Traffic Safety Facts

2013 Data

Revised June 2015

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Key Findings

- In 2013, there were 3,964 people killed in crashes involving large trucks, only a half-percent-increase from 2012.
- An estimated 95,000 people were injured in crashes involving large trucks in 2013—a decrease of 9 percent from an estimated 104,000 in 2012.
- In 2013, seventy-one percent of people killed in large-truck crashes were occupants of the other vehicles.
- Seventy-nine percent of the fatal crashes involving large trucks in 2013 occurred on weekdays.
- Two percent of the large-truck drivers involved in fatal crashes in 2013 had blood alcohol concentrations (BACs) of .08 g/dL or higher.
- In 2013, drivers of large trucks in fatal crashes were less likely to have previous license suspensions or revocations than were passenger car drivers.
- Large-truck drivers in 2013 had the highest percentage (15%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 12.9%; passenger cars, 12.8%; and light trucks, 12.4%).

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

A large truck, as defined in this fact sheet, is any vehicle with a gross vehicle weight rating greater than 10,000 pounds.

In this fact sheet, the 2013 large-truck information is presented in the following order.

- Overview
- Crash Characteristics
- Large-Truck Drivers
- States

Overview

Table 1 provides an overview of people killed or injured in crashes involving large trucks in 2012 and 2013.

In 2013, there were 3,964 people killed and an estimated 95,000 people injured in crashes involving large trucks. In the United States, an estimated 342,000 large trucks were involved in police-reported traffic crashes during 2013. The majority of the 2013 percentages show minimal change when compared to 2012.

Fatalities in crashes involving large trucks remained relatively level with only a half-percent increase from 3,944 in 2012 to 3,964 in 2013. Of the fatalities in 2013:

- 71 percent were occupants of other vehicles,
- 17 percent were occupants of large trucks, and
- 11 percent were nonoccupants.

From 2012 to 2013 there was a 13-percent increase in the number of nonoccupants killed.

In 2013, there were an estimated 95,000 people injured in crashes involving large trucks—a decrease of 9 percent from an estimated 104,000 in 2012. Of the people injured in 2013:

- 72 percent were occupants of other vehicles,
- 25 percent were occupants of large trucks, and
- 2 percent were nonoccupants.

From 2012 to 2013 there was a 9-percent decrease in the number of occupants of other vehicles injured.

Table 1

People Killed or Injured in Crashes Involving Large Trucks, 2012 and 2013

	2012		2013	
People Killed	**Number**	**Percentage of Total**	**Number**	**Percentage of Total**
Occupants of Large Trucks	697	18%	691	17%
— Single-Vehicle Crashes	*423*	*11%*	*427*	*11%*
— Multiple-Vehicle Crashes	*274*	*7%*	*264*	*7%*
Occupants of Other Vehicles in Crashes Involving Large Trucks	2,857	72%	2,834	71%
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	390	10%	439	11%
Total	**3,944**	**100%**	**3,964**	**100%**
People Injured	**Number**	**Percentage of Total**	**Number**	**Percentage of Total**
Occupants of Large Trucks	25,000	24%	24,000	25%
— Single-Vehicle Crashes	*9,000*	*9%*	*9,000*	*9%*
— Multiple-Vehicle Crashes	*17,000*	*16%*	*15,000*	*16%*
Occupants of Other Vehicles in Crashes Involving Large Trucks	76,000	73%	69,000	72%
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	3,000	3%	2,000	2%
Total	**104,000**	**100%**	**95,000**	**100%**

Note: Injury totals may not equal the sum of components due to independent rounding.
Sources: 2013 Fatality Analysis Reporting System (FARS) Annual Report File (ARF), 2012 FARS Final File
2013 National Automotive Sampling System (NASS) General Estimates System (GES)

In 2013, large trucks accounted for 4 percent of all registered vehicles and 9 percent of the total vehicle miles traveled. Passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 93 percent of all registered vehicles and 90 percent of the total vehicle miles traveled. In 2013, large trucks accounted for 9 percent of all vehicles involved in fatal crashes and 3 percent of all vehicles involved in injury and property-damage-only crashes.

Table 2 summarizes the number of large trucks involved in fatal and injury crashes, the number of registered large trucks, involvement rates for every 100,000 registered large trucks, large-truck miles traveled, and the involvement rates for every 100 million large-truck miles traveled from 2004 to 2013.

Table 2

Large-Truck Involvement in Fatal and Injury Crashes and Involvement Rates, 2004–2013

Year	Number of Large Trucks Involved in Fatal Crashes	Number of Large Trucks Registered	Involvement Rate per 100,000 Registered Large Trucks	Large-Truck Miles Traveled (millions)	Involvement Rate per 100 million Large-Truck-Miles Traveled
2004	4,902	8,171,364	59.99	220,811	2.22
2005	4,951	8,481,999	58.37	222,523	2.22
2006	4,766	8,819,007	54.04	222,513	2.14
2007	4,633	10,752,019	43.09	304,178	1.52
2008	4,089	10,873,275	37.61	310,680	1.32
2009	3,211	10,973,214	29.26	288,306	1.11
2010	3,494	10,770,054	32.44	286,527	1.22
2011	3,633	10,270,693	35.37	267,207	1.36
2012	3,825	10,659,380	35.88	269,207	1.42
2013	3,906	10,597,356	36.86	275,018	1.42
Year	**Number of Large Trucks Involved in Injury Crashes**	**Number of Large Trucks Registered**	**Involvement Rate per 100,000 Registered Large Trucks**	**Large-Truck Miles Traveled (millions)**	**Involvement Rate per 100 million Large-Truck Miles Traveled**
2004	87,000	8,171,364	1,062	220,811	39
2005	82,000	8,481,999	971	222,523	37
2006	80,000	8,819,007	911	222,513	36
2007	76,000	10,752,019	705	304,178	25
2008	66,000	10,873,275	608	310,680	21
2009	53,000	10,973,214	487	288,306	19
2010	58,000	10,770,054	541	286,527	20
2011	63,000	10,270,693	609	267,207	23
2012	77,000	10,659,380	719	269,207	28
2013	73,000	10,597,356	690	275,018	27

Note: In 2011, the Federal Highway Administration implemented an enhanced methodology for estimating registered vehicles and vehicle miles traveled by vehicle type. These revisions were applied to data after 2006. In some cases the changes were significant and should be taken into account when comparing registered vehicle counts and/or vehicle miles traveled for 2006 and earlier years with the numbers for 2007 and later years.
Sources: 2004-2012 FARS Final File, 2013 FARS ARF, 2004-2013 NASS GES, Vehicle miles traveled and registered vehicles – Federal Highway Administration.

Crash Characteristics

In 2013, large trucks were more likely to be involved in fatal multiple-vehicle crashes as opposed to fatal single-vehicle crashes than were passenger vehicles (80% of fatal crashes involving large trucks are multiple-vehicle crashes, compared with 58% for fatal crashes involving passenger vehicles).

In 47 percent of the two-vehicle fatal crashes, both the large trucks and the other vehicles were proceeding straight at the time of the crashes. In 10 percent of the crashes, the other vehicles were turning left or right. In 10 percent the trucks and the other vehicles were negotiating curves. In 7 percent of fatal crashes, either the trucks or the other vehicles were stopped or parked in traffic lanes (5% and 2%, respectively).

Table 3 presents percentages of two-vehicle fatal crashes involving large trucks by initial impact point of the large truck and the other vehicle in 2013. Both vehicles were struck in the front 31 percent of the time. The trucks were struck in the rear almost three times as often as the other vehicles (20% and 7%, respectively).

Table 3

Percentage of Two-Vehicle Fatal Crashes Involving Large Trucks, by Initial Impact Point of the Large Trucks and Other Vehicles, 2013

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	31%	15%	11%	6%	64%
Left Side	9%	1%	1%	0%	11%
Right Side	5%	0%	0%	0%	6%
Rear	19%	0%	0%	0%	20%
Total	**64%**	**17%**	**13%**	**7%**	**100%**

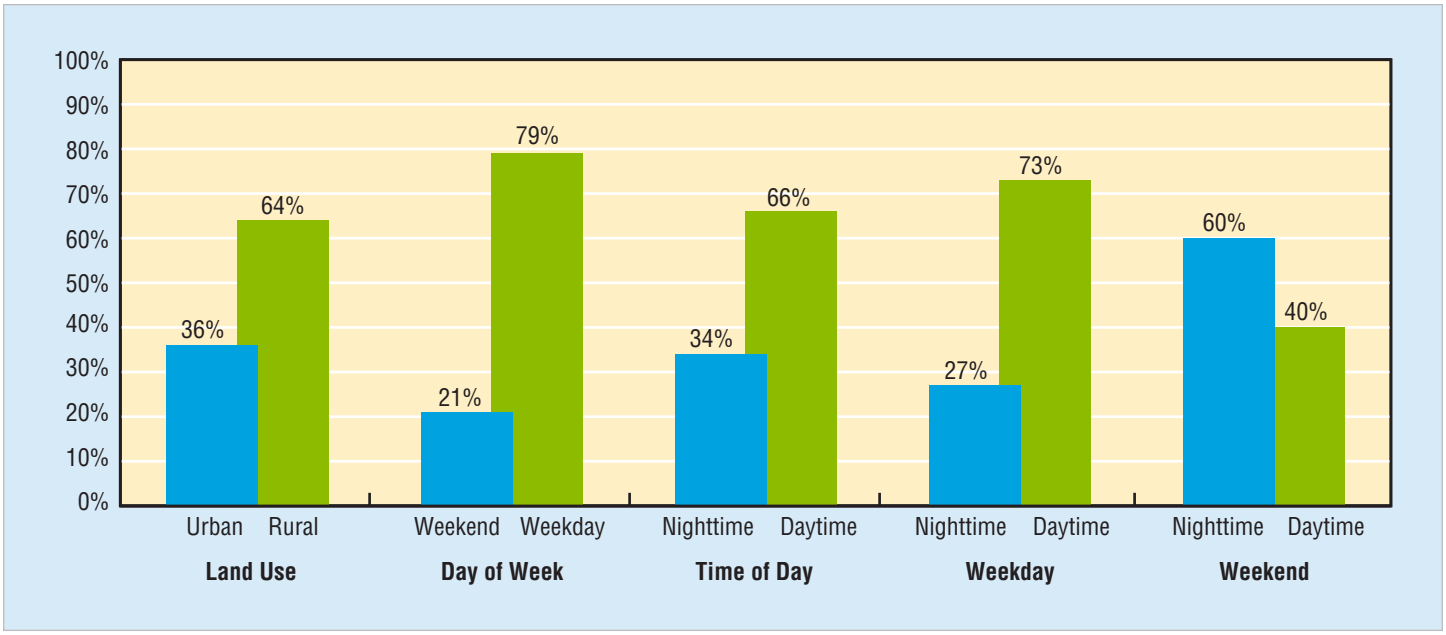
Note: Totals may not equal the sum of components due to independent rounding.
Source: 2013 FARS ARF

Figure 1 shows the percentages of fatal crashes involving large trucks by land use (urban/rural), day of the week (weekday/weekend), and time of day (nighttime/daytime) in 2013.

- Sixty-four percent of the fatal crashes involving large trucks occurred in rural areas.
- Seventy-nine percent of the fatal crashes involving large trucks occurred on weekdays.
- Of those weekday large-truck fatal crashes, 73 percent occurred during the daytime hours of 6 a.m. to 5:59 p.m.

Figure 1

Percentage of Fatal Crashes Involving Large Trucks, by Land Use, Day of Week, Time of Day, Time of Day (Weekday), and Time of Day (Weekend), 2013



Note: Unknowns were removed before calculating percentages.
Weekday: 6 a.m. Monday to 5:59 p.m. Friday
Weekend: 6 p.m. Friday to 5:59 a.m. Monday
Daytime: 6 a.m. to 5:59 p.m. Nighttime: 6 p.m. to 5:59 a.m.
Source: 2013 FARS ARF

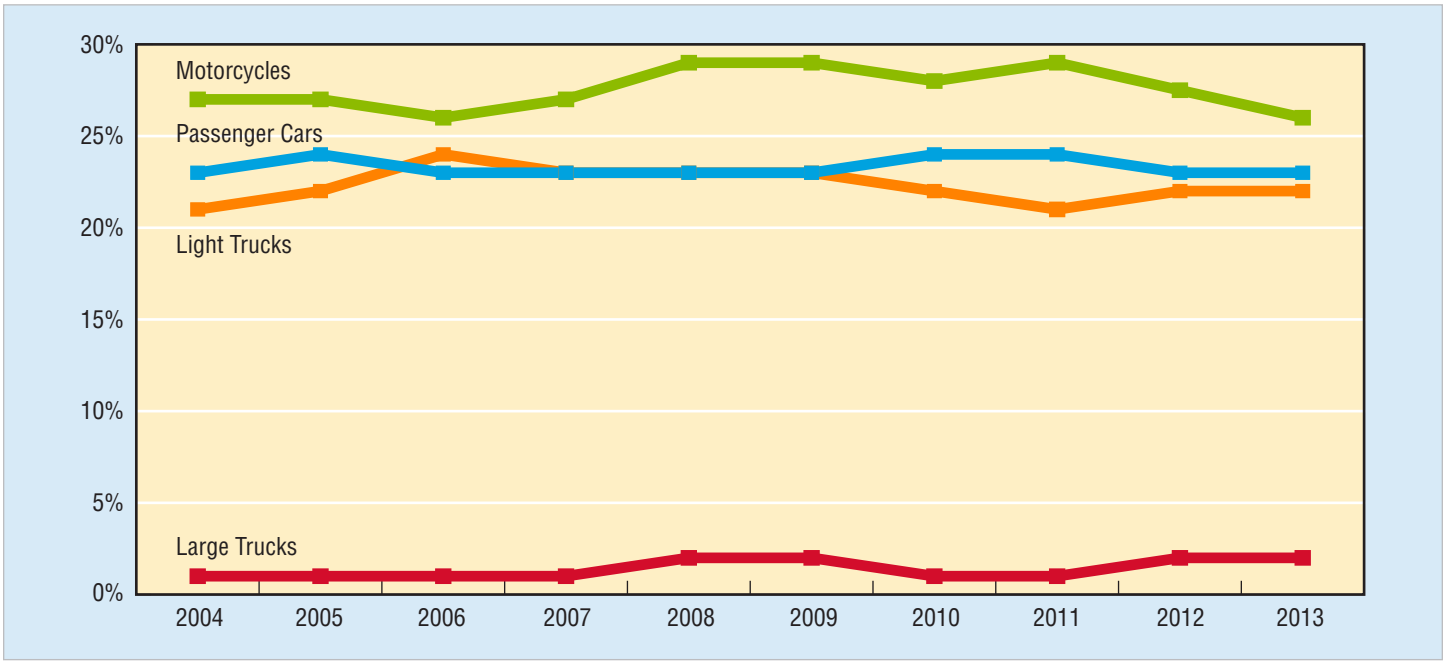
Large-Truck Drivers

The percentage of large-truck drivers involved in fatal crashes who had BACs of .08 g/dL or higher was 2 percent in 2013. For drivers of other types of vehicles involved in fatal crashes in 2013, the percentages of drivers with BACs of .08 g/dL or higher were 23 percent for passenger cars, 21 percent for light trucks, and 27 percent for motorcycles.

Figure 2 displays the 10-year proportions of drivers in fatal crashes with BACs of .08 g/dL or higher by vehicle types (large trucks, passenger cars, light trucks, and motorcycles).

Figure 2

Estimated Proportions of Drivers in Fatal Crashes With BACs .08 g/dL or Higher, 2004–2013

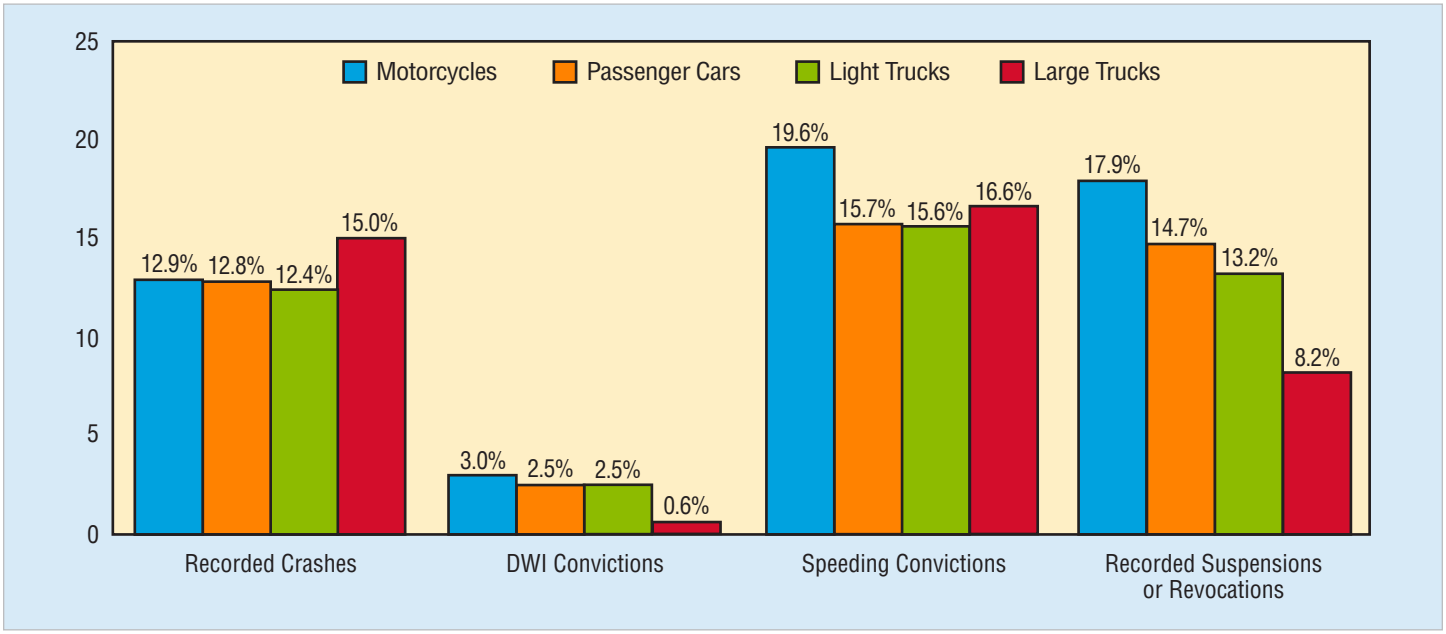


Source: 2004-2012 FARS Final File, 2013 FARS ARF

Figure 3 presents the percentages of drivers involved in fatal crashes with previous driving records (recorded crashes, driving while intoxicated (DWI) convictions, speeding convictions, and recorded suspensions or revocations) by vehicle types (motorcycles, passenger cars, light trucks, and large trucks) in 2013.

- Large-truck drivers have the highest percentage (15%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 12.9%; passenger cars, 12.8%; and light trucks, 12.4%).
- Nearly 17 percent of all large-truck drivers involved in fatal crashes had at least one prior speeding conviction, compared to almost 16 percent of passenger car drivers involved in fatal crashes.
- Drivers of large trucks in fatal crashes were less likely to have previous license suspensions or revocations than were passenger car drivers (8.2% and 14.7%, respectively).

Figure 3
Previous Driving Records of Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2013



Note: Excludes all drivers with previous records that were unknown.
Source: 2013 FARS ARF

States

For each of the 50 States, District of Columbia, and Puerto Rico in 2013, Table 4 presents the large-truck involvement in fatal crashes. Puerto Rico is not included in the overall U.S. total.

- The national average for large-truck involvement was 8.7 percent.
- The percentage of involvement in the States ranged from 5.1 percent in Connecticut to 29.8 percent in North Dakota.
- In 17 States, large-truck involvement was higher than 10 percent.
- Texas had the highest number of large trucks involved in fatal crashes at 493.

Table 5 presents an overview of the people killed in large-truck crashes by each of the 50 States, District of Columbia, Puerto Rico, and by the person type in 2013. Puerto Rico is not included in the overall U.S. total.

- The number of occupants of other vehicles killed range from 1 in Hawaii to 381 in Texas. Seven States each had more than 100 occupants of other vehicles killed in large-truck crashes.
- The highest number of occupants of large trucks killed was 111 in Texas. The second highest was 33 in California.

Table 4

Large-Truck Involvement in Fatal Crashes, by State, 2013

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	1,116	107	9.6%	2.7%
Alaska	67	4	6.0%	0.1%
Arizona	1,173	69	5.9%	1.8%
Arkansas	638	86	13.5%	2.2%
California	4,125	249	6.0%	6.4%
Colorado	630	51	8.1%	1.3%
Connecticut	375	19	5.1%	0.5%
Delaware	150	10	6.7%	0.3%
Dist of Columbia	31	3	9.7%	0.1%
Florida	3,358	187	5.6%	4.8%
Georgia	1,636	157	9.6%	4.0%
Hawaii	123	7	5.7%	0.2%
Idaho	277	32	11.6%	0.8%
Illinois	1,353	136	10.1%	3.5%
Indiana	1,093	115	10.5%	2.9%
Iowa	434	59	13.6%	1.5%
Kansas	473	66	14.0%	1.7%
Kentucky	880	71	8.1%	1.8%
Louisiana	969	74	7.6%	1.9%
Maine	189	16	8.5%	0.4%
Maryland	648	61	9.4%	1.6%
Massachusetts	417	29	7.0%	0.7%
Michigan	1,363	88	6.5%	2.3%
Minnesota	563	74	13.1%	1.9%
Mississippi	781	57	7.3%	1.5%
Missouri	1,002	77	7.7%	2.0%
Montana	266	19	7.1%	0.5%
Nebraska	279	27	9.7%	0.7%
Nevada	372	24	6.5%	0.6%
New Hampshire	168	11	6.5%	0.3%
New Jersey	750	64	8.5%	1.6%
New Mexico	389	55	14.1%	1.4%
New York	1,579	114	7.2%	2.9%
North Carolina	1,756	125	7.1%	3.2%
North Dakota	215	64	29.8%	1.6%
Ohio	1,485	151	10.2%	3.9%
Oklahoma	972	116	11.9%	3.0%
Oregon	421	34	8.1%	0.9%
Pennsylvania	1,694	170	10.0%	4.4%
Rhode Island	83	5	6.0%	0.1%
South Carolina	1,030	67	6.5%	1.7%
South Dakota	184	18	9.8%	0.5%
Tennessee	1,400	121	8.6%	3.1%
Texas	4,651	493	10.6%	12.6%
Utah	289	21	7.3%	0.5%
Vermont	89	7	7.9%	0.2%
Virginia	1,001	100	10.0%	2.6%
Washington	593	38	6.4%	1.0%
West Virginia	431	48	11.1%	1.2%
Wisconsin	801	85	10.6%	2.2%
Wyoming	106	25	23.6%	0.6%
U.S. Total	**44,868**	**3,906**	**8.7%**	**100%**
Puerto Rico	430	20	4.7%	100%

Note: Percentage of U.S. total for large trucks may not equal the sum of components due to independent rounding.
Source: 2013 FARS ARF

Table 5

Fatalities in Motor Vehicle Traffic Crashes Involving Large Trucks, by State and Person Type, 2013

State	Truck Occupants by Crash Type			Other People			Total
	Single Vehicle	Multiple Vehicle	Total	Occupant of Other Vehicle	Nonoccupant	Total	
Alabama	20	5	25	80	4	84	109
Alaska	0	2	2	2	0	2	4
Arizona	5	6	11	38	14	52	63
Arkansas	13	3	16	57	10	67	83
California	19	14	33	157	53	210	243
Colorado	10	1	11	36	9	45	56
Connecticut	2	0	2	15	2	17	19
Delaware	2	0	2	6	2	8	10
Dist of Columbia	1	0	1	2	0	2	3
Florida	12	13	25	141	31	172	197
Georgia	16	10	26	119	18	137	163
Hawaii	3	0	3	1	3	4	7
Idaho	6	0	6	25	4	29	35
Illinois	6	11	17	110	15	125	142
Indiana	12	4	16	91	9	100	116
Iowa	7	3	10	47	4	51	61
Kansas	11	1	12	55	1	56	68
Kentucky	9	1	10	64	4	68	78
Louisiana	10	3	13	63	8	71	84
Maine	0	0	0	15	3	18	18
Maryland	3	2	5	49	5	54	59
Massachusetts	4	0	4	18	8	26	30
Michigan	2	5	7	75	6	81	88
Minnesota	6	4	10	63	2	65	75
Mississippi	12	5	17	42	4	46	63
Missouri	16	3	19	60	6	66	85
Montana	2	0	2	14	4	18	20
Nebraska	5	1	6	20	3	23	29
Nevada	1	3	4	11	3	14	18
New Hampshire	1	0	1	10	2	12	13
New Jersey	3	6	9	42	9	51	60
New Mexico	7	9	16	29	9	38	54
New York	6	10	16	66	36	102	118
North Carolina	12	4	16	102	20	122	138
North Dakota	11	9	20	42	1	43	63
Ohio	14	13	27	97	7	104	131
Oklahoma	15	14	29	72	11	83	112
Oregon	5	0	5	24	4	28	33
Pennsylvania	15	16	31	110	14	124	155
Rhode Island	0	0	0	3	2	5	5
South Carolina	6	4	10	49	6	55	65
South Dakota	1	1	2	16	0	16	18
Tennessee	8	11	19	92	15	107	126
Texas	69	42	111	381	44	425	536
Utah	4	1	5	11	4	15	20
Vermont	1	0	1	7	0	7	8
Virginia	14	10	24	61	4	65	89
Washington	2	3	5	30	5	35	40
West Virginia	8	1	9	31	6	37	46
Wisconsin	7	6	13	65	5	70	83
Wyoming	3	4	7	18	0	18	25
National	**427**	**264**	**691**	**2,834**	**439**	**3,273**	**3,964**
Puerto Rico	3	2	5	8	5	13	18

Source: 2013 FARS ARF

This fact sheet contains information on motor vehicle fatalities and fatal crashes, based on data from the Fatality Analysis Reporting System (FARS). FARS is a census of fatal crashes within the 50 States, the District of Columbia, and Puerto Rico (although Puerto Rico is not included in U.S. totals). Crash and injury statistics are based on data from the National Automotive Sampling System (NASS) General Estimates System (GES). The NASS GES is a probability-based sample of police-reported crashes, from 60 locations across the country, from which estimates of national totals for injury and property-damage-only crashes are derived.

The suggested APA format citation for this document is:

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For more information

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NVS-424, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at ncsaweb@dot.gov. General information on highway traffic safety can found at www.nhtsa.gov/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 *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Motorcycles, Occupant Protection, Older Population, Overview, Passenger Vehicles, Pedestrians, 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 reports can found at www-nrd.nhtsa.dot.gov/CATS/index.aspx.

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