Traffic Safety Facts
2017 Data

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NHTSA

In this fact sheet for 2017 the information on passenger vehicles is presented as follows:

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Passenger Vehicles

Passenger vehicles are defined as motor vehicles weighing 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickup trucks, vans, and other light trucks).

Key Findings

- In 2017 there were 23,551 passenger vehicle occupants who died in motor vehicle traffic crashes.
- The year 2017 was the first time the number of registered light trucks was more than the number of registered passenger cars.
- Among the passenger vehicle occupants killed in 2017 in motor vehicle traffic crashes, 57 percent were passenger car occupants and 43 percent were light-truck occupants.
- Passenger vehicles made up 92 percent of registered vehicles and accounted for 90 percent of total vehicle miles traveled (VMT) in 2017. There were 52,645 vehicles involved in fatal crashes in 2017, of which 78 percent (41,017) were passenger vehicles.
- Occupant fatality rates per 100,000 registered vehicles from 2016 to 2017 remained roughly the same for passenger cars and decreased by 4 percent for light trucks. Among light-truck categories, occupant fatality rates decreased by 6 percent for pickup trucks, decreased by 3 percent for vans, and decreased by 2 percent for SUVs.
- Eighty-three percent of passenger vehicle occupants who were totally ejected from vehicles involved in fatal crashes in 2017 were killed.
- Among passenger vehicle occupants killed in 2017, the percentage of fatalities in rollover crashes was highest for SUVs (46%), followed by pickup trucks (42%), vans (28%), and passenger cars (21%).
- When a passenger car and a light truck hit head-on in a fatal crash in 2017, an occupant was 3.1 times more frequently killed in the passenger car than in the light truck.
- Drivers of pickup trucks had the highest percentage of alcohol impairment in fatal crashes (22%) compared to other passenger vehicle drivers (21% for passenger cars, 19% for SUVs, and 13% for vans) in 2017.

This fact sheet contains information on fatal motor vehicle crashes and fatalities based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes. For more information, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

Overview

In 2017:

- There were 23,551 passenger vehicle occupants (including drivers and passengers) who died in traffic crashes.
- Passenger vehicles made up 92 percent of registered vehicles and accounted for 90 percent of total VMT.
- There were 52,645 vehicles involved in fatal crashes, of which 78 percent (41,017) were passenger vehicles.

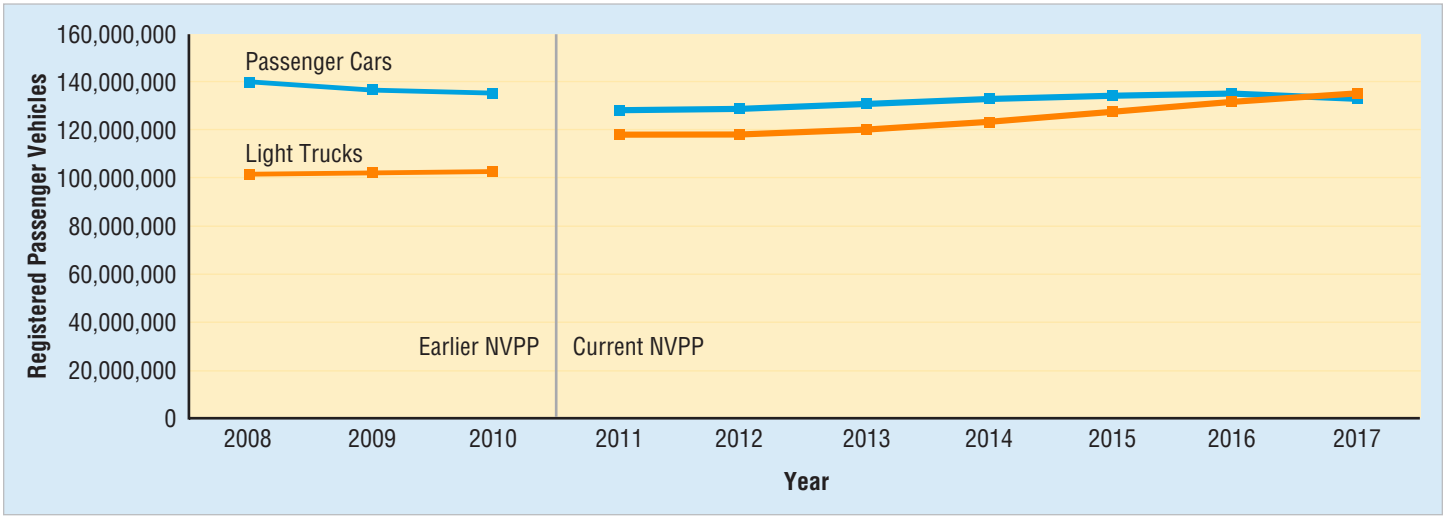
Registration Data Changes

The passenger vehicle registration data contained in this fact sheet was obtained from R. L. Polk's National Vehicle Population Profile (NVPP), a compilation of all passenger vehicles registered in compliance with State requirements.

Due to enhancements in the passenger vehicle registration data from 2011 to 2017, registration counts for these years are calculated differently from the counts in 2010 and earlier years (Table 1 and Appendix). Consequently, the 2011–2017 data in this fact sheet for vehicle registration and fatality rates is not comparable with the data for all prior years, which were based on Polk's earlier NVPP. To make suitable comparisons over the 10-year period, all vehicle registration and fatality rate data is presented across two sets of years, 2008–2010 and 2011–2017.

Figure 1 highlights the passenger car and light-truck registration data changes between the earlier NVPP (2008–2010) and the current NVPP (2011–2017). For the first time in 2017 the number of registered light trucks was more than the number of registered passenger cars. From 2016 to 2017, passenger car registrations decreased by 1 percent and light-truck registrations increased by 3 percent. Among the light-truck categories in 2017 compared to 2016, SUV registrations increased by 5 percent, pickup truck registrations increased by 1 percent, and van registrations decreased by 3 percent.

Figure 1
Number of Passenger Car and Light-Truck Registrations, 2008–2017



Source: Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.

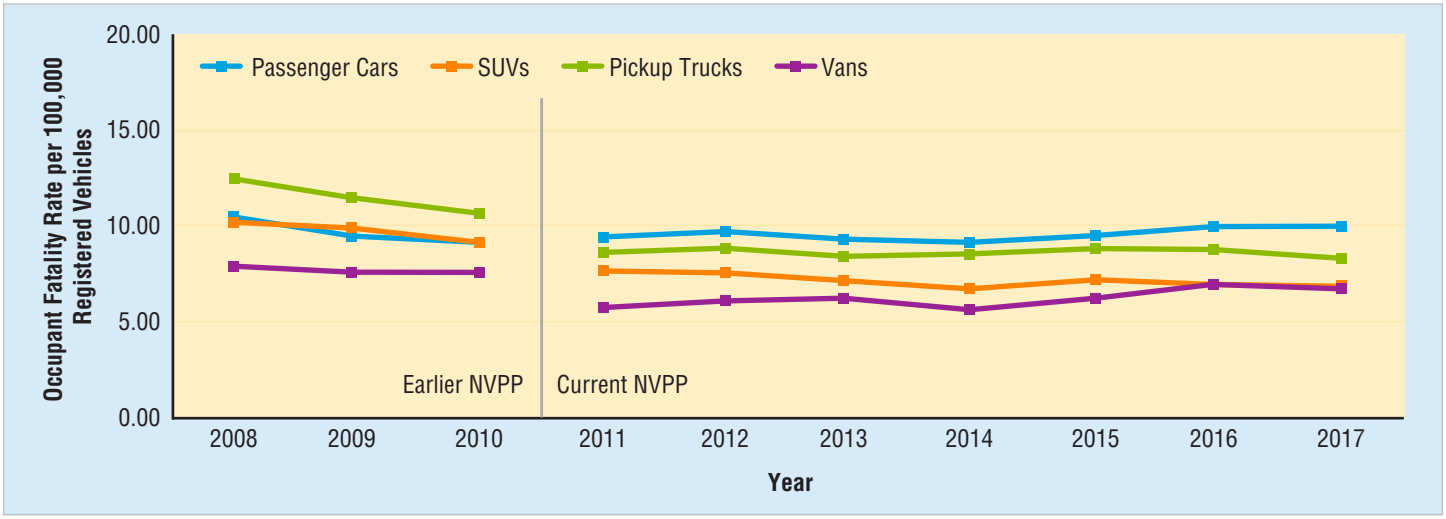
Occupant Fatalities and Occupant Fatality Rates per 100,000 Registered Vehicles

Figure 2 displays the occupant fatality rates per 100,000 registered vehicles for four passenger vehicle types (passenger cars, SUVs, pickup trucks, and vans) from 2008 to 2017. Overall, the occupant fatality rate trend for each vehicle type generally decreased over time with a slight increase for passenger cars. The data for Figure 2 is presented in Tables 1 and 2.

Occupant fatality rates per 100,000 registered vehicles from 2016 to 2017 remained roughly the same for passenger cars and decreased by 4 percent for light trucks. Among light-truck categories, occupant fatality rates decreased by 6 percent for pickup trucks, decreased by 3 percent for vans, and decreased by 2 percent for SUVs.

Figure 2

Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles, by Vehicle Type, 2008–2017



Sources: Fatalities – FARS 2008–2016 Final File, 2017 Annual Report File (ARF); Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.

Table 1 presents the number of occupant fatalities, registered vehicles, and occupant fatality rates per 100,000 registered vehicles for total passenger vehicles as well as separately for passenger cars and light trucks from 2008 to 2017.

- The percentage of passenger car occupant fatalities decreased from 58 percent (14,646 of 25,462) in 2008 to 57 percent (13,363 of 23,551) in 2017.
- The percentage of light-truck occupant fatalities increased from 42 percent (10,816 of 25,462) in 2008 to 43 percent (10,188 of 23,551) in 2017.
- Earlier NVPP:
  - The total passenger vehicle occupant fatality rate per 100,000 registered vehicles ranged from a high of 10.61 in 2008 to a low of 9.37 in 2010.
  - The passenger car occupant fatality rate ranged from a high of 10.53 in 2008 to a low of 9.23 in 2010.
  - The light-truck occupant fatality rate ranged from a high of 10.72 in 2008 to a low of 9.55 in 2010.
- Current NVPP:
  - The total passenger vehicle occupant fatality rate ranged from a high of 8.95 in 2016 to a low of 8.27 in 2014.
  - The passenger car occupant fatality rate ranged from a high of 10.05 in 2017 to a low of 9.11 in 2014.
  - The light-truck occupant fatality rate ranged from a high of 7.93 in 2012 to a low of 7.37 in 2014.

Table 1

Passenger Vehicle Occupant Fatalities, Registered Vehicles, and Occupant Fatality Rates per 100,000 Registered Vehicles, by Vehicle Type, 2008–2017

Year	Passenger Cars			Light Trucks**			Total Passenger Vehicles**		
	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate*	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate*	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate*
2008	14,646	139,028,041	10.53	10,816	100,862,944	10.72	25,462	239,890,985	10.61
2009	13,135	137,203,972	9.57	10,312	102,008,600	10.11	23,447	239,212,572	9.80
2010	12,491	135,310,480	9.23	9,782	102,376,147	9.55	22,273	237,686,627	9.37
2011	12,014	126,966,714	9.46	9,302	118,702,389	7.84	21,316	245,669,103	8.68
2012	12,361	127,077,676	9.73	9,418	118,690,690	7.93	21,779	245,768,366	8.86
2013	12,037	128,936,225	9.34	9,186	120,491,485	7.62	21,223	249,427,710	8.51
2014	11,947	131,138,925	9.11	9,103	123,470,278	7.37	21,050	254,609,203	8.27
2015	12,763	133,218,366	9.58	9,878	127,401,053	7.75	22,641	260,619,419	8.69
2016	13,508	134,827,696	10.02	10,369	132,052,102	7.85	23,877	266,879,798	8.95
2017	13,363	132,924,508	10.05	10,188	135,534,828	7.52	23,551	268,459,336	8.77

Sources: Fatalities – FARS 2008–2016 Final File, 2017 ARF; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.
*Occupant fatality rate per 100,000 registered vehicles
**Includes other/unknown light-truck vehicle types

Table 2 presents the same information as in Table 1 for three light-truck categories (SUVs, pickup trucks, and vans) from 2008 to 2017.

- Earlier NVPP:
  - The SUV occupant fatality rate per 100,000 registered vehicles ranged from a high of 10.40 in 2008 to a low of 9.30 in 2010.
  - The pickup truck occupant fatality rate ranged from a high of 12.50 in 2008 to a low of 10.78 in 2010.
  - The van occupant fatality rate ranged from a high of 7.94 in 2008 to a low of 7.59 in 2010.
- Current NVPP:
  - The SUV occupant fatality rate ranged from a high of 7.74 in 2011 to a low of 6.75 in 2014.
  - The pickup truck occupant fatality rate ranged from a high of 8.96 in 2012 and 2015 to a low of 8.40 in 2017.
  - The van occupant fatality rate ranged from a high of 7.01 in 2016 to a low of 5.66 in 2014.

Table 2

Light-Truck Occupant Fatalities, Registered Vehicles, and Occupant Fatality Rates per 100,000 Registered Vehicles, By Vehicle Type, 2008–2017**

Year	SUVs			Pickup Trucks			Vans		
	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate*	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate*	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate*
2008	4,214	40,529,579	10.40	5,097	40,782,963	12.50	1,492	18,784,452	7.94
2009	4,104	41,383,289	9.92	4,801	41,676,351	11.52	1,396	18,222,255	7.66
2010	3,942	42,378,757	9.30	4,486	41,596,353	10.78	1,346	17,732,967	7.59
2011	3,884	50,161,565	7.74	4,270	48,912,291	8.73	1,128	19,592,314	5.76
2012	3,885	51,305,806	7.57	4,343	48,465,436	8.96	1,167	18,886,646	6.18
2013	3,831	53,477,838	7.16	4,175	48,644,891	8.58	1,142	18,339,481	6.23
2014	3,800	56,277,894	6.75	4,249	49,134,966	8.65	1,021	18,030,322	5.66
2015	4,213	59,662,508	7.06	4,471	49,911,616	8.96	1,128	17,801,045	6.34
2016	4,462	63,137,745	7.07	4,560	51,212,656	8.90	1,240	17,677,143	7.01
2017	4,598	66,440,688	6.92	4,356	51,837,575	8.40	1,168	17,233,146	6.78

Sources: Fatalities – FARS 2008–2016 Final File, 2017 ARF; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.
*Occupant fatality rate per 100,000 registered vehicles
**Excludes other/unknown light-truck vehicle types

Occupants Injured and Occupant Injury Rates

Table 3 shows the estimated number of occupants injured, number of registered vehicles, and occupant injury rates per 100,000 registered vehicles for total passenger vehicles as well as separately for passenger cars and light trucks from 2008 to 2017.

- Earlier NVPP:
  - The total passenger vehicle occupant injury rate per 100,000 registered vehicles ranged from a high of 864 in 2008 to a low of 826 in 2009.
  - The passenger car occupant injury rate ranged from a high of 938 in 2008 to a low of 887 in 2009.
  - The light-truck occupant injury rate ranged from a high of 762 in 2008 to a low of 716 in 2010.
- Current NVPP (Note: CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.):
  - The total passenger vehicle occupant injury rate for the years 2011 to 2015 ranged from a high of 851 in 2012 to a low of 801 in 2011. The passenger vehicle occupant injury rate for CRSS dropped from 1,021 in 2016 to 919 in 2017.
  - The passenger car occupant injury rate for the years 2011 to 2015 ranged from a high of 1,045 in 2012 to a low of 976 in 2011. The passenger car occupant injury rate for CRSS dropped from 1,253 in 2016 to 1,151 in 2017.
  - The light-truck occupant injury rate for the years 2011 to 2015 ranged from a high of 642 in 2012 to a low of 614 in 2011. The light-truck occupant injury rate for CRSS dropped from 784 in 2016 to 692 in 2017.

Table 3

Passenger Vehicle Occupants Injured, Registered Vehicles, and Occupant Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2008–2017

Year	Passenger Cars			Light Trucks**			Total Passenger Vehicles**		
	Occupants Injured	Registered Vehicles	Occupant Injury Rate*	Occupants Injured	Registered Vehicles	Occupant Injury Rate*	Occupants Injured	Registered Vehicles	Occupant Injury Rate*
2008	1,304,000	139,028,041	938	768,000	100,862,944	762	2,072,000	239,890,985	864
2009	1,216,000	137,203,972	887	759,000	102,008,600	744	1,976,000	239,212,572	826
2010	1,253,000	135,310,480	926	733,000	102,376,147	716	1,986,000	237,686,627	835
2011	1,240,000	126,966,714	976	728,000	118,702,389	614	1,968,000	245,669,103	801
2012	1,328,000	127,077,676	1,045	762,000	118,690,690	642	2,091,000	245,768,366	851
2013	1,296,000	128,936,225	1,005	750,000	120,491,485	622	2,046,000	249,427,710	820
2014	1,292,000	131,138,925	985	782,000	123,470,278	633	2,074,000	254,609,203	815
2015	1,378,000	133,218,366	1,035	803,000	127,401,053	630	2,181,000	260,619,419	837
2016†	1,690,000	134,827,696	1,253	1,035,000	132,052,102	784	2,724,000	266,879,798	1,021
2017†	1,529,000	132,924,508	1,151	937,000	135,534,828	692	2,467,000	268,459,336	919

Sources: Injured – NASS GES 2008–2015, CRSS 2016–2017; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.

Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.

*Occupant injury rate per 100,000 registered vehicles

**Includes other/unknown light-truck vehicle types.

†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Table 4 presents the same information as in Table 3 for three light-truck categories (SUVs, pickup trucks, and vans) from 2008 to 2017.

- Earlier NVPP:
  - The SUV occupant injury rate per 100,000 registered vehicles ranged from a high of 891 in 2008 to a low of 823 in 2009.
  - The pickup truck occupant injury rate ranged from a high of 612 in 2008 to a low of 524 in 2010.
  - The van occupant injury rate ranged from a high of 770 in 2008 to a low of 761 in 2010.
- Current NVPP (Note: CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.):
  - The SUV occupant injury rate for the years 2011 to 2015 ranged from a high of 753 in 2012 to a low of 703 in 2011. The SUV occupant injury rate for CRSS dropped from 919 in 2016 to 806 in 2017.
  - The pickup truck occupant injury rate for the years 2011 to 2015 ranged from a high of 497 in 2012 to a low of 462 in 2013. The pickup truck occupant injury rate for CRSS dropped from 574 in 2016 to 500 in 2017.
  - The van occupant injury rate for the years 2011 to 2015 ranged from a high of 763 in 2013 to a low of 683 in 2015. The van occupant injury rate for CRSS dropped from 847 in 2016 to 799 in 2017.

Table 4

Light-Truck Occupants Injured, Registered Vehicles, and Occupant Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2008–2017**

Year	SUVs			Pickup Trucks			Vans		
	Occupants Injured	Registered Vehicles	Occupant Injury Rate*	Occupants Injured	Registered Vehicles	Occupant Injury Rate*	Occupants Injured	Registered Vehicles	Occupant Injury Rate*
2008	361,000	40,529,579	891	250,000	40,782,963	612	145,000	18,784,452	770
2009	341,000	41,383,289	823	238,000	41,676,351	570	139,000	18,222,255	766
2010	360,000	42,378,757	851	218,000	41,596,353	524	135,000	17,732,967	761
2011	353,000	50,161,565	703	237,000	48,912,291	484	138,000	19,592,314	705
2012	386,000	51,305,806	753	241,000	48,465,436	497	135,000	18,886,646	713
2013	383,000	53,477,838	716	225,000	48,644,891	462	140,000	18,339,481	763
2014	410,000	56,277,894	729	242,000	49,134,966	492	129,000	18,030,322	715
2015	436,000	59,662,508	731	242,000	49,911,616	484	122,000	17,801,045	683
2016†	580,000	63,137,745	919	294,000	51,212,656	574	150,000	17,677,143	847
2017†	536,000	66,440,688	806	259,000	51,837,575	500	138,000	17,233,146	799

Sources: Injured – NASS GES 2008–2015, CRSS 2016–2017; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.

Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.

*Occupant injury rate per 100,000 registered vehicles

**Excludes other/unknown light-truck vehicle types

†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Vehicle Miles Traveled and Occupant Fatality/Injury Rates per 100 Million VMT

Every year the Federal Highway Administration released estimates of the number of miles traveled by vehicle type (passenger cars, light trucks, motorcycles, buses, and large trucks). Table 5 contains the VMT estimates for passenger cars and light trucks along with occupant fatality and injury rates per 100 Million VMT from 2008 to 2017. Some highlights:

- The occupant fatality rate per 100 Million VMT for passenger cars ranged from 0.83 in 2010 to 0.96 in 2008.
- The occupant fatality rate for light trucks ranged from 0.69 in 2014 to 0.98 in 2008.
- The 2017 occupant injury rate for passenger cars was 107.
- The 2017 occupant injury rate for light trucks was 65.

Table 5

Passenger Vehicle Occupants Killed or Injured, Vehicles Miles Traveled, and Occupant Fatality/Injury Rates per 100 Million VMT, by Vehicle Type, 2008–2017

	Passenger Cars			Light Trucks			Total Passenger Vehicles		
Year	Occupant Fatalities	Vehicle Miles Traveled (Millions)	Occupant Fatality Rate*	Occupants Fatalities	Vehicle Miles Traveled (Millions)	Occupant Fatality Rate*	Occupants Fatalities	Vehicle Miles Traveled (Millions)	Occupant Fatality Rate*
2008	14,646	1,524,331	0.96	10,816	1,105,882	0.98	25,462	2,630,213	0.97
2009	13,135	1,510,339	0.87	10,312	1,122,909	0.92	23,447	2,633,248	0.89
2010	12,491	1,507,716	0.83	9,782	1,140,740	0.86	22,273	2,648,456	0.84
2011	12,014	1,369,810	0.88	9,302	1,280,648	0.73	21,316	2,650,458	0.80
2012	12,361	1,377,486	0.90	9,418	1,286,574	0.73	21,779	2,664,060	0.82
2013	12,037	1,384,194	0.87	9,186	1,293,536	0.71	21,223	2,677,730	0.79
2014	11,947	1,396,098	0.86	9,103	1,314,458	0.69	21,050	2,710,556	0.78
2015	12,763	1,420,869	0.90	9,878	1,358,824	0.73	22,641	2,779,693	0.81
2016	13,508	1,439,678	0.94	10,369	1,410,040	0.74	23,877	2,849,718	0.84
2017	13,363	1,424,700	0.94	10,188	1,452,678	0.70	23,551	2,877,378	0.82
	Occupants Injured	Vehicle Miles Traveled (Millions)	Occupant Injury Rate*	Occupants Injured	Vehicle Miles Traveled (Millions)	Occupant Injury Rate*	Occupants Injured	Vehicle Miles Traveled (Millions)	Occupant Injury Rate*
2008	1,304,000	1,524,331	86	768,000	1,105,882	69	2,072,000	2,630,213	79
2009	1,216,000	1,510,339	81	759,000	1,122,909	68	1,976,000	2,633,248	75
2010	1,253,000	1,507,716	83	733,000	1,140,740	64	1,986,000	2,648,456	75
2011	1,240,000	1,369,810	90	728,000	1,280,648	57	1,968,000	2,650,458	74
2012	1,328,000	1,377,486	96	762,000	1,286,574	59	2,091,000	2,664,060	78
2013	1,296,000	1,384,194	94	750,000	1,293,536	58	2,046,000	2,677,730	76
2014	1,292,000	1,396,098	93	782,000	1,314,458	60	2,074,000	2,710,556	77
2015	1,378,000	1,420,869	97	803,000	1,358,824	59	2,181,000	2,779,693	78
2016†	1,690,000	1,439,678	117	1,035,000	1,410,040	73	2,724,000	2,849,718	96
2017†	1,529,000	1,424,700	107	937,000	1,452,678	65	2,467,000	2,877,378	86

Sources: Fatalities – FARS 2008–2016 Final File, 2017 ARF; Injured – NASS GES 2008–2015, CRSS 2016–2017; VMT – Federal Highway Administration

*Occupant Fatality/Injury Rate per 100 Million VMT

†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Restraint Use

The 2017 National Occupant Protection Use Survey (NOPUS) observed that the seat belt use rate among front seat occupants was 89.7 percent for passenger vehicles, 90.6 percent for passenger cars, 91.7 percent for vans and SUVs, and 83.2 percent for pickup trucks.[1]

Lap/shoulder seat belts, when used, are estimated to 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 are estimated to reduce the risk of fatal injury by 60 percent and moderate-to-critical injury by 65 percent.[2] Seat belts saved an estimated 14,955 lives of passenger vehicle occupants 5 and older in 2017.[3]

In fatal crashes in 2017 there were 23,551 passenger vehicle occupants who were killed. Rural areas accounted for 54 percent of these occupant fatalities. For these passenger vehicle occupant fatalities occurring in rural areas, 49 percent were unrestrained (based on

[1] Pickrell, T. M., & Li, R. (2018, April, revised). *Seat belt use in 2017 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 465). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812465

[2] Kahane, C. J. (2015, January). *Lives saved by vehicle safety technologies and associated Federal Motor Vehicle Safety Standards, 1960 to 2012 – Passenger cars and LTVs – With reviews of 26 FMVSS and the effectiveness of their associated safety technologies in reducing fatalities, injuries, and crashes* (Report No. DOT HS 812 069). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812069

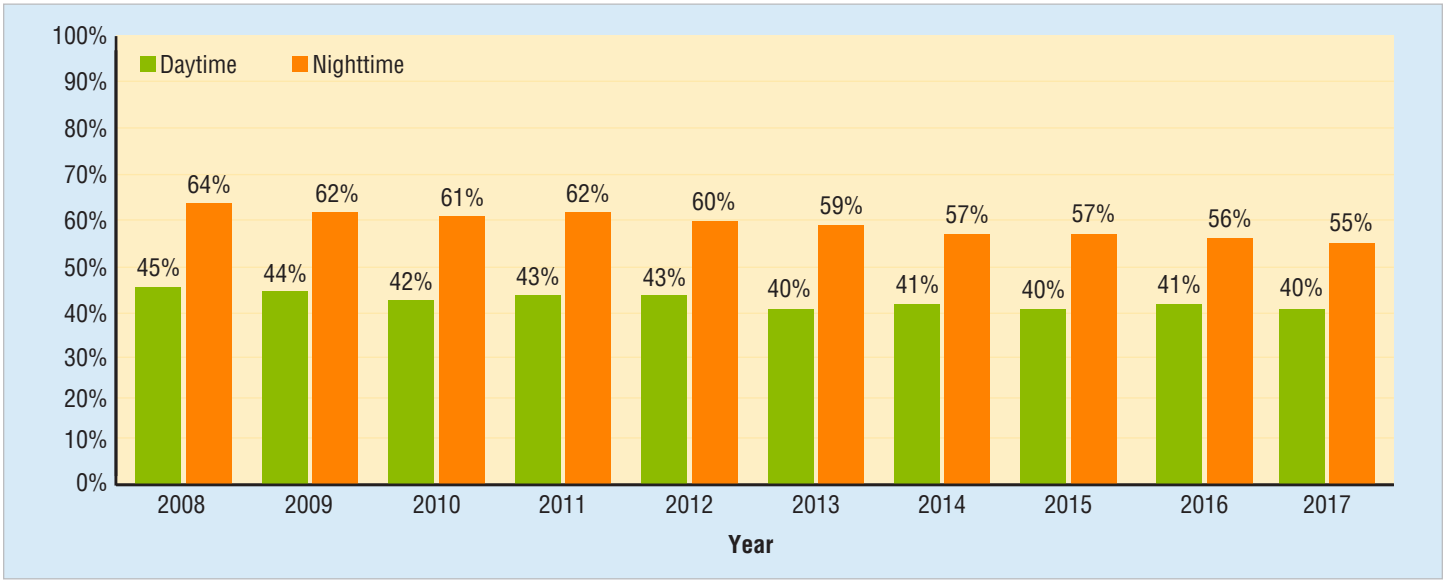
[3] National Center for Statistics and Analysis. (2019, March). *Lives saved in 2017 by restraint use and minimum drinking-age-laws* (Traffic Safety Facts Crash•Stats. Report No. DOT HS 812 683). Washington, DC: National Highway Traffic Safety Administration. Available at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

known restraint use) compared to 44 percent in urban areas (based on known restraint use). Sixty percent of rural pickup truck occupants killed were unrestrained (based on known restraint use) – the highest percentage of any passenger vehicle occupants killed among rural and urban areas.

Figure 3 displays the gradual decline of the percentage of passenger vehicle occupants killed who were unrestrained (based on known restraint use) by time of day:

- Daytime (6 a.m. to 5:59 p.m.) declined from 45 percent in 2008 to 40 percent in 2017.
- Nighttime (6 p.m. to 5:59 a.m.) declined from 64 percent in 2008 to 55 percent in 2017.

Figure 3
Percentage of Unrestrained* Passenger Vehicle Occupant Fatalities, by Time of Day, 2008–2017**



Source: FARS 2008–2016 Final File, 2017 ARF
*Based on known restraint use.
**Daytime – 6 a.m. to 5:59 p.m.; Nighttime – 6 p.m. to 5:59 a.m.

Table 6 presents the percentages of unrestrained (based on known restraint use) passenger vehicle occupant fatalities, by vehicle type and time of day, from 2008 to 2017. Passenger car and van occupant fatalities had the lowest daytime percentage (35%) and passenger car occupant fatalities had the lowest nighttime percentage (49%) of unrestrained occupant fatalities in 2017 (based on known restraint use), while pickup truck occupant fatalities had the highest percentage (52% daytime and 68% nighttime).

Table 6

Percentage of Unrestrained* Passenger Vehicle Occupant Fatalities, by Vehicle Type and Time of Day, 2008–2017**

Time of Day and Year		Passenger Vehicle Type					
			Light Trucks				Total Passenger Vehicles***
		Passenger Cars	SUVs	Pickup Trucks	Vans	Total***	
Daytime	2008	38%	53%	59%	44%	54%	45%
	2009	37%	52%	59%	42%	53%	44%
	2010	35%	51%	56%	44%	52%	42%
	2011	36%	51%	55%	43%	52%	43%
	2012	36%	52%	57%	37%	52%	43%
	2013	34%	47%	52%	42%	48%	40%
	2014	34%	48%	53%	33%	49%	41%
	2015	34%	46%	52%	39%	48%	40%
	2016	34%	47%	54%	36%	48%	41%
	2017	35%	43%	52%	35%	46%	40%
Nighttime	2008	58%	70%	76%	65%	72%	64%
	2009	55%	69%	76%	57%	71%	62%
	2010	55%	68%	74%	59%	70%	61%
	2011	56%	66%	75%	57%	69%	62%
	2012	54%	68%	72%	54%	68%	60%
	2013	52%	66%	73%	53%	68%	59%
	2014	51%	63%	71%	50%	66%	57%
	2015	51%	64%	69%	49%	65%	57%
	2016	50%	63%	69%	48%	64%	56%
	2017	49%	62%	68%	52%	63%	55%

Source: FARS 2008–2016 Final File, 2017 ARF
*Based on known restraint use.
**Daytime – 6 a.m. to 5:59 p.m.; Nighttime – 6 p.m. to 5:59 a.m.
***Includes occupants of other/unknown light-truck vehicle types

Ejection

When totally ejected, the occupant's body was entirely outside the vehicle but may be in contact with the vehicle; partially ejected means that part of the occupant's body was outside the vehicle at some time during the crash sequence. Eighty-three percent of passenger vehicle occupants (3,956 of 4,787) who were totally ejected from vehicles involved in fatal crashes in 2017 were killed. Ejection from the vehicle is one of the most deadly events that can happen to a person in a crash. Seat belts are shown to be effective in mitigating total ejection risks.

Table 7 presents the ejection status of passenger vehicle occupants involved (killed or survived) in fatal crashes in 2017. In passenger cars, 12 percent of occupants killed were totally ejected from the vehicle, while 23 percent of those killed in light trucks were totally ejected.

Table 7

Passenger Vehicle Occupants Involved in Fatal Crashes, by Vehicle Type, Survival Status, and Ejection Status, 2017

Vehicle Type		Ejection Status										Total	
		Not Ejected		Totally Ejected		Partially Ejected		Ejected-Unknown		Unknown			
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	Killed	11,227	84%	1,578	12%	480	4%	24	<0.5%	54	<0.5%	13,363	100%
	Survived	17,845	97%	305	2%	55	<0.5%	2	<0.5%	163	1%	18,370	100%
	Total	29,072	92%	1,883	6%	535	2%	26	<0.5%	217	1%	31,733	100%
Light Trucks*	Killed	7,155	70%	2,378	23%	569	6%	24	<0.5%	62	1%	10,188	100%
	Survived	20,581	96%	526	2%	59	<0.5%	16	<0.5%	270	1%	21,452	100%
	Total	27,736	88%	2,904	9%	628	2%	40	<0.5%	332	1%	31,640	100%
Passenger Vehicles*	Killed	18,382	78%	3,956	17%	1,049	4%	48	<0.5%	116	<0.5%	23,551	100%
	Survived	38,426	96%	831	2%	114	<0.5%	18	<0.5%	433	1%	39,822	100%
	Total	56,808	90%	4,787	8%	1,163	2%	66	<0.5%	549	1%	63,373	100%

Source: FARS 2017 ARF
*Includes SUVs, pickup trucks, vans, and other/unknown light-truck vehicle types.

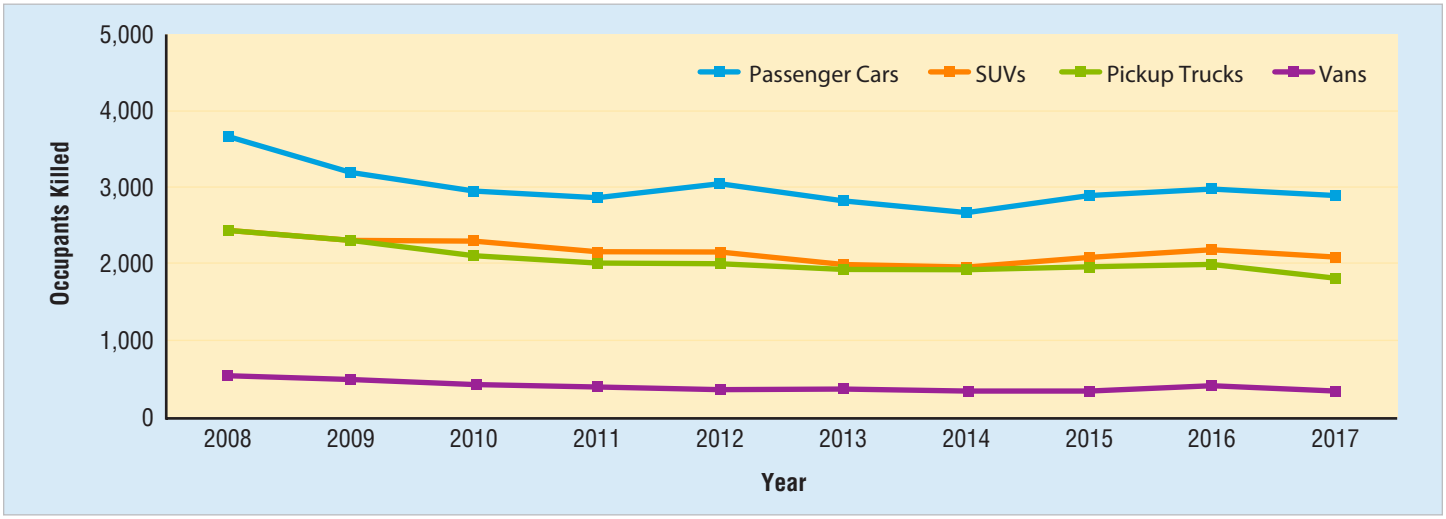
Rollover Crashes

The rollover crash is one of the most dangerous forms of crashes among passenger vehicles, accounting for nearly one-third (30%) of all occupant fatalities in 2017. Among passenger vehicle occupants killed in 2017, the percentage of fatalities in rollover crashes was highest for SUVs (46%), followed by pickup trucks (42%), vans (28%), and passenger cars (21%).

Overall, each of the four passenger vehicle categories in Figure 4 generally showed a decreasing trend in the number of occupants killed in rollover crashes from 2008 to 2017 with a slight increase from 2014 to 2016. The data used in Figure 4 is shown in Table 8.

Figure 4

Passenger Vehicle Occupants Killed in Rollover Crashes, by Vehicle Type, 2008–2017



Source: FARS 2008–2016 Final File, 2017 ARF

Table 8 presents the number of passenger vehicle occupants killed in rollover crashes by vehicle type from 2008 to 2017. In the 10-year period 2008 to 2017, the percentages of rollover occupant fatalities for:

- Passenger cars decreased by 22 percent from 3,653 in 2008 to 2,866 in 2017;
- SUVs decreased by 13 percent from 2,435 in 2008 to 2,117 in 2017;
- Pickup trucks decreased by 25 percent from 2,435 in 2008 to 1,837 in 2017; and
- Vans decreased by 37 percent from 514 in 2008 to 325 in 2017.

Table 8
Passenger Vehicle Occupant Fatalities in Rollover Crashes, by Vehicle Type, 2008–2017

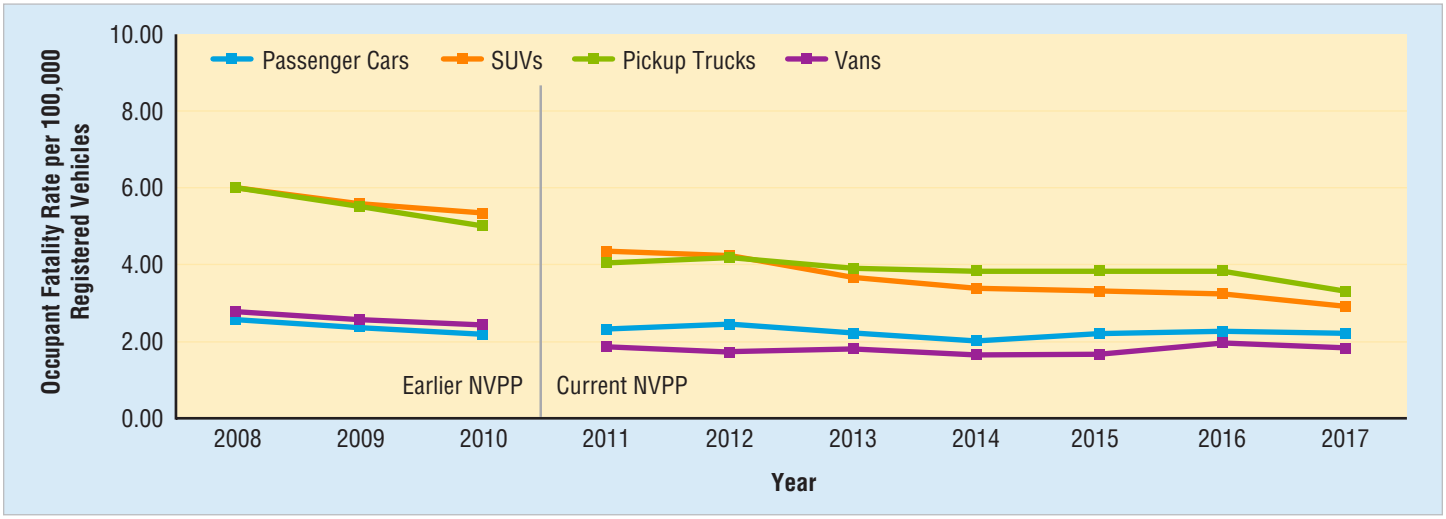
Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickup Trucks	Vans	Total*	
2008	3,653	2,435	2,435	514	5,390	9,043
2009	3,230	2,303	2,295	457	5,061	8,291
2010	2,933	2,264	2,098	413	4,777	7,710
2011	2,849	2,172	1,993	375	4,551	7,400
2012	3,025	2,161	2,012	326	4,502	7,527
2013	2,823	1,966	1,903	326	4,207	7,030
2014	2,663	1,965	1,907	305	4,186	6,849
2015	2,878	2,073	1,942	308	4,346	7,224
2016	2,973	2,160	1,975	347	4,535	7,508
2017	2,866	2,117	1,837	325	4,304	7,170

Source: FARS 2008–2016 Final File, 2017 ARF
*Includes occupants of other/unknown light-truck vehicle types

Among passenger vehicles involved in rural fatal crashes in 2017, SUVs experienced the highest rollover percentage (35%) compared to 30 percent for pickup trucks, 21 percent for vans, and 20 percent for passenger cars. The rollover percentages for passenger vehicles in urban areas were much lower: 16 percent for SUVs, 13 percent for pickup trucks, 9 percent for vans, and 9 percent for passenger cars.

Figure 5 displays the occupant fatality rates per 100,000 registered vehicles in rollover crashes by vehicle type from 2008 to 2017. The data for Figure 5 is presented in Table 9.

Figure 5
Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Rollover Crashes, By Vehicle Type, 2008–2017



Sources: Fatalities – FARS 2008–2016 Final File, 2017 ARF; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.

Table 9 presents the passenger vehicle occupant fatality rates per 100,000 registered vehicles in rollover crashes by vehicle type from 2008 to 2017.

- The occupant fatality rates per 100,000 registered vehicles in rollover crashes in earlier NVPP for:
  - Passenger cars decreased by 17 percent from 2.63 in 2008 to 2.17 in 2010;
  - SUVs decreased by 11 percent from 6.01 in 2007 to 5.34 in 2010;
  - Pickup trucks decreased by 16 percent from 5.97 in 2008 to 5.04 in 2010; and
  - Vans decreased by 15 percent from 2.74 in 2008 to 2.33 in 2010.
- The occupant fatality rates in rollover crashes in current NVPP for:
  - Passenger cars decreased by 4 percent from 2.24 in 2011 to 2.16 in 2017;
  - SUVs decreased by 24 percent from 4.33 in 2011 to 3.19 in 2017;
  - Pickup trucks decreased by 13 percent from 4.07 in 2011 to 3.54 in 2017; and
  - Vans decreased by 1 percent from 1.91 in 2011 to 1.89 in 2017.

Table 9
Passenger Vehicle Occupant Fatality Rates* in Rollover Crashes, by Vehicle Type, 2008–2017

	Passenger Vehicle Type					
		Light Trucks				
Year	Passenger Cars	SUVs	Pickup Trucks	Vans	Total**	Total Passenger Vehicles**
2008	2.63	6.01	5.97	2.74	5.34	3.77
2009	2.35	5.57	5.51	2.51	4.96	3.47
2010	2.17	5.34	5.04	2.33	4.67	3.24
2011	2.24	4.33	4.07	1.91	3.83	3.01
2012	2.38	4.21	4.15	1.73	3.79	3.06
2013	2.19	3.68	3.91	1.78	3.49	2.82
2014	2.03	3.49	3.88	1.69	3.39	2.69
2015	2.16	3.47	3.89	1.73	3.41	2.77
2016	2.21	3.42	3.86	1.96	3.43	2.81
2017	2.16	3.19	3.54	1.89	3.18	2.67

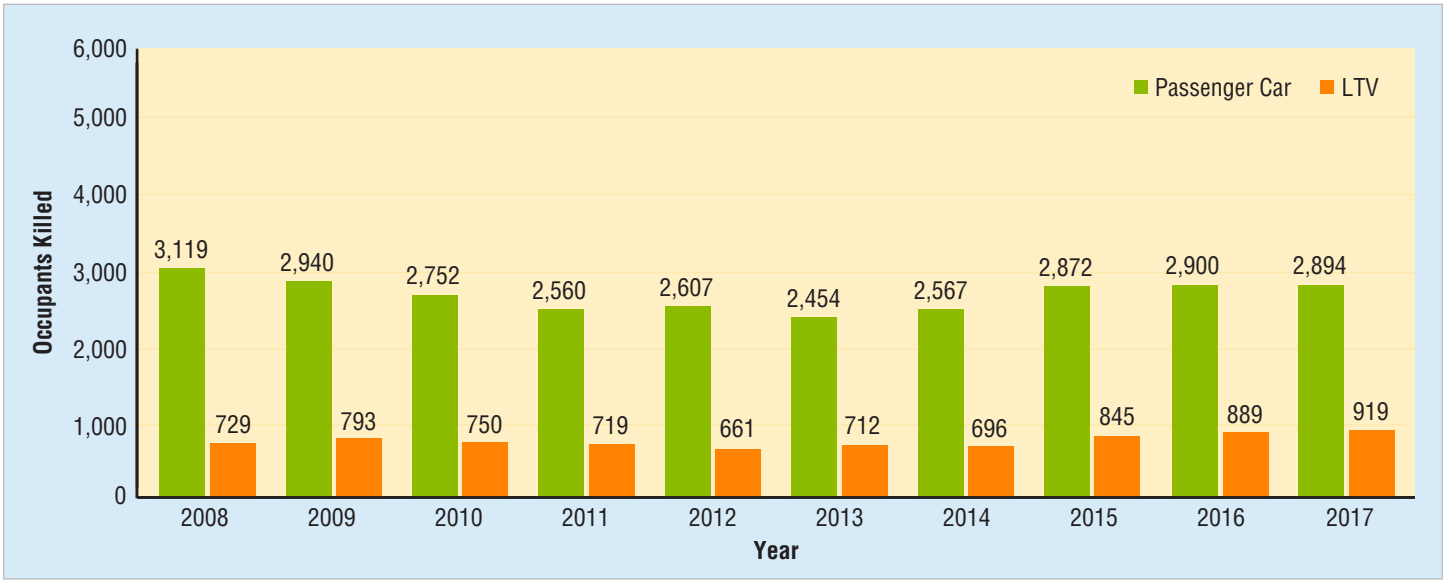
Sources: Fatalities – FARS 2008–2016 Final File, 2017 ARF; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2010) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
Note: Due to a change in Polk's 2011–2017 passenger vehicle registration data processes, results for these years are not strictly comparable to prior years. Refer to the appendix for more information about these changes.
*Occupant fatality rate per 100,000 registered vehicles
**Includes other/unknown light-truck vehicle types

Fatal Two-Vehicle Crashes Between a Passenger Car and a Light Truck

In 2017 there were 3,485 fatal two-vehicle crashes involving a passenger car and a light truck, which accounted for 29 percent of all fatal two-vehicle crashes (12,165) and 10 percent of all fatal crashes (34,247). Figure 6 displays the number of occupant fatalities in two-vehicle crashes involving one passenger car and one LTV (SUV, pickup truck, or van) from 2008 to 2017. In these crashes, there were a range of 3.1 to 4.3 times as many passenger car occupant fatalities as LTV occupant fatalities. Regarding ranges in this section, NHTSA calculated the ratio for each year and reported the lowest and highest ratios. In more detail from 2008 to 2017:

- When a passenger car and an LTV hit head-on, an occupant was 3.0 to 4.1 times more frequently killed in the passenger car than in the LTV.
- When a passenger car front hit the side of an LTV, an occupant was 1.3 to 1.7 times more frequently killed in the LTV than in the passenger car.
- However, when an LTV front hit the side of a passenger car, an occupant was 13.3 to 22.7 times more frequently killed in the passenger car than in the LTV.

Figure 6
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* 2008–2017



Source: FARS 2008–2016 Final File, 2017 ARF
*LTV includes SUV, pickup truck, or van

Table 10 presents the number of occupants killed in two-vehicle crashes between one passenger car and one light truck from 2016 to 2017:

- The number of passenger car occupants killed decreased by less than 1 percent from 2,900 in 2016 to 2,894 in 2017.
- The number of LTV occupants killed increased by 3 percent from 889 in 2016 to 919 in 2017.

Table 10
Occupants Killed in Two-Vehicle Crashes Involving a Passenger Car and an LTV,* 2016 and 2017

Occupants	Year		Percent Change
	2016	2017	
Killed in Passenger Car	2,900	2,894	-0.2%
Killed in LTV*	889	919	+3.4%

Source: FARS 2016 Final File, 2017 ARF
*LTV includes SUV, pickup truck, or van

Alcohol Involvement in Fatal Crashes

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 2008 to 2017, the percentage of alcohol-impaired passenger vehicle drivers involved (killed or survived) in fatal crashes decreased slightly among each vehicle type except for van drivers as shown in Table 11. Pickup truck drivers had the highest percentage of alcohol impairment in fatal crashes (22%) compared to other passenger vehicle drivers (21% for passenger cars, 19% for SUVs, and 13% for vans) in 2017. The percentage of alcohol-impaired van drivers involved in fatal crashes was substantially lower than other passenger vehicle drivers.

Table 11

Percentage of Alcohol-Impaired (BAC=.08+ g/dL) Passenger Vehicle Drivers Involved in Fatal Crashes, By Vehicle Type, 2008–2017

	Drivers by Passenger Vehicle Type											
			Light Trucks									
	Passenger Cars		SUVs		Pickup Trucks		Vans		Total*		All Passenger Vehicles*	
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2008	4,679	23%	1,651	23%	2,316	26%	337	12%	4,311	23%	8,991	23%
2009	4,186	23%	1,583	23%	2,258	27%	291	12%	4,136	23%	8,322	23%
2010	4,164	24%	1,423	21%	2,041	25%	286	12%	3,752	22%	7,916	23%
2011	4,103	24%	1,410	21%	1,877	24%	256	12%	3,551	21%	7,654	22%
2012	4,129	23%	1,482	21%	1,919	24%	253	12%	3,663	21%	7,792	22%
2013	4,072	23%	1,420	21%	1,887	24%	251	12%	3,573	21%	7,645	22%
2014	3,892	22%	1,494	21%	1,936	25%	246	12%	3,688	22%	7,579	22%
2015	4,087	21%	1,543	20%	2,058	24%	230	11%	3,866	21%	7,953	21%
2016	4,411	21%	1,632	19%	2,030	23%	280	12%	3,988	20%	8,399	20%
2017	4,297	21%	1,721	19%	1,932	22%	284	13%	3,962	20%	8,259	20%

Source: FARS 2008–2016 Final File, 2017 ARF
*Includes drivers of other/unknown light-truck vehicle types

Occupant Fatalities by State

For each State, the District of Columbia, and Puerto Rico, Table 12 presents the number of passenger vehicle occupant fatalities in 2017 by vehicle type. Puerto Rico is not included in the overall U.S. total.

Of the total passenger vehicle fatalities by State (excluding the District of Columbia and Puerto Rico) in 2017:

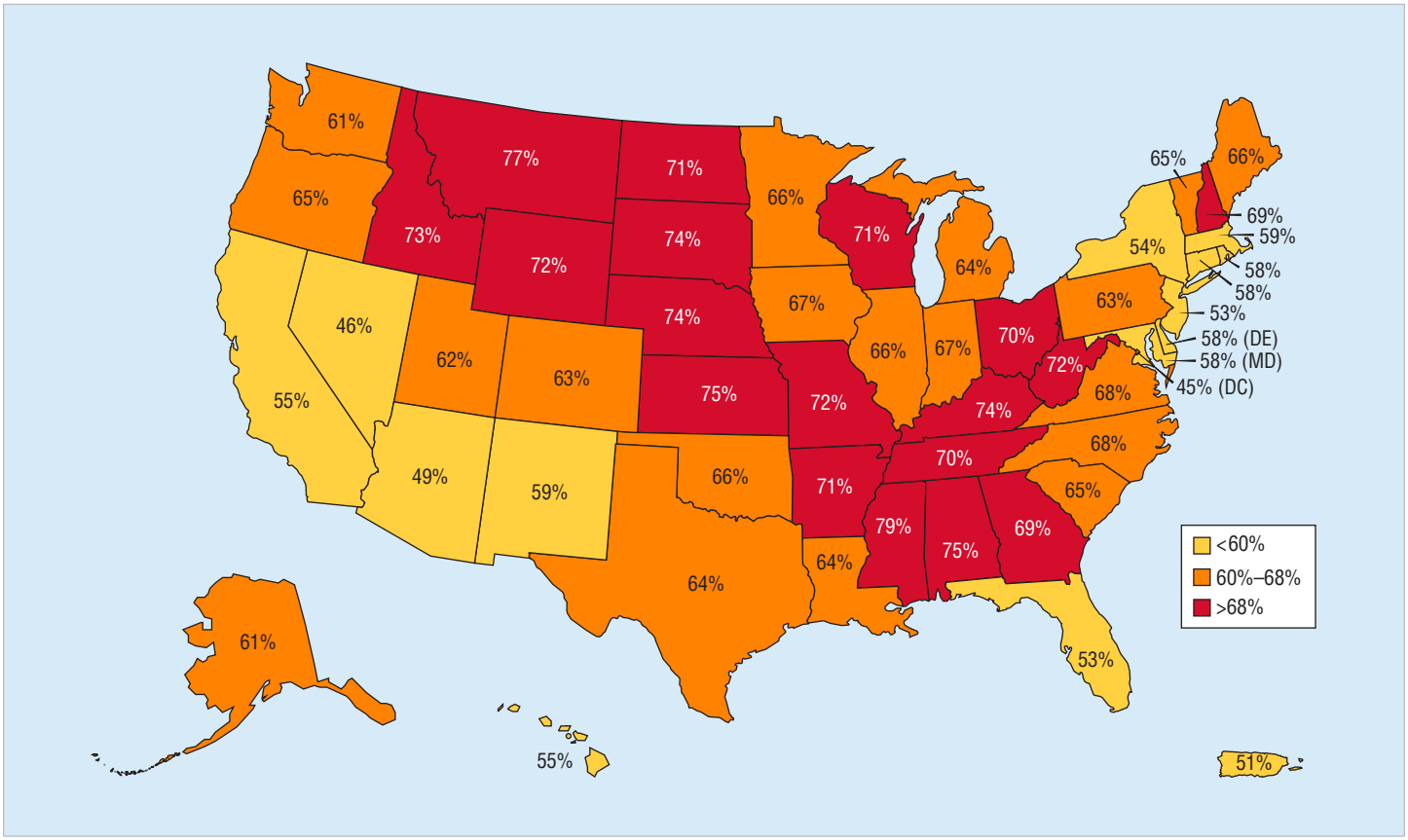
- The States with the largest percentages of passenger car fatalities were Rhode Island (73%) and Connecticut (72%).
- The States with the largest percentages of SUV fatalities were Montana (30%) and West Virginia (30%).
- The States with the largest percentages of pickup truck fatalities were North Dakota (40%) and Wyoming (32%).
- The States with the largest percentages of van fatalities were South Dakota (16%) and Nebraska (11%).

Figure 7 shows a heat map of the percentage of passenger vehicle occupant fatalities compared to total traffic fatalities within the State. In general, the States with lower percentages of passenger vehicle occupant fatalities were more likely to have nonoccupant (pedestrian or bicyclist) or other traffic fatalities than the States with higher percentages. The percentages ranged from 45 percent (the District of Columbia) to 79 percent (Mississippi), compared to the national average of 63 percent.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website: https://cdan.nhtsa.gov/stsi.htm

Figure 7

Passenger Vehicle Occupant Fatalities as Percentage of Total Traffic Fatalities, by State, 2017



Source: FARS 2017 ARF

Fatality Analysis Reporting System (FARS)

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized about a year later. The final version of the file is aptly known as the Final file. The additional time between the ARF and the Final file provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final file was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The number of passenger vehicle occupant fatalities from the 2016 Final file was 23,877, which was updated from 23,714 from the 2016 ARF.

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis (NCSA) redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. NCSA released the updated 2016 and the new 2017 CRSS files in April 2019. For more information on CRSS, see the Additional Resources section of the CRSS web page at: www.nhtsa.gov/national-center-statistics-and-analysis-ncsa/crash-report-sampling-system-crss

Table 12

Passenger Vehicle Occupant Fatalities, by State and Vehicle Type, 2017

State	Passenger Vehicle Type										Total Passenger Vehicle* Fatalities
	Passenger Cars		Light Trucks								
			SUVs		Pickup Trucks		Vans		Total*		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
Alabama	395	56%	143	20%	145	20%	27	4%	316	44%	711
Alaska	22	46%	11	23%	13	27%	2	4%	26	54%	48
Arizona	250	51%	105	21%	111	23%	22	4%	240	49%	490
Arkansas	164	47%	72	21%	97	28%	14	4%	187	53%	351
California	1,269	64%	336	17%	279	14%	84	4%	705	36%	1,974
Colorado	199	49%	104	25%	78	19%	27	7%	211	51%	410
Connecticut	117	72%	25	15%	17	10%	2	1%	45	28%	162
Delaware	44	64%	14	20%	8	12%	3	4%	25	36%	69
Dist of Columbia	12	86%	1	7%	1	7%	0	0%	2	14%	14
Florida	1,001	61%	306	19%	256	16%	77	5%	641	39%	1,642
Georgia	557	53%	217	21%	235	22%	46	4%	500	47%	1,057
Hawaii	34	58%	12	20%	10	17%	3	5%	25	42%	59
Idaho	67	38%	52	29%	49	28%	7	4%	111	62%	178
Illinois	434	60%	146	20%	83	12%	56	8%	286	40%	720
Indiana	355	58%	124	20%	90	15%	44	7%	258	42%	613
Iowa	109	49%	42	19%	54	24%	17	8%	113	51%	222
Kansas	157	46%	72	21%	86	25%	28	8%	187	54%	344
Kentucky	326	57%	90	16%	126	22%	32	6%	249	43%	575
Louisiana	254	52%	76	16%	144	30%	14	3%	234	48%	488
Maine	63	55%	23	20%	23	20%	4	4%	51	45%	114
Maryland	213	66%	51	16%	42	13%	12	4%	108	34%	321
Massachusetts	121	58%	50	24%	27	13%	7	3%	86	42%	207
Michigan	387	59%	141	21%	82	12%	49	7%	273	41%	660
Minnesota	124	53%	51	22%	40	17%	20	9%	111	47%	235
Mississippi	309	57%	109	20%	108	20%	16	3%	235	43%	544
Missouri	354	53%	143	21%	131	20%	36	5%	312	47%	666
Montana	52	36%	43	30%	41	29%	6	4%	91	64%	143
Nebraska	72	43%	30	18%	46	27%	19	11%	96	57%	168
Nevada	83	58%	31	22%	21	15%	8	6%	60	42%	143
New Hampshire	46	66%	12	17%	9	13%	3	4%	24	34%	70
New Jersey	213	64%	72	22%	22	7%	24	7%	118	36%	331
New Mexico	93	42%	59	26%	62	28%	9	4%	131	58%	224
New York	339	63%	119	22%	47	9%	33	6%	200	37%	539
North Carolina	581	61%	170	18%	151	16%	51	5%	375	39%	956
North Dakota	26	32%	18	22%	33	40%	5	6%	56	68%	82
Ohio	545	66%	145	18%	92	11%	43	5%	280	34%	825
Oklahoma	198	46%	86	20%	123	28%	27	6%	236	54%	434
Oregon	155	55%	47	17%	60	21%	14	5%	127	45%	282
Pennsylvania	463	65%	136	19%	90	13%	27	4%	253	35%	716
Rhode Island	35	73%	6	13%	3	6%	4	8%	13	27%	48
South Carolina	375	58%	133	21%	116	18%	18	3%	269	42%	644
South Dakota	37	39%	19	20%	24	25%	15	16%	58	61%	95
Tennessee	436	60%	118	16%	141	19%	37	5%	296	40%	732
Texas	1,252	53%	457	19%	588	25%	64	3%	1,117	47%	2,369
Utah	89	53%	41	24%	32	19%	5	3%	80	47%	169
Vermont	30	67%	8	18%	7	16%	0	0%	15	33%	45
Virginia	320	56%	111	19%	111	19%	32	6%	254	44%	574
Washington	190	55%	64	19%	63	18%	25	7%	155	45%	345
West Virginia	104	48%	66	30%	40	18%	7	3%	114	52%	218
Wisconsin	256	59%	70	16%	71	16%	40	9%	181	41%	437
Wyoming	36	41%	21	24%	28	32%	3	3%	52	59%	88
U.S. Total	**13,363**	**57%**	**4,598**	**20%**	**4,356**	**18%**	**1,168**	**5%**	**10,188**	**43%**	**23,551**
Puerto Rico	111	76%	22	15%	11	7%	3	2%	36	24%	147

Source: FARS 2017 ARF

*Includes occupants of other/unknown light-truck vehicle types

Appendix

Polk improved the data quality of NVPP, which resulted in a complete rewrite of the data. They:

- Enhanced their business rules for vehicles on the road;
- Have more consistent reporting/processing across States; and
- Upgraded their basis for vehicle coding.

A comparison between Polk's earlier and current version of the NVPP registration data for 2011 shows that Polk's enhancements have resulted in over a 3-percent increase in passenger vehicle registration counts from what was previously reported. When looking at passenger cars and light trucks separately, the passenger car count decreased by 5.6 percent and the light truck count increased by 14.6 percent between the earlier NVPP and current NVPP for 2011 (see passenger car and light-truck counts in Table 13).

This fact sheet uses 2011–2017 data for passenger car and light truck registrations based on Polk's current NVPP. From 2008 to 2010 using Polk's earlier NVPP, passenger vehicle registrations decreased by 0.9 percent (Figure 1). Using 2008 to 2010 earlier NVPP, light trucks had a 2-percent increase in registrations, while passenger cars had a 3-percent decrease. Among the light-truck categories, SUV registrations increased by 5 percent, pickup truck registrations increased by 2 percent, and van registrations decreased by 6 percent.

Table 13
Registered Vehicle Data Changes, 2008–2017

	Registered Vehicles					
			Light Trucks			
Year	All Passenger Vehicles	Passenger Cars	All*	SUVs	Pickup Trucks	Vans
2008 (earlier NVPP)	239,890,985	139,028,041	100,862,944	40,529,579	40,782,963	18,784,452
2009 (earlier NVPP)	239,212,572	137,203,972	102,008,600	41,383,289	41,676,351	18,222,255
2010 (earlier NVPP)	237,686,627	135,310,480	102,376,147	42,378,757	41,596,353	17,732,967
2011 (earlier NVPP)	238,138,184	134,543,655	103,594,529	43,891,547	41,778,775	17,308,359
2011 (current NVPP)	245,669,103	126,966,714	118,702,389	50,161,565	48,912,291	19,592,314
2012 (current NVPP)	245,768,366	127,077,676	118,690,690	51,305,806	48,465,436	18,886,646
2013 (current NVPP)	249,427,710	128,936,225	120,491,485	53,447,838	48,644,891	18,339,481
2014 (current NVPP)	254,609,203	131,138,925	123,470,278	56,277,894	49,134,966	18,030,322
2015 (current NVPP)	260,619,419	133,218,366	127,401,053	59,662,508	49,911,616	17,801,045
2016 (current NVPP)	266,879,798	134,827,696	132,052,102	63,137,745	51,212,656	17,677,143
2017 (current NVPP)	268,459,336	132,924,508	135,534,828	66,440,688	51,837,575	17,233,146

Source: Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2008–2011) and current NVPP (2011–2017), a foundation of IHS Markit automotive solutions.
*Includes other/unknown light-truck registrations

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For More Information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/research-data. 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, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving 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*. The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

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