Traffic Safety Facts

2014 Data

May 2016

DOT HS 812 279

NHTSA

Large Trucks

Key Findings

- In 2014 there were 3,903 people killed in crashes involving large trucks, a 2-percent-decrease from 2013.
- An estimated 111,000 people were injured in crashes involving large trucks in 2014—an increase of 17 percent from an estimated 95,000 in 2013.
- In 2014 seventy-three 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 2014 occurred on weekdays.
- Two percent of the large-truck drivers involved in fatal crashes in 2014 had blood alcohol concentrations (BACs) of .08 g/dL or higher, much lower than drivers of other vehicle types (22% for passenger cars, 22% for light trucks, and 29% for motorcycles).
- In 2014 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 involved in fatal crashes in 2014 had the highest percentage (14.9%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 13.6%; passenger cars, 12.6%; and light trucks, 12.0%).

U.S. Department of Transportation

National Highway Traffic Safety Administration

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A large truck as defined in this fact sheet is any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. In 2014, 85 percent of the large trucks involved in fatal traffic crashes were heavy large trucks (GVWR > 26,000 lbs.).

In this 2014 fact sheet, large-truck information is presented as follows:

Overview

In 2014 there were 3,903 people killed and an estimated 111,000 people injured in crashes involving large trucks. In the United States, an estimated 438,000 large trucks were involved in police-reported traffic crashes during 2014.

Table 1 provides an overview of people killed or injured in crashes involving large trucks from 2005 to 2014.

Fatalities in crashes involving large trucks declined by 2 percent from 3,981 in 2013 to 3,903 in 2014. Over a 10-year period there was a 26-percent decrease in the total number of people killed in large-truck crashes, from 5,240 fatalities in 2005 to 3,903 fatalities in 2014. Of the fatalities in 2014:

- 73 percent were occupants of other vehicles,
- 17 percent were occupants of large trucks, and
- 10 percent were nonoccupants (pedestrians, pedalcyclist, etc.).

From 2013 to 2014 there was a 12-percent decrease in the number of nonoccupants killed, from 441 nonoccupants killed in 2013 to 389 nonoccuapnts killed in 2014.

In 2014 there were an estimated 111,000 people injured in crashes involving large trucks—an increase of 17 percent from an estimated 95,000 in 2013. Over a 10-year period there was a 2-percent decrease in the total number of people injured in large-truck crashes, from 114,000 injured in 2005 to 111,000 injured in 2014. Of the people injured in 2014:

- 74 percent were occupants of other vehicles,
- 23 percent were occupants of large trucks, and
- 3 percent were nonoccupants.

From 2013 to 2014 there was a 19-percent increase in the number of injured occupants of other vehicles involved in large-truck traffic crashes, from 69,000 injured occupants in 2013 to 82,000 injured occupants in 2014.

Table 1

People Killed or Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 2005–2014

	Truck Occupants by Crash Type						Other People						
	Single Vehicle		Multiple Vehicle		Total		Occupant of Other Vehicle		Nonoccupant		Total		
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Total
Killed													
2005	478	9%	326	6%	804	15%	3,971	76%	465	9%	4,436	85%	5,240
2006	500	10%	305	6%	805	16%	3,797	76%	425	8%	4,222	84%	5,027
2007	502	10%	303	6%	805	17%	3,608	75%	409	8%	4,017	83%	4,822
2008	430	10%	252	6%	682	16%	3,151	74%	412	10%	3,563	84%	4,245
2009	333	10%	166	5%	499	15%	2,558	76%	323	10%	2,881	85%	3,380
2010	339	9%	191	5%	530	14%	2,797	76%	359	10%	3,156	86%	3,686
2011	408	11%	232	6%	640	17%	2,713	72%	428	11%	3,141	83%	3,781
2012	423	11%	274	7%	697	18%	2,857	72%	390	10%	3,247	82%	3,944
2013	431	11%	264	7%	695	17%	2,845	71%	441	11%	3,286	83%	3,981
2014	406	10%	251	6%	657	17%	2,857	73%	389	10%	3,246	83%	3,903
Injured													
2005	10,000	8%	17,000	13%	27,000	21%	84,000	77%	2,000	2%	87,000	79%	114,000
2006	11,000	7%	12,000	13%	23,000	20%	81,000	78%	2,000	2%	83,000	80%	106,000
2007	10,000	7%	13,000	12%	23,000	18%	75,000	79%	2,000	2%	78,000	82%	101,000
2008	10,000	8%	13,000	12%	23,000	20%	64,000	78%	3,000	3%	67,000	80%	90,000
2009	7,000	7%	9,000	12%	17,000	19%	56,000	79%	1,000	2%	57,000	81%	74,000
2010	9,000	6%	11,000	12%	20,000	19%	58,000	78%	2,000	3%	60,000	81%	80,000
2011	7,000	6%	15,000	13%	23,000	19%	64,000	79%	2,000	2%	65,000	81%	88,000
2012	9,000	6%	17,000	13%	25,000	19%	76,000	78%	3,000	3%	79,000	81%	104,000
2013	9,000	8%	15,000	16%	24,000	25%	69,000	72%	2,000	3%	71,000	75%	95,000
2014	10,000	9%	17,000	14%	27,000	23%	82,000	74%	2,000	3%	84,000	77%	111,000

Note: Injury totals may not equal the sum of components due to independent rounding.
Sources: 2005–2013 Fatality Analysis Reporting System (FARS) Final File, 2014 FARS Annual Report File (ARF)
2005–2014 National Automotive Sampling System (NASS) General Estimates System (GES)

In 2014 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. Large trucks also accounted for 4 percent of all registered vehicles and 9 percent of the total vehicle miles traveled. For comparison, 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 2014.

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 2005 to 2014.

Table 2

Large-Truck Involvement in Fatal and Injury Crashes and Involvement Rates, 2005–2014

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
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	267,594	1.36
2012	3,825	10,659,380	35.88	269,207	1.42
2013	3,921	10,597,356	37.00	275,017	1.43
2014	3,744	10,905,956	34.33	279,132	1.34
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**
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	267,594	23
2012	77,000	10,659,380	719	269,207	28
2013	73,000	10,597,356	690	275,017	27
2014	88,000	10,905,956	811	279,132	32

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: 2005-2013 FARS Final File, 2014 FARS ARF, 2005-2014 NASS GES, Vehicle miles traveled and registered vehicles – Federal Highway Administration.

Crash Characteristics

In 2014 large trucks were more likely to be involved in fatal multiple-vehicle crashes as opposed to fatal single-vehicle crashes than were passenger vehicles (81% of fatal crashes involving large trucks are multiple-vehicle crashes, compared with 59% for fatal crashes involving passenger vehicles).

In 45 percent of the two-vehicle fatal crashes, both the large truck and the other vehicle were proceeding straight at the time of the crash (head-on collision). In 10 percent of these crashes, the other vehicle was turning left or right. In 9 percent the truck and the other vehicle were negotiating curves. In 7 percent of the two-vehicle fatal crashes, either the truck or the other vehicle was stopped in a traffic lane (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 2014. Both vehicles were impacted in the front 28 percent of the time. The trucks were struck in the rear almost three times as often as the other vehicles (21% 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, 2014

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	28%	15%	11%	7%	61%
Left Side	9%	2%	1%	0%	11%
Right Side	5%	1%	0%	0%	7%
Rear	21%	0%	0%	0%	21%
Total	**63%**	**18%**	**12%**	**7%**	**100%**

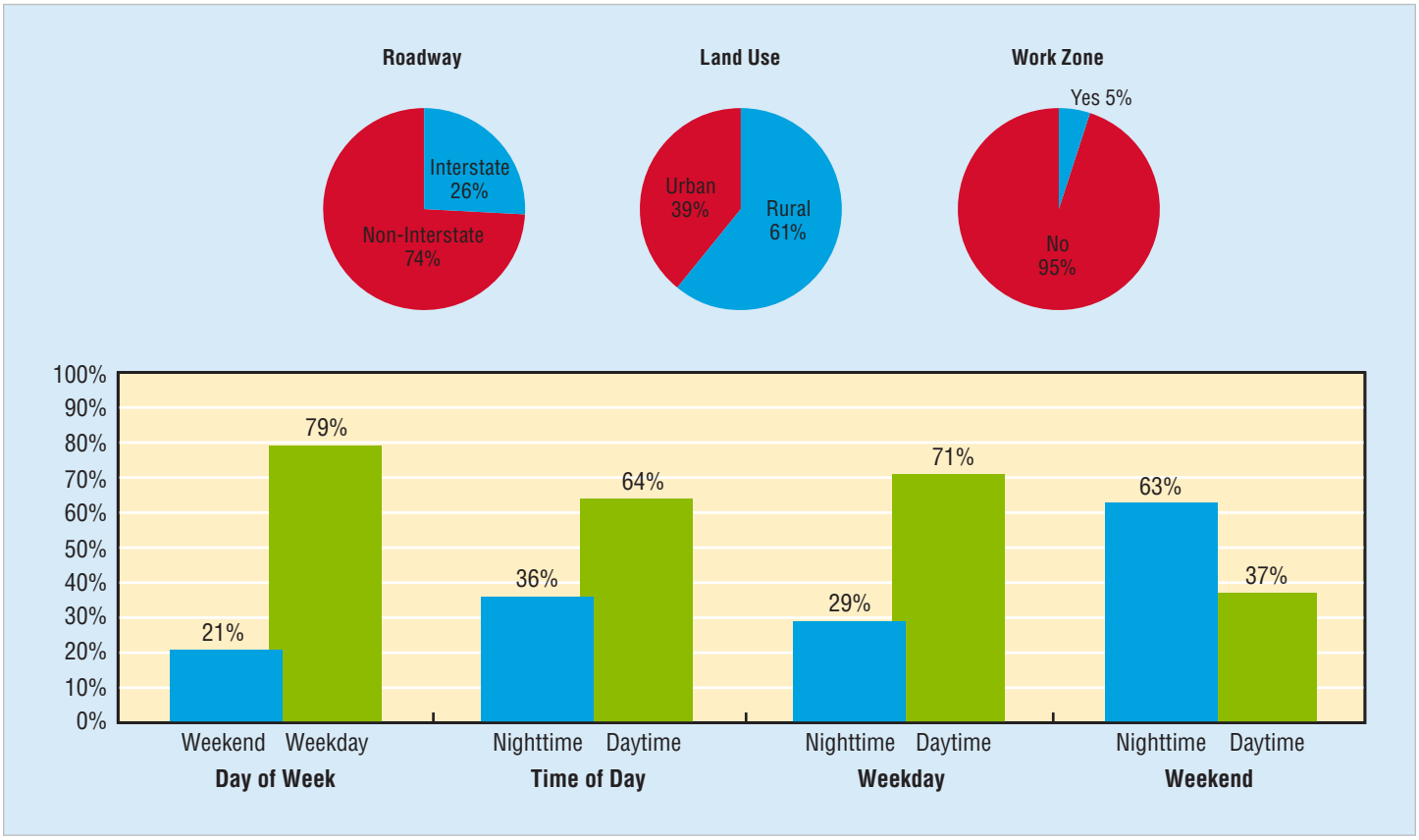
Note: Totals may not equal the sum of components due to independent rounding.
Source: 2014 FARS ARF

Figure 1 shows the percentages of fatal crashes involving large trucks by roadway, land use (urban/rural), work zone, day of the week (weekday/weekend), and time of day (nighttime/daytime) in 2014.

- About one out of every 4 fatal large-truck crashes occurred on an interstate.
- Sixty-one percent of the fatal crashes involving large trucks occurred in rural areas.
- Almost all fatal crashes (95%) involving large trucks occurred outside of work zones.
- Seventy-nine percent of the fatal crashes involving large trucks occurred on weekdays.
- Of those weekday large-truck fatal crashes, 71 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 Roadway, Land Use, Work Zone, Day of Week, Time of Day, Time of Day (Weekday), and Time of Day (Weekend), 2014



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: 2014 FARS ARF

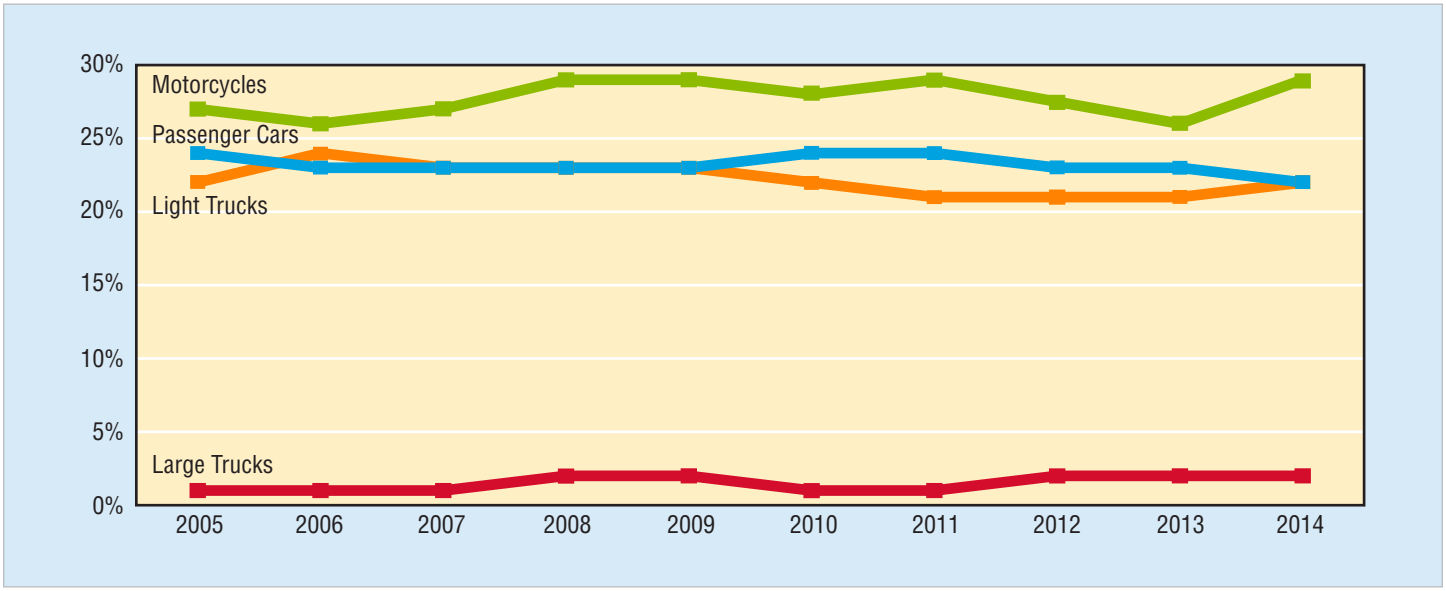
Large-Truck Drivers

The percentage of large-truck drivers involved in fatal crashes who had blood alcohol concentrations (BACs) of .08 g/dL or higher was 2 percent in 2014. For drivers of other types of vehicles involved in fatal crashes in 2014, the percentages of drivers with BACs of .08 g/dL or higher were 22 percent for passenger cars, 22 percent for light trucks, and 29 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 of .08 g/dL or Higher, 2005–2014

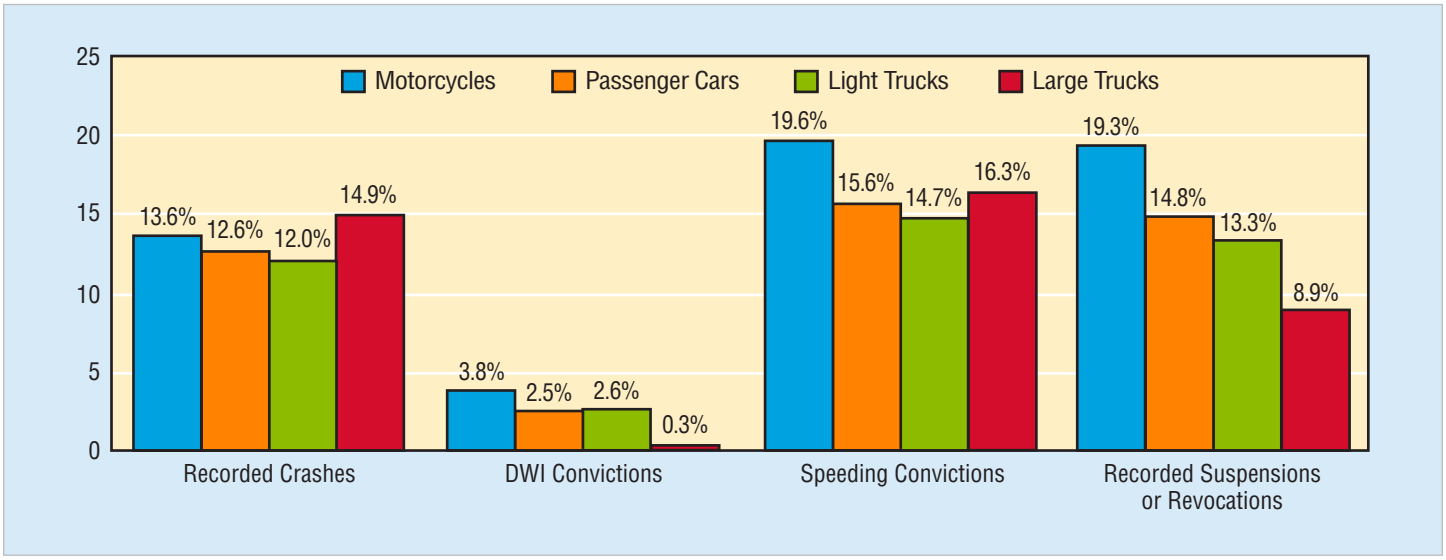


Source: 2005–2013 FARS Final File, 2014 FARS ARF

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 2014.

- Large-truck drivers have the highest percentage (14.9%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 13.6%; passenger cars, 12.6%; and light trucks, 12.0%).
- Over 16 percent of all large-truck drivers involved in fatal crashes had at least one prior speeding conviction, almost the same as 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 (8.9% and 14.8%, respectively).

Figure 3
Previous Driving Records of Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2014



Note: Excludes all drivers with previous records that were unknown.
Source: 2014 FARS ARF

States

For each of the 50 States, the District of Columbia, and Puerto Rico in 2014, Table 4 presents the large-truck involvement in fatal crashes. Puerto Rico is not included in the overall U.S. total.

- On average in the Nation large trucks made up 8.3 percent of all vehicles involved in fatal crashes.
- The percentage of large trucks involved in fatal crashes ranged from 3.1 percent in Hawaii, Montana, and Rhode Island to 25.4 percent in North Dakota.
- In 14 States, large-truck involvement was higher than 10 percent.
- Texas had the highest number of large trucks involved in fatal crashes at 532, and also the largest number of all vehicles involved in fatal crashes.

Table 5 presents an overview of the people killed in large-truck crashes by each of the 50 States, the District of Columbia, Puerto Rico, and by the person type in 2014. Puerto Rico is not included in the overall U.S. total.

- The number of occupants of other vehicles killed range from none in Hawaii to 398 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 114 in Texas. The second highest was 41 in Oklahoma.

Table 4

Large-Truck Involvement in Fatal Crashes, by State, 2014

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	1,066	76	7.1%	2.0%
Alaska	101	5	5.0%	0.1%
Arizona	1,037	61	5.9%	1.6%
Arkansas	668	75	11.2%	2.0%
California	4,259	281	6.6%	7.5%
Colorado	686	60	8.7%	1.6%
Connecticut	341	18	5.3%	0.5%
Delaware	161	11	6.8%	0.3%
District of Columbia	26	4	15.4%	0.1%
Florida	3,530	179	5.1%	4.8%
Georgia	1,631	135	8.3%	3.6%
Hawaii	128	4	3.1%	0.1%
Idaho	233	21	9.0%	0.6%
Illinois	1,277	115	9.0%	3.1%
Indiana	1,125	139	12.4%	3.7%
Iowa	433	47	10.9%	1.3%
Kansas	518	47	9.1%	1.3%
Kentucky	889	67	7.5%	1.8%
Louisiana	948	84	8.9%	2.2%
Maine	173	10	5.8%	0.3%
Maryland	643	49	7.6%	1.3%
Massachusetts	428	24	5.6%	0.6%
Michigan	1,281	90	7.0%	2.4%
Minnesota	528	63	11.9%	1.7%
Mississippi	762	72	9.4%	1.9%
Missouri	1,044	95	9.1%	2.5%
Montana	223	7	3.1%	0.2%
Nebraska	307	45	14.7%	1.2%
Nevada	405	15	3.7%	0.4%
New Hampshire	126	12	9.5%	0.3%
New Jersey	789	81	10.3%	2.2%
New Mexico	474	66	13.9%	1.8%
New York	1,404	104	7.4%	2.8%
North Carolina	1,758	111	6.3%	3.0%
North Dakota	177	45	25.4%	1.2%
Ohio	1,424	130	9.1%	3.5%
Oklahoma	904	123	13.6%	3.3%
Oregon	474	31	6.5%	0.8%
Pennsylvania	1,665	164	9.8%	4.4%
Rhode Island	65	2	3.1%	0.1%
South Carolina	1,094	61	5.6%	1.6%
South Dakota	181	19	10.5%	0.5%
Tennessee	1,349	107	7.9%	2.9%
Texas	4,895	532	10.9%	14.2%
Utah	360	20	5.6%	0.5%
Vermont	61	9	14.8%	0.2%
Virginia	957	90	9.4%	2.4%
Washington	621	35	5.6%	0.9%
West Virginia	348	25	7.2%	0.7%
Wisconsin	693	52	7.5%	1.4%
Wyoming	188	26	13.8%	0.7%
U.S. Total	**44,858**	**3,744**	**8.3%**	**100.0%**
Puerto Rico	385	13	3.4%	100.0%

Note: Percentage of U.S. total for large trucks may not equal the sum of components due to independent rounding.
Source: 2014 FARS ARF

Table 5

Fatalities in Motor Vehicle Traffic Crashes Involving Large Trucks, by State and Person Type, 2014

State	Truck Occupants by Crash Type			Other People			Total
	Single Vehicle	Multiple Vehicle	Total	Occupant of Other Vehicle	Nonoccupant	Total	
Alabama	10	5	15	63	6	69	84
Alaska	1	0	1	4	0	4	5
Arizona	6	3	9	48	10	58	67
Arkansas	7	2	9	62	7	69	78
California	17	16	33	214	53	267	300
Colorado	7	3	10	47	6	53	63
Connecticut	3	1	4	14	2	16	20
Delaware	3	1	4	7	1	8	12
District of Columbia	0	0	0	4	1	5	5
Florida	12	10	22	144	24	168	190
Georgia	19	9	28	112	15	127	155
Hawaii	0	0	0	0	4	4	4
Idaho	5	2	7	15	1	16	23
Illinois	11	7	18	81	12	93	111
Indiana	10	5	15	103	11	114	129
Iowa	8	3	11	36	1	37	48
Kansas	3	1	4	37	5	42	46
Kentucky	6	3	9	53	6	59	68
Louisiana	10	10	20	53	7	60	80
Maine	0	0	0	9	1	10	10
Maryland	5	2	7	38	4	42	49
Massachusetts	2	2	4	12	8	20	24
Michigan	6	3	9	82	7	89	98
Minnesota	5	3	8	55	3	58	66
Mississippi	8	5	13	61	7	68	81
Missouri	13	6	19	76	5	81	100
Montana	0	1	1	10	1	11	12
Nebraska	3	4	7	43	2	45	52
Nevada	1	1	2	14	1	15	17
New Hampshire	2	0	2	7	3	10	12
New Jersey	4	9	13	46	15	61	74
New Mexico	13	4	17	47	7	54	71
New York	5	9	14	58	26	84	98
North Carolina	16	4	20	89	12	101	121
North Dakota	3	2	5	41	3	44	49
Ohio	8	6	14	106	10	116	130
Oklahoma	21	20	41	87	6	93	134
Oregon	4	3	7	19	6	25	32
Pennsylvania	16	12	28	119	15	134	162
Rhode Island	1	0	1	1	0	1	2
South Carolina	7	3	10	47	6	53	63
South Dakota	4	0	4	17	0	17	21
Tennessee	10	14	24	81	5	86	110
Texas	75	39	114	398	41	439	553
Utah	2	2	4	10	4	14	18
Vermont	1	0	1	9	1	10	11
Virginia	16	6	22	60	8	68	90
Washington	3	2	5	26	5	31	36
West Virginia	4	2	6	23	1	24	30
Wisconsin	7	4	11	41	3	44	55
Wyoming	3	2	5	28	1	29	34
U.S. Total	**406**	**251**	**657**	**2,857**	**389**	**3,246**	**3,903**
Puerto Rico	1	0	1	6	6	12	13

Source: 2014 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), NSA-230, 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, Passenger Vehicles, Pedestrians, Rural/Urban Comparisons, School Transportation-Related Crashes, Speeding, State Alcohol Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* 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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