions			
Killed in PC	1,402	1,220	-13.0%
Killed in LTV	387	299	-22.7%
Passenger Car Front to LTV Side			
Killed in PC	148	135	-8.8%
Killed in LTV	235	174	-26.0%
LTV Front to Passenger Car Side			
Killed in PC	1,730	1,427	-17.5%
Killed in LTV	97	80	-17.5%

PC = Passenger Car; LTV = Pickup Trucks, Vans, Sport Utility Vehicles; Source: FARS

Figures 7, 8, and 9 graphically show each of the above types of crashes from 1999 through 2008. When a passenger car and a light truck hit each other head-on, a fatality in the passenger car is about four times more likely than one in the LTV. Note also that when one vehicle is struck in the side by the front of the other vehicle, the vehicle struck in the side is more likely to have an occupant fatality. This is far more likely when a light truck strikes the side of a passenger car, as shown in Figure 9.

When a passenger car and a light truck are involved in a side impact crash, the vehicle struck in the side is more likely to have an occupant fatality.

Figure 7

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, by Year, Head-On Collisions

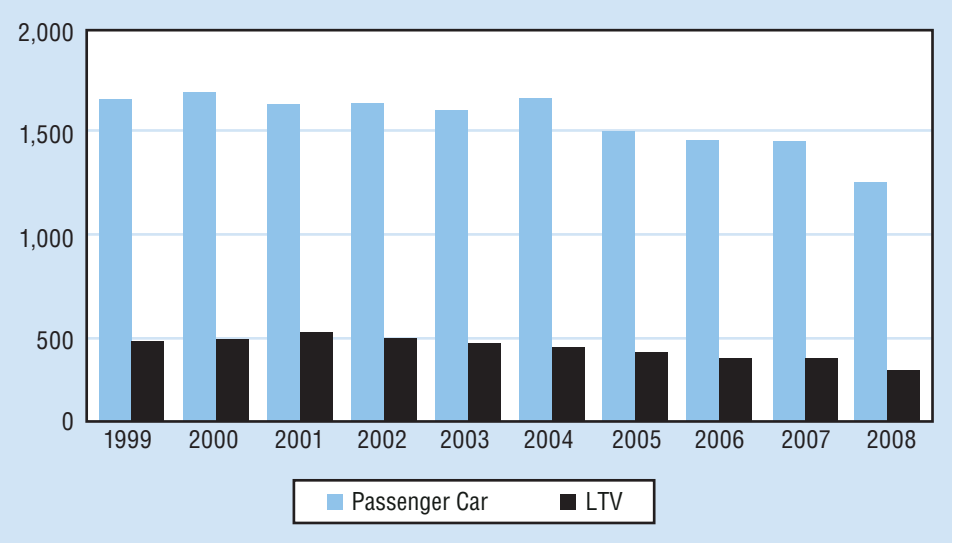


Figure 8

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, by Year, Passenger Car Front to LTV in the Side

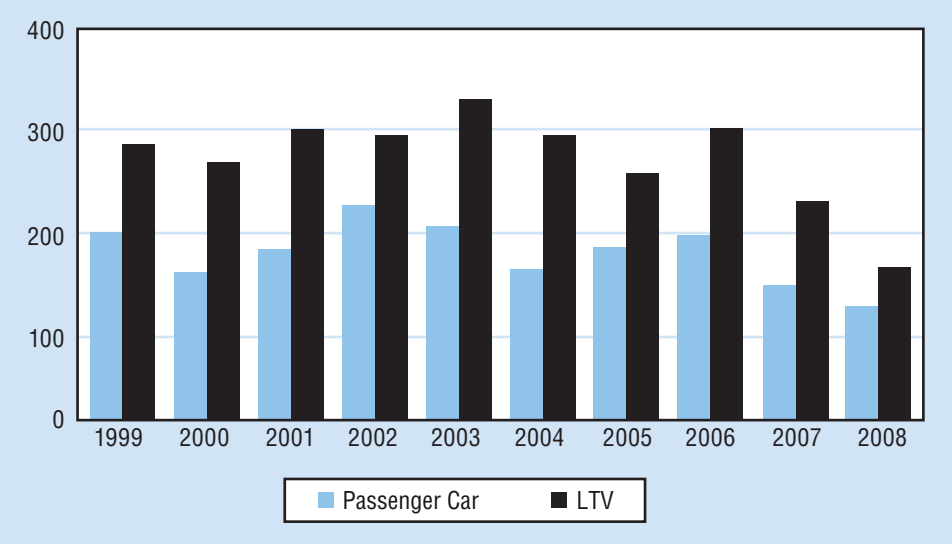
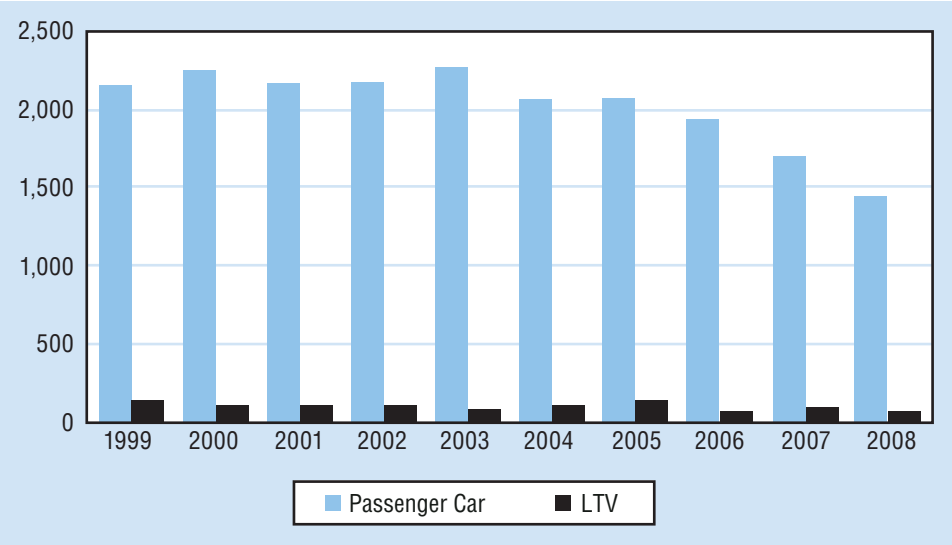


Figure 9

Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV, by Year, LTV Front to Passenger Car in the Side



Pickup truck drivers have the highest percentage of alcohol-impairment compared to drivers of other passenger vehicles.

Alcohol

A driver is considered to be alcohol-impaired when the driver's blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. From 1999 to 2008, the percent of alcohol-impaired passenger vehicle drivers involved in fatal crashes remained virtually unchanged among each of the vehicle types. Pickup truck drivers continue to have the highest percentage of alcohol-impairment compared to other passenger vehicle drivers (see Table 10). The percentage of alcohol-impaired van drivers involved in fatal crashes is substantially below that of other passenger vehicle drivers.

Table 10

Percent of Passenger Vehicle Drivers Involved in Fatal Crashes Who Were Alcohol-Impaired (BAC = .08+ g/dL) by Year and Vehicle Type

Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickup Trucks	Vans	Total*	
1999	21	21	26	14	22	22
2000	24	21	25	14	22	23
2001	23	22	26	13	23	23
2002	22	22	27	14	23	23
2003	22	21	25	13	22	22
2004	23	22	24	13	21	22
2005	24	21	25	14	22	23
2006	23	24	27	14	24	23
2007	23	23	27	14	23	23
2008	23	23	26	12	23	23

*Includes other/unknown light truck vehicle types.

Fatalities by State

Table 11 presents the number of Passenger Vehicle Occupant fatalities in 2008, by vehicle type, for each state and Puerto Rico. Although one would expect more populous States to have a larger numbers of fatalities in any give vehicle type, it is interesting to look at the makeup of passenger vehicle occupant fatalities within each State. For example, looking at all passenger vehicle fatalities by State, SUVs account for 30 percent of all passenger vehicle occupant fatalities in New Mexico, or nearly twice the national average of 17 percent. More than one-third of all passenger vehicle occupant fatalities occur in pickup trucks in Idaho, Oklahoma, and Wyoming, while fewer than 10 percent occur in Connecticut, the District of Columbia, Massachusetts, and New York. The national average is 20 percent of passenger vehicle occupant fatalities occurring in pickup trucks. New Mexico has the lowest percentage of passenger vehicle occupant fatalities occurring in passenger cars (38%), while several States (Connecticut, Massachusetts, New Jersey, New York, and Rhode Island) and the District of Columbia have 70 percent or more in passenger cars. The national average is about 58 percent of passenger vehicle occupant fatalities occurring in passenger cars.

For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 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 www.nhtsa.gov/portal/site/nhtsa/ncsa. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Overview, Alcohol, African American, Bicyclists and Other Cyclists, Children, Hispanic, Large Trucks, Motorcycles, Occupant Protection, Older Population, Pedestrians, Race and Ethnicity, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data,* and *Young Drivers.* 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.* The fact sheets and annual Traffic Safety Facts report can be accessed online at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

Table 11

Passenger Vehicle Occupant Fatalities, Number and Percent by State, by Vehicle Type, 2008

State	Passenger Vehicle Type										Total Passenger Vehicles*
	Passenger Cars		Light Trucks								
			SUVs		Pickup Trucks		Vans		Total*		
	#	%	#	%	#	%	#	%	#	%	#
Alabama	426	57%	119	16%	174	23%	32	4%	325	43%	751
Alaska	26	60%	9	21%	5	12%	3	7%	17	40%	43
Arizona	292	50%	128	22%	129	22%	34	6%	291	50%	583
Arkansas	221	50%	76	17%	127	29%	21	5%	224	50%	445
California	1,281	63%	316	16%	300	15%	122	6%	742	37%	2,023
Colorado	178	47%	88	23%	80	21%	32	8%	200	53%	378
Connecticut	114	70%	25	15%	12	7%	12	7%	49	30%	163
Delaware	42	54%	20	26%	9	12%	7	9%	36	46%	78
Dist. Columbia	12	86%	0	0%	0	0%	2	14%	2	14%	14
Florida	993	57%	328	19%	326	19%	79	5%	734	43%	1,727
Georgia	604	56%	181	17%	252	23%	51	5%	484	44%	1,088
Hawaii	36	63%	8	14%	11	19%	2	4%	21	37%	57
Idaho	81	47%	44	26%	58	34%	8	5%	90	53%	171
Illinois	445	62%	104	14%	120	17%	40	6%	277	38%	722
Indiana	375	64%	78	13%	89	15%	45	8%	212	36%	587
Iowa	178	57%	48	15%	58	19%	29	9%	135	43%	313
Kansas	155	51%	47	16%	82	27%	18	6%	147	49%	302
Kentucky	340	57%	79	13%	144	24%	32	5%	256	43%	596
Louisiana	336	50%	134	20%	170	25%	29	4%	333	50%	669
Maine	69	64%	14	13%	18	17%	7	6%	39	36%	108
Maryland	239	65%	51	14%	41	11%	34	9%	126	35%	365
Massachusetts	169	74%	31	14%	19	8%	8	4%	58	26%	227
Michigan	391	58%	105	16%	109	16%	64	10%	278	42%	669
Minnesota	182	58%	56	18%	43	14%	31	10%	130	42%	312
Mississippi	367	56%	110	17%	159	24%	16	2%	285	44%	652
Missouri	407	54%	108	14%	176	24%	55	7%	340	46%	747
Montana	77	46%	33	20%	52	31%	5	3%	90	54%	167
Nebraska	88	50%	32	18%	40	23%	15	9%	87	50%	175
Nevada	98	50%	41	21%	51	26%	6	3%	98	50%	196
New Hampshire	61	63%	17	18%	11	11%	8	8%	36	37%	97
New Jersey	232	70%	50	15%	34	10%	16	5%	100	30%	332
New Mexico	94	38%	75	30%	70	28%	11	4%	156	62%	250
New York	496	73%	82	12%	53	8%	49	7%	184	27%	680
North Carolina	635	61%	166	16%	167	16%	65	6%	398	39%	1,033
North Dakota	34	46%	15	20%	19	26%	5	7%	40	54%	74
Ohio	523	64%	107	13%	121	15%	64	8%	293	36%	816
Oklahoma	262	46%	91	16%	188	33%	28	5%	307	54%	569
Oregon	160	55%	51	18%	62	21%	16	6%	130	45%	290
Pennsylvania	640	63%	149	15%	150	15%	77	8%	376	37%	1,016
Rhode Island	33	75%	3	7%	7	16%	1	2%	11	25%	44
South Carolina	369	56%	110	17%	138	21%	41	6%	289	44%	658
South Dakota	51	55%	14	15%	23	25%	4	4%	41	45%	92
Tennessee	444	57%	112	14%	176	23%	44	6%	332	43%	776
Texas	1,104	49%	409	18%	624	28%	108	5%	1,144	51%	2,248
Utah	95	53%	38	21%	38	21%	8	4%	84	47%	179
Vermont	39	62%	12	19%	10	16%	1	2%	24	38%	63
Virginia	392	64%	80	13%	112	18%	33	5%	225	36%	617
Washington	231	66%	51	15%	55	16%	14	4%	120	34%	351
West Virginia	144	49%	62	21%	70	24%	19	6%	151	51%	295
Wisconsin	270	64%	49	12%	70	17%	34	8%	153	36%	423
Wyoming	56	47%	17	14%	41	34%	6	5%	64	53%	120
National	**14,587**	**58%**	**4,186**	**17%**	**5,073**	**20%**	**1,491**	**6%**	**10,764**	**42%**	**25,351**
Puerto Rico	129	75%	26	15%	13	8%	4	2%	43	25%	172

*Includes other/unknown light truck vehicle types.