Traffic Safety Facts

2018 Data

October 2020

DOT HS 812 962

NHTSA

In this fact sheet for 2018 the information is presented as follows.

Passenger Vehicles

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

Key Findings

- In 2018 there were 22,697 passenger vehicle occupants who died in motor vehicle traffic crashes and an estimated 2.43 million passenger vehicle occupants who were injured.
- Passenger vehicles made up 92 percent of registered vehicles and accounted for 89 percent of total vehicle miles traveled (VMT) in 2018. There were 51,872 vehicles involved in fatal crashes in 2018, of which 77 percent (40,108) were passenger vehicles.
- Occupant fatality rates per 100,000 registered vehicles from 2017 to 2018 decreased by 5 percent for passenger cars and decreased by 7 percent for light trucks. Among light-truck categories, occupant fatality rates decreased by 4 percent for pickups, decreased by 7 percent for vans, and decreased by 8 percent for SUVs.
- Among the passenger vehicle occupants killed in 2018 in motor vehicle traffic crashes, 56 percent were passenger car occupants and 44 percent were light-truck occupants.
- When a passenger car and a light truck hit head-on in a fatal crash in 2018, an occupant was 3.3 times more frequently killed in the passenger car than in the light truck.
- Eighty-two percent of passenger vehicle occupants who were totally ejected from vehicles involved in fatal crashes in 2018 were killed.
- Among passenger vehicle occupants killed in 2018, the percentage of fatalities in rollover crashes was highest for SUVs (43%), followed by pickups (40%), vans (24%), and passenger cars (20%).
- Drivers of passenger cars and pickups had the highest percentage of alcohol impairment in fatal crashes (21%, respectively) compared to other passenger vehicle drivers (19% for SUVs and 12% for vans) in 2018.

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 from the Crash Report Sampling System. In addition, the methodology for estimating people injured has changed. For more information, read **Crash Report Sampling System (CRSS) Replaced the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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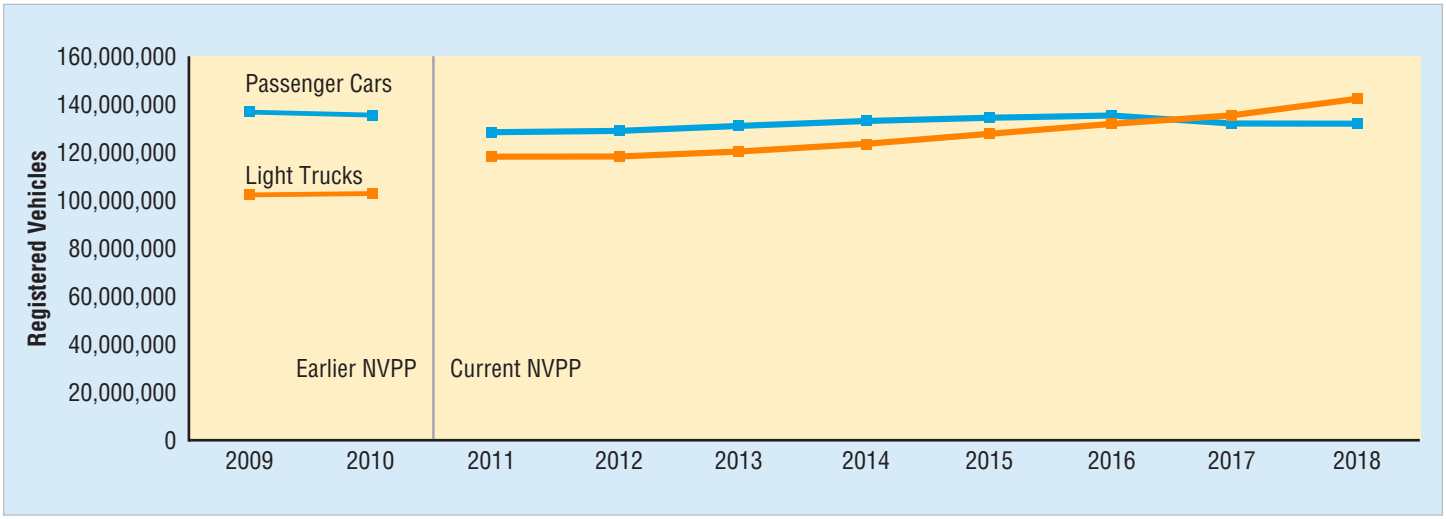
Registration Data Changes

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 2018, registration counts for these years are calculated differently from the counts in 2010 and earlier years (Table 1 and Appendix). Consequently, the 2011-2018 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, 2009-2010 and 2011-2018.

Figure 1 highlights the passenger car and light-truck registration data changes between the earlier NVPP (2009-2010) and the current NVPP (2011-2018). Since 2017 the number of registered light trucks was more than the number of registered passenger cars. From 2017 to 2018 passenger car registrations remained roughly the same and light-truck registrations increased by 4 percent. Among the light-truck categories in 2018 compared to 2017, SUV registrations increased by 7 percent, pickup registrations increased by 3 percent, and van registrations decreased by 1 percent.

Figure 1
Passenger Car and Light-Truck Registrations, 2009–2018



Source: Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2010) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions
Note: Due to a change in Polk's 2011–2018 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.

Overview

In 2018:

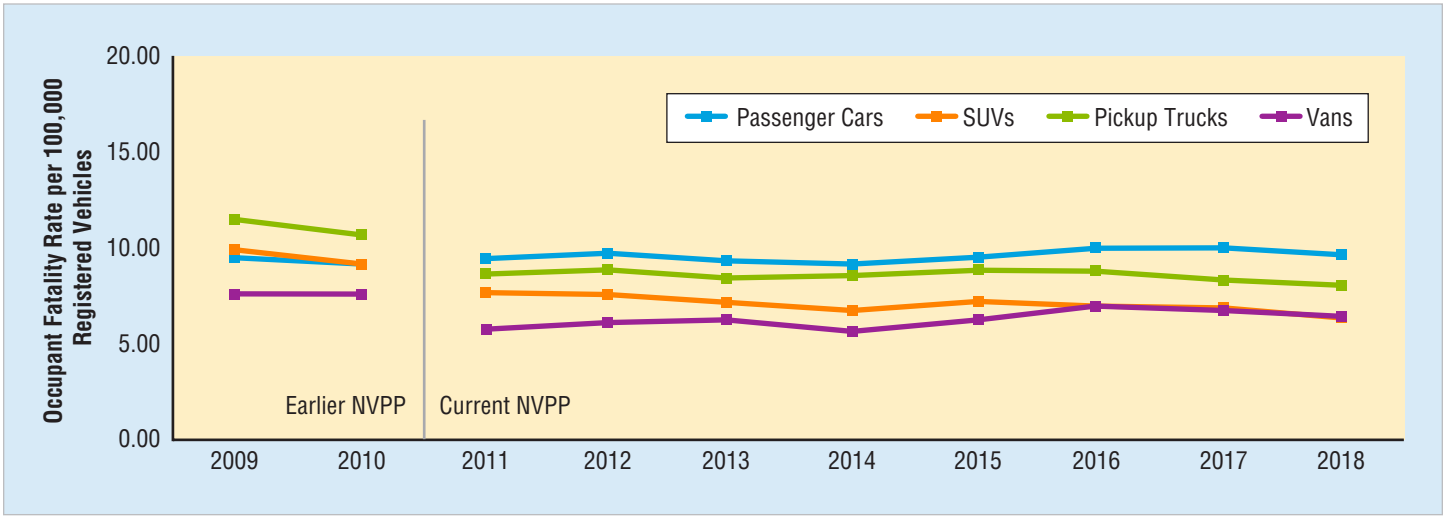
- There were 22,697 passenger vehicle occupants (including drivers and passengers) who died in traffic crashes and an estimated 2.43 million passenger vehicle occupants who were injured.
- Passenger vehicles made up 92 percent of registered vehicles and accounted for 89 percent of total VMT.
- An estimated 12,049,000 vehicles were involved in police-reported traffic crashes; 94 percent (11,328,000) were passenger vehicles.
- There were 51,872 vehicles involved in fatal crashes, of which 77 percent (40,108) were passenger vehicles.

Figure 2 displays the occupant fatality rates per 100,000 registered vehicles for four passenger vehicle types (passenger cars, SUVs, pickups, and vans) from 2009 to 2018. 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 2017 to 2018 decreased by 5 percent for passenger cars and decreased by 7 percent for light trucks. Among light-truck categories, occupant fatality rates decreased by 4 percent for pickups, decreased by 7 percent for vans, and decreased by 8 percent for SUVs.

Figure 2

Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles, by Vehicle Type, 2009–2018



Sources: Fatalities – FARS 2009–2017 Final File, 2018 Annual Report File (ARF); Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2010) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions

Note: Due to a change in Polk's 2011–2018 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, estimated number of occupants injured, number of registered vehicles, and occupant fatality/injury rates per 100,000 registered vehicles for total passenger vehicles as well as separately for passenger cars and light trucks from 2009 to 2018.

- The percentage of passenger car occupant fatalities stayed roughly the same at 56 percent from 2009 (13,135 of 23,447) to 2018 (12,775 of 22,697).
- The percentage of light-truck occupant fatalities stayed roughly the same at 44 percent from 2009 (10,312 of 23,447) to 2018 (9,922 of 22,697).
- Earlier NVPP:
  - The total passenger vehicle occupant fatality rate per 100,000 registered vehicles decreased from 9.80 in 2009 to 9.37 in 2010.
  - The passenger car occupant fatality rate decreased from 9.57 in 2009 to 9.23 in 2010.
  - The light-truck occupant fatality rate decreased from 10.11 in 2009 to 9.55 in 2010.
  - The total passenger vehicle occupant injury rate per 100,000 registered vehicles increased from 828 in 2009 to 839 in 2010.
  - The passenger car occupant injury rate increased from 889 in 2009 to 928 in 2010.
  - The light-truck occupant injury rate decreased from 747 in 2009 to 720 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 fatality rate ranged from a high of 8.91 in 2016 to a low of 8.27 in 2014.
  - The passenger car occupant fatality rate ranged from a high of 10.14 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 7.02 in 2018.
  - The total passenger vehicle occupant injury rate for 2011 to 2015 ranged from a high of 853 in 2012 to a low of 805 in 2011. The passenger vehicle occupant injury rate for CRSS dropped from 1,021 in 2016 to 887 in 2018.
  - The passenger car occupant injury rate for 2011 to 2015 ranged from a high of 1,047 in 2012 to a low of 980 in 2011. The passenger car occupant injury rate for CRSS dropped from 1,254 in 2016 to 1,137 in 2018.
  - The light-truck occupant injury rate for 2011 to 2015 ranged from a high of 646 in 2012 to a low of 617 in 2011. The light-truck occupant injury rate for CRSS dropped from 784 in 2016 to 652 in 2018.

Table 1

Passenger Vehicle Occupants Killed and Injured, Registered Vehicles, and Occupant Fatality/Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2009–2018

Year	Passenger Vehicle Type						Total Passenger Vehicles*		
	Passenger Cars			Light Trucks*					
	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate
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	10,279	132,052,102	7.78	23,787	266,879,798	8.91
2017	13,477	132,864,363	10.14	10,186	135,594,973	7.51	23,663	268,459,336	8.81
2018	12,775	132,908,249	9.61	9,922	141,242,162	7.02	22,697	274,150,411	8.28
Year	Occupant Injured	Registered Vehicles	Occupant Injury Rate	Occupant Injured	Registered Vehicles	Occupant Injury Rate	Occupant Injured	Registered Vehicles	Occupant Injury Rate
2009	1,219,000	137,203,972	889	762,000	102,008,600	747	1,981,000	239,212,572	828
2010	1,256,000	135,310,480	928	737,000	102,376,147	720	1,993,000	237,686,627	839
2011	1,244,000	126,966,714	980	733,000	118,702,389	617	1,976,000	245,669,103	805
2012	1,330,000	127,077,676	1,047	766,000	118,690,690	646	2,097,000	245,768,366	853
2013	1,299,000	128,936,225	1,007	753,000	120,491,485	625	2,051,000	249,427,710	822
2014	1,294,000	131,138,925	987	784,000	123,470,278	635	2,078,000	254,609,203	816
2015	1,382,000	133,218,366	1,038	809,000	127,401,053	635	2,191,000	260,619,419	841
2016†	1,690,000	134,827,696	1,254	1,035,000	132,052,102	784	2,725,000	266,879,798	1,021
2017†	1,529,000	132,864,363	1,151	937,000	135,594,973	691	2,466,000	268,459,336	919
2018†	1,511,000	132,908,249	1,137	921,000	141,242,162	652	2,432,000	274,150,411	887

Sources: Fatalities – FARS 2009–2017 Final File, 2018 ARF; Injured – NASS GES 2009–2015, CRSS 2016–2018; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2010) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions

Note: Due to a change in Polk's 2011–2018 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.

*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 2 presents the same information as in Table 1 for three light-truck categories (SUVs, pickups, and vans) from 2009 to 2018.

- Earlier NVPP:
  - The SUV occupant fatality rate per 100,000 registered vehicles decreased from 9.92 in 2009 to 9.30 in 2010.
  - The pickup occupant fatality rate decreased from 11.52 in 2009 to 10.78 in 2010.
  - The van occupant fatality rate decreased from 7.66 in 2009 to 7.59 in 2010.
  - The SUV occupant injury rate per 100,000 registered vehicles increased from 828 in 2009 to 853 in 2010.
  - The pickup occupant injury rate decreased from 571 in 2009 to 530 in 2010.
  - The van occupant injury rate decreased from 769 in 2009 to 763 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 fatality rate ranged from a high of 7.74 in 2011 to a low of 6.39 in 2018.
  - The pickup occupant fatality rate ranged from a high of 8.96 in 2012 and 2015, respectively, to a low of 8.00 in 2018.

- The van occupant fatality rate ranged from a high of 7.01 in 2016 to a low of 5.66 in 2014.
- The SUV occupant injury rate for 2011 to 2015 ranged from a high of 756 in 2012 to a low of 708 in 2011. The SUV occupant injury rate for CRSS dropped from 921 in 2016 to 747 in 2018.
- The pickup occupant injury rate for 2011 to 2015 ranged from a high of 500 in 2012 to a low of 464 in 2013. The pickup occupant injury rate for CRSS dropped from 574 in 2016 to 499 in 2018.
- The van occupant injury rate for 2011 to 2015 ranged from a high of 764 in 2013 to a low of 691 in 2015. The van occupant injury rate for CRSS dropped from 845 in 2016 to 714 in 2018.

Table 2

Light-Truck Occupants Killed and Injured, Registered Vehicles, and Occupant Fatality/Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2009–2018

	Light-Truck Vehicle Type*								
	SUVs			Pickups			Vans		
Year	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate
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	4,470	51,212,656	8.73	1,240	17,677,143	7.01
2017	4,610	66,483,111	6.93	4,335	51,853,163	8.36	1,175	17,235,329	6.82
2018	4,534	70,977,620	6.39	4,253	53,177,694	8.00	1,077	17,064,295	6.31
Year	Occupant Injured	Registered Vehicles	Occupant Injury Rate	Occupant Injured	Registered Vehicles	Occupant Injury Rate	Occupant Injured	Registered Vehicles	Occupant Injury Rate
2009	343,000	41,383,289	828	238,000	41,676,351	571	140,000	18,222,255	769
2010	361,000	42,378,757	853	221,000	41,596,353	530	135,000	17,732,967	763
2011	355,000	50,161,565	708	238,000	48,912,291	486	139,000	19,592,314	710
2012	388,000	51,305,806	756	242,000	48,465,436	500	135,000	18,886,646	717
2013	384,000	53,477,838	719	225,000	48,644,891	464	140,000	18,339,481	764
2014	411,000	56,277,894	730	242,000	49,134,966	492	130,000	18,030,322	721
2015	439,000	59,662,508	735	243,000	49,911,616	488	123,000	17,801,045	691
2016†	581,000	63,137,745	921	294,000	51,212,656	574	149,000	17,677,143	845
2017†	536,000	66,483,111	807	259,000	51,853,163	500	137,000	17,235,329	797
2018†	530,000	70,977,620	747	265,000	53,177,694	499	122,000	17,064,295	714

Sources: Fatalities – FARS 2009–2017 Final File, 2018 ARF; Injured – NASS GES 2009–2015, CRSS 2016–2018; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2010) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions

Note: Due to a change in Polk's 2011-2018 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.

*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.

Every year the Federal Highway Administration releases estimates of the number of miles traveled by vehicle type (passenger cars, light trucks, motorcycles, buses, and large trucks). Table 3 contains the VMT estimates for passenger cars and light trucks along with occupant fatality and injury rates per 100 million VMT from 2009 to 2018. Some highlights:

- The occupant fatality rate per 100 million VMT for passenger cars ranged from a high of 0.95 in 2017 to a low of 0.83 in 2010.
- The occupant fatality rate for light trucks ranged from a high of 0.92 in 2009 to a low of 0.66 in 2018.
- The 2018 occupant injury rate for passenger cars was 108.
- The 2018 occupant injury rate for light trucks was 62.

Table 3

Passenger Vehicle Occupants Killed and Injured, Vehicles Miles Traveled, and Occupant Fatality/Injury Rates per 100 Million VMT, by Vehicle Type, 2009–2018

Year	Passenger Vehicle Type						Total Passenger Vehicles**		
	Passenger Cars			Light Trucks**					
	Occupants Fatalities	Vehicle Miles Traveled (millions)	Occupant Fatality Rate	Occupant Fatalities	Vehicle Miles Traveled (millions)	Occupant Fatality Rate	Occupant Fatalities	Vehicle Miles Traveled (millions)	Occupant Fatality Rate
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	10,279	1,410,040	0.73	23,787	2,849,718	0.83
2017	13,477	1,424,056	0.95	10,186	1,453,322	0.70	23,663	2,877,378	0.82
2018	12,775	1,404,507	0.91	9,922	1,492,576	0.66	22,697	2,897,083	0.78
Year	**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**
2009	1,219,000	1,510,339	81	762,000	1,122,909	68	1,981,000	2,633,248	75
2010	1,256,000	1,507,716	83	737,000	1,140,740	65	1,993,000	2,648,456	75
2011	1,244,000	1,369,810	91	733,000	1,280,648	57	1,976,000	2,650,458	75
2012	1,330,000	1,377,486	97	766,000	1,286,574	60	2,097,000	2,664,060	79
2013	1,299,000	1,384,194	94	753,000	1,293,536	58	2,051,000	2,677,730	77
2014	1,294,000	1,396,098	93	784,000	1,314,458	60	2,078,000	2,710,556	77
2015	1,382,000	1,420,869	97	809,000	1,358,824	60	2,191,000	2,779,693	79
2016†	1,690,000	1,439,678	117	1,035,000	1,410,040	73	2,725,000	2,849,718	96
2017†	1,529,000	1,424,056	107	937,000	1,453,322	64	2,466,000	2,877,378	86
2018†	1,511,000	1,404,507	108	921,000	1,492,576	62	2,432,000	2,897,083	84

Sources: Fatalities – FARS 2009–2017 Final File, 2018 ARF; Injured – NASS GES 2009–2015, CRSS 2016–2018; VMT – Federal Highway Administration
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

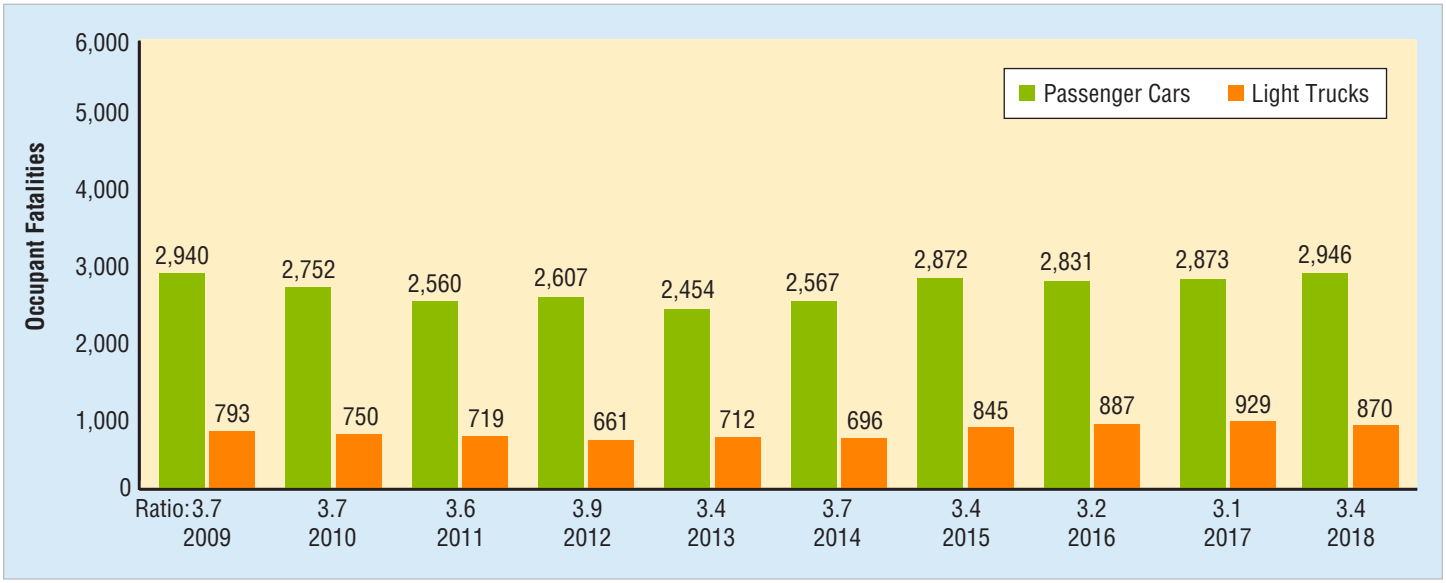
Fatal Passenger Car and Light-Truck Two-Vehicle Crashes

In 2018 there were 3,430 fatal two-vehicle crashes each involving a passenger car and a light truck, which accounted for 29 percent of all fatal two-vehicle crashes (12,004) and 10 percent of all fatal crashes (33,654). Figure 3 displays the number of occupant fatalities in two-vehicle crashes involving one passenger car and one light truck from 2009 to 2018. In these crashes, there were a range of 3.1 to 3.9 times as many passenger car occupant fatalities as light-truck occupant fatalities. Ratios between passenger car occupant fatalities and light-truck occupant fatalities were calculated by NHTSA. The lowest and highest of these calculated ratios are reported for this section. In more detail from 2009 to 2018:

- When a passenger car and a light truck hit head-on, an occupant was 3.0 to 3.7 times more frequently killed in the passenger car than in the light truck.
- When a passenger car front hit the side of a light truck, an occupant was 1.3 to 1.7 times more frequently killed in the light truck than in the passenger car.
- However, when a light truck 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 light truck.

Figure 3

Occupant Fatalities and Ratios in Two-Vehicle Crashes Involving a Passenger Car and a Light Truck, 2009–2018



Source: FARS 2009-2017 Final File, 2018 ARF

Table 4 presents the number of occupants fatalities in two-vehicle crashes between one passenger car and one light truck from 2017 to 2018:

- The number of passenger car occupant fatalities increased by 3 percent from 2,873 in 2017 to 2,946 in 2018.
- The number of light-truck occupant fatalities decreased by 6 percent from 929 in 2017 to 870 in 2018.

Table 4

Occupant Fatalities in Two-Vehicle Crashes Involving a Passenger Car and a Light Truck, 2017 and 2018

Occupants	Year		Percent Change
	2017	2018	
Killed in Passenger Car	2,873	2,946	+2.5%
Killed in Light Truck	929	870	-6.4%

Source: FARS 2017 Final File, 2018 ARF

Restraint Use

The 2018 National Occupant Protection Use Survey (NOPUS) observed that the seat belt use rate among front seat occupants was 89.6 percent for passenger vehicles, 90.3 percent for passenger cars, 91.5 percent for vans and SUVs, and 84.1 percent for pickups.[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 (latest data available).[3]

In fatal crashes in 2018 there were 22,697 passenger vehicle occupants who were killed. Rural areas accounted for 53 percent of these occupant fatalities. For these passenger vehicle occupant fatalities occurring in rural areas, 49 percent were unrestrained (based on known restraint use) compared to 45 percent in urban areas (based on known restraint use). Sixty percent of rural pickup occupants killed were unrestrained (based on known restraint use) – the highest percentage of any passenger vehicle occupants killed among rural and urban areas.

[1] Enriquez, J., & Pickrell, T. M. (2019, January). *Seat belt use in 2018 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 812 662). National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812662

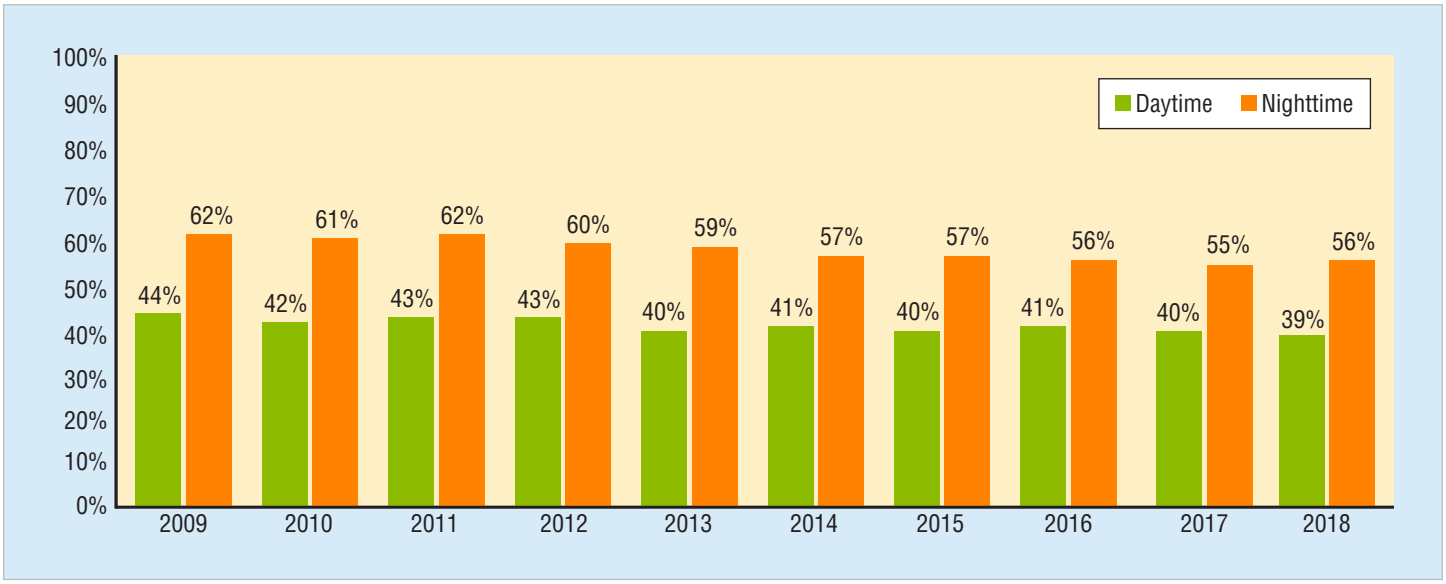
[2] Kahane, C. J. (2015, January). *Lives saved by vehicle safety technologies and associated Federal Motor Vehicle Safety Standards, 1960 to 2012 – Passenger cars and LTVs – With reviews of 26 FMVSS and the effectiveness of their associated safety technologies in reducing fatalities, injuries, and crashes* (Report No. DOT HS 812 069). National Highway Traffic Safety Administration. Available at 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). National Highway Traffic Safety Administration. Available at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812683

Figure 4 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 44 percent in 2009 to 39 percent in 2018.
- Nighttime (6 p.m. to 5:59 a.m.) declined from 62 percent in 2009 to 55 percent in 2017. It went up slightly to 56 percent in 2018.

Figure 4
Percentage of Unrestrained* Passenger Vehicle Occupant Fatalities, by Time of Day, 2009–2018



Source: FARS 2009-2017 Final File, 2018 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 5 presents the percentages of unrestrained (based on known restraint use) passenger vehicle occupant fatalities, by vehicle type and time of day, from 2009 to 2018. Passenger car fatalities had the lowest daytime percentage (34%) and van occupant fatalities had the lowest nighttime percentage (44%) of unrestrained occupant fatalities in 2018 (based on known restraint use), while pickup occupant fatalities had the highest percentage (51% daytime and 69% nighttime).

Table 5
Percentage of Unrestrained* Passenger Vehicle Occupant Fatalities, by Time of Day and Vehicle Type, 2009–2018

Time of Day and Year		Passenger Vehicle Type					Total Passenger Vehicles†
		Passenger Cars	Light Trucks				
			SUVs	Pickups	Vans	Total†	
Daytime	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%
	2018	34%	42%	51%	38%	46%	39%

Table 5 (continued)

Time of Day and Year		Passenger Vehicle Type					Total Passenger Vehicles†
		Passenger Cars	Light Trucks				
			SUVs	Pickups	Vans	Total†	
Nighttime	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	48%	62%	68%	51%	63%	55%
	2018	51%	61%	69%	44%	63%	56%

Source: FARS 2009-2017 Final File, 2018 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-two percent of passenger vehicle occupants (3,716 of 4,515) who were totally ejected from vehicles involved in fatal crashes in 2018 were killed. Ejection from the vehicle is one of the deadliest events that can happen to a person in a crash. Seat belts are shown to be effective in mitigating total ejection risks.

Table 6 presents the ejection status of passenger vehicle occupants involved (killed or survived) in fatal crashes in 2018. In passenger cars, 12 percent of occupants killed were totally ejected from the vehicle, while 22 percent of those killed in light trucks were totally ejected.

Table 6
Passenger Vehicle Occupants Involved in Fatal Crashes, by Vehicle Type, Survival Status, and Ejection Status, 2018

Vehicle Type by Survival Status		Ejection Status										Total	
		Not Ejected		Ejected						Unknown			
				Totally Ejected		Partially Ejected		Total†					
		Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Cars	Killed	10,691	84%	1,548	12%	451	4%	2,031	16%	53	**	12,775	100%
	Survived	16,841	97%	256	1%	52	**	316	2%	211	1%	17,368	100%
	Total	27,532	91%	1,804	6%	503	2%	2,347	8%	264	1%	30,143	100%
Light Trucks*	Killed	7,088	71%	2,168	22%	569	6%	2,772	28%	62	1%	9,922	100%
	Survived	20,261	96%	543	3%	52	**	600	3%	273	1%	21,134	100%
	Total	27,349	88%	2,711	9%	621	2%	3,372	11%	335	1%	31,056	100%
Passenger Vehicles*	**Killed**	**17,779**	**78%**	**3,716**	**16%**	**1,020**	**4%**	**4,803**	**21%**	**115**	**1%**	**22,697**	**100%**
	Survived	**37,102**	**96%**	**799**	**2%**	**104**	**	**916**	**2%**	**484**	**1%**	**38,502**	**100%**
	Total	**54,881**	**90%**	**4,515**	**7%**	**1,124**	**2%**	**5,719**	**9%**	**599**	**1%**	**61,199**	**100%**

Source: FARS 2018 ARF
*Includes SUVs, pickups, vans, and other/unknown light-truck vehicle types.
**Less than 0.5 percent.
†Includes unknowns if totally or partially ejected.

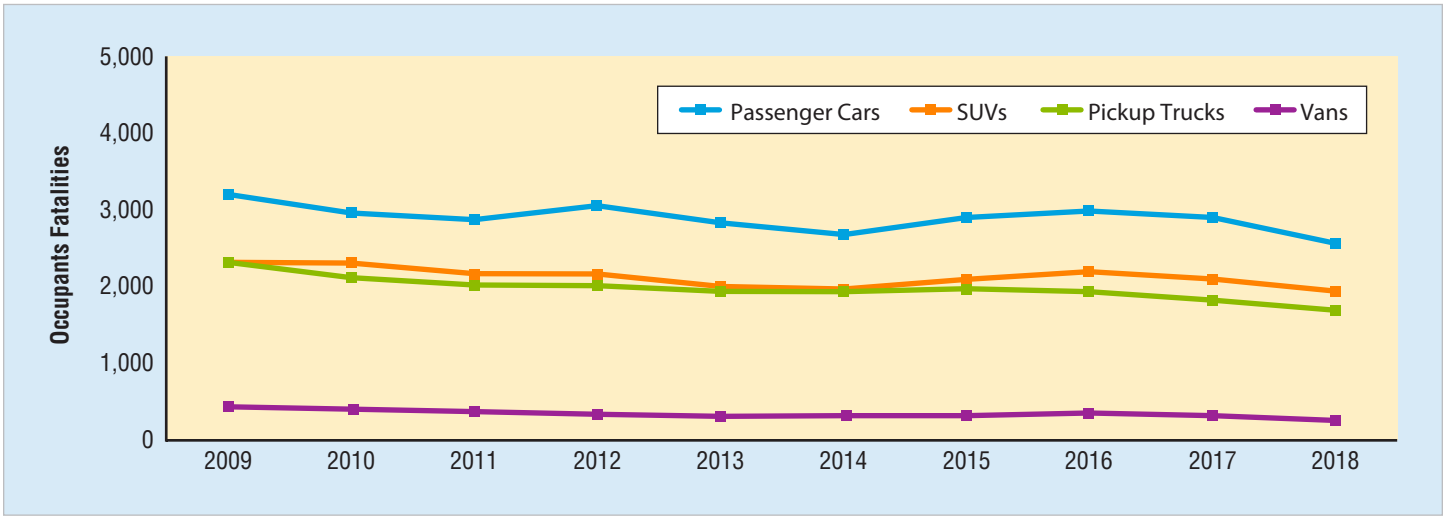
Rollover

The rollover crash is one of the most dangerous forms of crashes among passenger vehicles, accounting for nearly one-third (29%) of passenger vehicle occupant fatalities in 2018. Among passenger vehicle occupants killed in 2018, the percentage of fatalities in rollover crashes was highest for SUVs (43%), followed by pickups (40%), vans (24%), and passenger cars (20%).

Overall, each of the four passenger vehicle categories in Figure 5 generally showed a decreasing trend in the number of occupants killed in rollover crashes from 2009 to 2018 with a slight increase from 2014 to 2016. The data used in Figure 5 is shown in Table 7.

Figure 5

Passenger Vehicle Occupant Fatalities in Rollover Crashes, by Vehicle Type, 2009–2018



Source: FARS 2009–2017 Final File, 2018 ARF

Table 7 presents the number of passenger vehicle occupants killed in rollover crashes by vehicle type from 2009 to 2018. In the 10-year period, the percentages of rollover occupant fatalities for:

- Passenger cars decreased by 20 percent from 3,230 in 2009 to 2,579 in 2018,
- SUVs decreased by 15 percent from 2,303 in 2009 to 1,948 in 2018,
- Pickups decreased by 26 percent from 2,295 in 2009 to 1,694 in 2018, and
- Vans decreased by 44 percent from 457 in 2009 to 258 in 2018.

Table 7

Passenger Vehicle Occupant Fatalities in Rollover Crashes, by Vehicle Type, 2009–2018

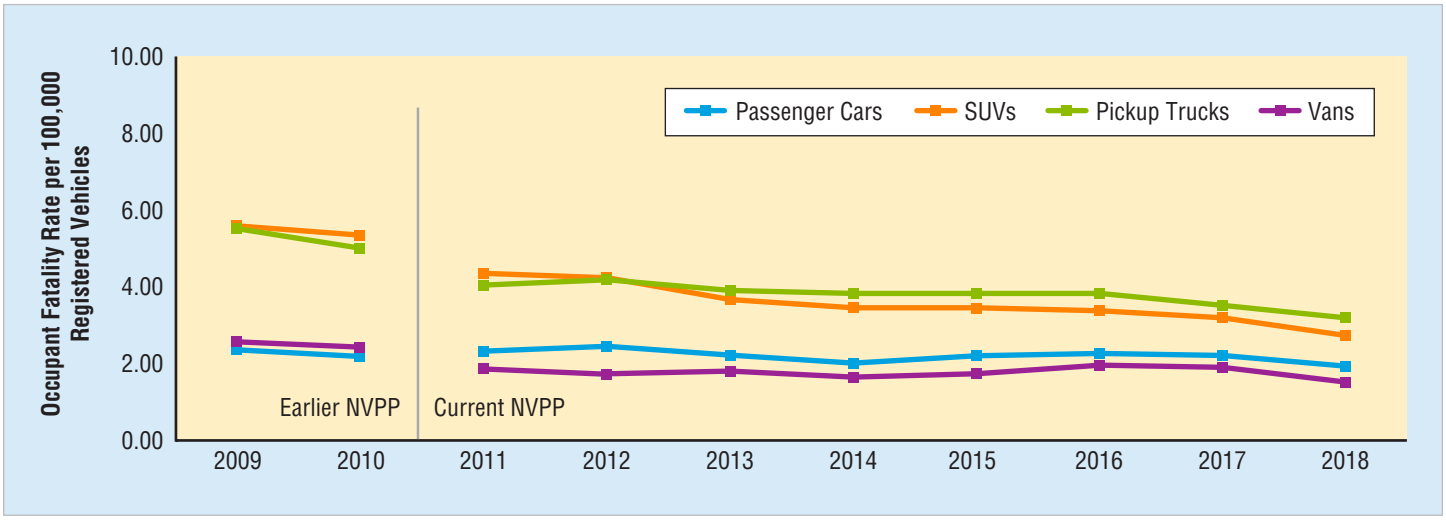
Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2009	3,230	2,303	2,295	457	5,061	8,291
2010	2,933	2,264	2,098	413	4,777	7,710
2011	2,849	2,172	1,993	375	4,551	7,400
2012	3,025	2,161	2,012	326	4,502	7,527
2013	2,823	1,966	1,903	326	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	1,933	347	4,493	7,466
2017	2,891	2,122	1,831	326	4,304	7,195
2018	2,579	1,948	1,694	258	3,935	6,514

Source: FARS 2009–2017 Final File, 2018 ARF
*Includes occupants of other/unknown light-truck vehicle types.

Among passenger vehicles involved in rural fatal crashes in 2018, SUVs experienced the highest rollover percentage (33%) compared to 28 percent for pickups, 19 percent for vans, and 19 percent for passenger cars. The rollover percentages for passenger vehicles in urban areas were much lower: 15 percent for SUVs, 14 percent for pickups, 8 percent for vans, and 8 percent for passenger cars.

Figure 6 displays the occupant fatality rates per 100,000 registered vehicles in rollover crashes by vehicle type from 2009 to 2018. The data for Figure 6 is presented in Table 8.

Figure 6
Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Rollover Crashes, by Vehicle Type, 2009–2018



Sources: Fatalities – FARS 2009–2017 Final File, 2018 ARF; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2010) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions
Note: Due to a change in Polk's 2011–2018 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 8 presents the passenger vehicle occupant fatality rates per 100,000 registered vehicles in rollover crashes by vehicle type from 2009 to 2018.

- The occupant fatality rates per 100,000 registered vehicles in rollover crashes in earlier NVPP for:
  - Total passenger vehicles decreased by 7 percent from 3.47 in 2009 to 3.24 in 2010.
  - Passenger cars decreased by 8 percent from 2.35 in 2009 to 2.17 in 2010,
  - SUVs decreased by 4 percent from 5.57 in 2009 to 5.34 in 2010,
  - Pickups decreased by 9 percent from 5.51 in 2009 to 5.04 in 2010, and
  - Vans decreased by 7 percent from 2.51 in 2009 to 2.33 in 2010.
- The occupant fatality rates in rollover crashes in current NVPP for:
  - Total passenger vehicles decreased by 21 percent from 3.01 in 2011 to 2.38 in 2018.
  - Passenger cars decreased by 13 percent from 2.24 in 2011 to 1.94 in 2018,
  - SUVs decreased by 37 percent from 4.33 in 2011 to 2.74 in 2018,
  - Pickups decreased by 22 percent from 4.07 in 2011 to 3.19 in 2018, and
  - Vans decreased by 21 percent from 1.91 in 2011 to 1.51 in 2018.

Table 8
Passenger Vehicle Occupant Fatality Rates Per 100,000 Registered Vehicles in Rollover Crashes, by Vehicle Type, 2009-2018

Year	Passenger Vehicle Type					Total Passenger Vehicles*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
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	3.77	1.96	3.40	2.80
2017	2.18	3.19	3.53	1.89	3.17	2.68
2018	1.94	2.74	3.19	1.51	2.79	2.38

Sources: Fatalities – FARS 2009–2017 Final File, 2018 ARF; Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2010) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions
Note: Due to a change in Polk's 2011-2018 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.
*Includes other/unknown light-truck vehicle types.

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 2009 to 2018, the percentage of alcohol-impaired passenger vehicle drivers involved (killed or survived) in fatal crashes decreased slightly among each vehicle type as shown in Table 9. Passenger car and pickup drivers had the highest percentage of alcohol impairment in fatal crashes (21%, respectively) compared to other passenger vehicle drivers (19% for SUVs and 12% for vans) in 2018. The percentage of alcohol-impaired van drivers involved in fatal crashes was substantially lower than other passenger vehicle drivers.

Table 9
Percentage of Alcohol-Impaired Passenger Vehicle Drivers Involved in Fatal Crashes, by Vehicle Type, 2009–2018

Year	Drivers by Passenger Vehicle Type										All Passenger Vehicles*	
	Passenger Cars		Light Trucks									
			SUVs		Pickups		Vans		Total*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
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	4,423	21%	1,641	19%	1,965	23%	279	12%	3,933	20%	8,356	20%
2017	4,284	20%	1,727	19%	1,921	22%	322	15%	3,997	20%	8,281	20%
2018	4,217	21%	1,679	19%	1,822	21%	256	12%	3,782	19%	7,999	20%

Source: FARS 2009–2017 Final File, 2018 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 10 presents the number of passenger vehicle occupant fatalities in 2018 by vehicle type. Puerto Rico is not included in the overall U.S. total.

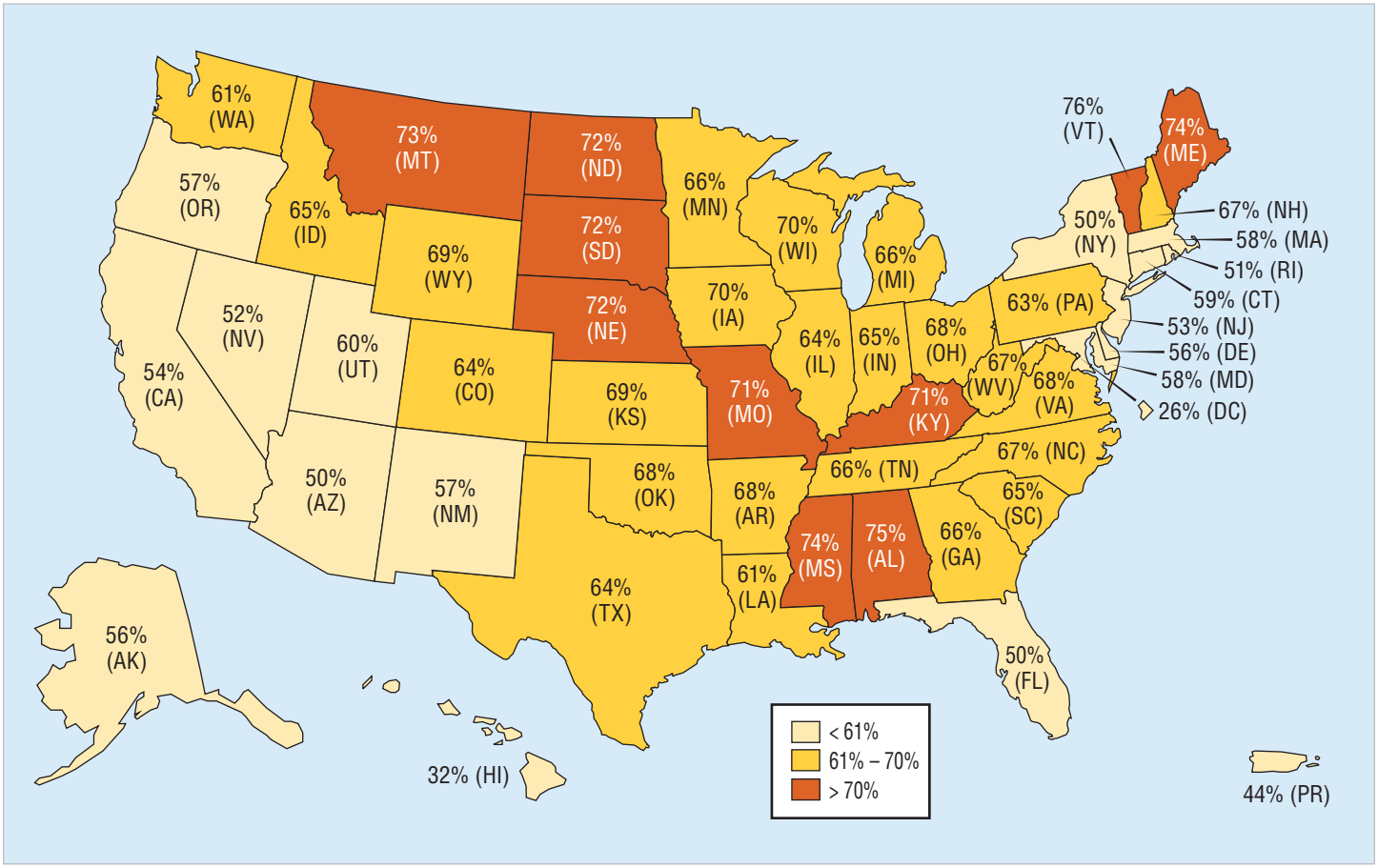
Of the total passenger vehicle fatalities by State (excluding the District of Columbia and Puerto Rico) in 2018:

- The States with the largest percentages of passenger car fatalities were Connecticut (71%) and New Jersey (67%).
- The States with the largest percentages of SUV fatalities were New Hampshire (32%) and Colorado (31%).
- The States with the largest percentages of pickup fatalities were North Dakota (46%) and Wyoming (44%).
- The States with the largest percentages of van fatalities were Alaska (16%), Delaware (10%), and South Dakota (10%).

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 pedalcyclist) or other traffic fatalities than the States with higher percentages. The percentages ranged from 26 percent (the District of Columbia) to 76 percent (Vermont), compared to the national average of 62 percent.

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

Figure 7
Percentage of Passenger Vehicle Occupant Fatalities in Traffic Crashes, by State, 2018



Source: FARS 2018 ARF

Table 10

Passenger Vehicle Occupant Fatalities, by State and Vehicle Type, 2018

State	Passenger Vehicle Type										Total Passenger Vehicle* Fatalities
	Passenger Cars		Light Trucks								
			SUVs		Pickups		Vans		Total*		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number
Alabama	410	57%	137	19%	149	21%	19	3%	306	43%	716
Alaska	15	33%	13	29%	10	22%	7	16%	30	67%	45
Arizona	271	54%	105	21%	104	21%	17	3%	230	46%	501
Arkansas	166	47%	74	21%	101	29%	5	1%	184	53%	350
California	1,219	63%	372	19%	245	13%	77	4%	704	37%	1,923
Colorado	177	44%	125	31%	82	20%	17	4%	225	56%	402
Connecticut	123	71%	30	17%	13	8%	7	4%	50	29%	173
Delaware	35	56%	13	21%	8	13%	6	10%	27	44%	62
Dist of Columbia	7	88%	1	13%	0	0%	0	0%	1	13%	8
Florida	995	63%	261	16%	252	16%	74	5%	587	37%	1,582
Georgia	541	54%	193	19%	215	22%	44	4%	453	46%	994
Hawaii	16	43%	3	8%	15	41%	3	8%	21	57%	37
Idaho	73	49%	33	22%	33	22%	10	7%	76	51%	149
Illinois	403	61%	127	19%	88	13%	42	6%	261	39%	664
Indiana	330	59%	101	18%	87	16%	43	8%	231	41%	561
Iowa	116	52%	38	17%	48	22%	19	9%	107	48%	223
Kansas	136	49%	64	23%	67	24%	11	4%	142	51%	278
Kentucky	288	56%	89	17%	116	23%	21	4%	226	44%	514
Louisiana	241	52%	80	17%	127	27%	15	3%	224	48%	465
Maine	53	52%	24	24%	17	17%	7	7%	48	48%	101
Maryland	193	66%	55	19%	36	12%	8	3%	99	34%	292
Massachusetts	136	66%	40	19%	23	11%	6	3%	71	34%	207
Michigan	367	57%	139	22%	91	14%	43	7%	273	43%	640
Minnesota	135	54%	55	22%	43	17%	17	7%	117	46%	252
Mississippi	262	53%	105	21%	114	23%	11	2%	230	47%	492
Missouri	350	53%	134	20%	133	20%	38	6%	305	47%	655
Montana	43	33%	37	28%	44	33%	8	6%	89	67%	132
Nebraska	87	53%	34	21%	37	22%	7	4%	78	47%	165
Nevada	101	59%	40	23%	23	13%	8	5%	71	41%	172
New Hampshire	54	55%	31	32%	11	11%	2	2%	44	45%	98
New Jersey	201	67%	53	18%	25	8%	19	6%	97	33%	298
New Mexico	109	49%	49	22%	55	25%	8	4%	113	51%	222
New York	296	63%	99	21%	52	11%	19	4%	171	37%	467
North Carolina	560	58%	186	19%	164	17%	47	5%	398	42%	958
North Dakota	22	29%	11	14%	35	46%	6	8%	54	71%	76
Ohio	458	63%	129	18%	103	14%	35	5%	270	37%	728
Oklahoma	230	52%	84	19%	112	25%	19	4%	215	48%	445
Oregon	144	50%	71	24%	55	19%	20	7%	146	50%	290
Pennsylvania	460	61%	148	20%	95	13%	45	6%	288	39%	748
Rhode Island	18	60%	8	27%	4	13%	0	0%	12	40%	30
South Carolina	373	55%	138	20%	129	19%	35	5%	305	45%	678
South Dakota	43	46%	25	27%	17	18%	9	10%	51	54%	94
Tennessee	392	57%	145	21%	123	18%	22	3%	292	43%	684
Texas	1,132	48%	455	19%	643	27%	108	5%	1,213	52%	2,345
Utah	84	54%	33	21%	33	21%	6	4%	72	46%	156
Vermont	34	65%	8	15%	10	19%	0	0%	18	35%	52
Virginia	333	60%	116	21%	74	13%	30	5%	221	40%	554
Washington	185	56%	78	24%	56	17%	9	3%	146	44%	331
West Virginia	104	53%	39	20%	43	22%	11	6%	93	47%	197
Wisconsin	229	55%	91	22%	59	14%	35	8%	185	45%	414
Wyoming	25	32%	15	19%	34	44%	2	3%	52	68%	77
U.S. Total	**12,775**	**56%**	**4,534**	**20%**	**4,253**	**19%**	**1,077**	**5%**	**9,922**	**44%**	**22,697**
Puerto Rico	90	67%	34	25%	8	6%	2	1%	44	33%	134

Source: FARS 2018 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 11).

This fact sheet uses 2011-2018 data for passenger car and light-truck registrations based on Polk's current NVPP. From 2009 to 2010 using Polk's earlier NVPP, passenger vehicle registrations decreased by 0.6 percent (Figure 1). Using 2009 to 2010 earlier NVPP, light trucks stayed roughly the same in registrations, while passenger cars had a 1-percent decrease. Among the light-truck categories, SUV registrations increased by 2 percent, pickup registrations stayed roughly the same, and van registrations decreased by 3 percent.

Table 11
Registered Vehicles, by Vehicle Type, 2009–2018

Year	Registered Vehicles					
	Passenger Cars	Light Trucks				Total Passenger Vehicles*
		SUVs	Pickups	Vans	Total*	
Earlier NVPP						
2009	137,203,972	41,383,289	41,676,351	18,222,255	102,008,600	239,212,572
2010	135,310,480	42,378,757	41,596,353	17,732,967	102,376,147	237,686,627
2011	134,543,655	43,891,547	41,778,775	17,308,359	103,594,529	238,138,184
Current NVPP						
2011	126,966,714	50,161,565	48,912,291	19,592,314	118,702,389	245,669,103
2012	127,077,676	51,305,806	48,465,436	18,886,646	118,690,690	245,768,366
2013	128,936,225	53,447,838	48,644,891	18,339,481	120,491,485	249,427,710
2014	131,138,925	56,277,894	49,134,966	18,030,322	123,470,278	254,609,203
2015	133,218,366	59,662,508	49,911,616	17,801,045	127,401,053	260,619,419
2016	134,827,696	63,137,745	51,212,656	17,677,143	132,052,102	266,879,798
2017	132,864,363	66,483,111	51,853,163	17,235,329	135,594,973	268,459,336
2018	132,908,249	70,977,620	53,177,694	17,064,295	141,242,162	274,150,411

Source: Registered Vehicles – Polk data from R. L. Polk & Co., earlier NVPP (2009–2011) and current NVPP (2011–2018), a foundation of IHS Markit automotive solutions
*Includes other/unknown light-truck registrations.

Fatality Analysis Reporting System

The FARS contains data on every fatal motor vehicle 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 2018 ARF, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count in motor vehicle crashes for 2017 was 37,473, which was updated from 37,133 from the 2017 ARF. The number of passenger vehicle occupant fatalities from the 2017 Final file was 23,663, which was updated from 23,551 from the 2017 ARF.

Crash Report Sampling System (CRSS) Replaced 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. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating People Injured

NCSA has changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach is to combine people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract people injured from only NASS GES/CRSS by selecting people nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of people injured to change for some prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2020, October). *Passenger vehicles: 2018 data* (Traffic Safety Facts. Report No. DOT HS 812 962). National Highway Traffic Safety Administration.

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/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/.

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