Traffic Safety Facts

2020 Data

April 2022

DOT HS 813 286

NHTSA

In this fact sheet for 2020 the information is presented as follows.

Large Trucks

A large truck as defined in this fact sheet is any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. These large trucks include both commercial and non-commercial vehicles. In 2020 seventy-two percent of the large trucks involved in fatal traffic crashes were heavy, large trucks (GVWR > 26,000 lbs.).

Key Findings

- In 2020 there were 4,965 people killed in crashes involving large trucks. This was a 1-percent decrease from 5,032 in 2019.
- Seventy-one percent of people killed in large-truck crashes in 2020 were occupants of other vehicles.
- Seventy-six percent of the fatal crashes involving large trucks in 2020 occurred on weekdays (6 a.m. Monday to 5:59 p.m. Friday).
- Three percent of drivers of large trucks involved in fatal crashes in 2020 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, much lower than drivers of other vehicle types (27% for motorcycles, 23% for passenger cars, and 19% for light trucks).
- Drivers of large trucks involved in fatal crashes in 2020 had a higher percentage (21.3%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 20.5%; passenger cars, 19.7%; and light trucks, 17.3%).
- In 2020 drivers of large trucks in fatal crashes were less likely (7.3%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 20.5%; passenger cars, 15.8%; and light trucks, 12.6%).

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). A change instituted with the release of 2020 CRSS data files is rounding estimates to the nearest whole number instead of the nearest thousand for all police-reported estimates, including injury estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably.

U.S. Department of Transportation

National Highway Traffic Safety Administration

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Overview

In 2020 there were 4,965 people killed and an estimated 146,930 people injured in crashes involving large trucks. An estimated 439,206 large trucks were involved in police-reported traffic crashes nationwide during 2020.

Table 1 provides an overview of people killed and injured in crashes involving large trucks from 2011 to 2020.

Fatalities in crashes involving large trucks decreased by 1 percent from 2019 to 2020. Of the fatalities in 2020:

- 71 percent (3,512) were occupants of other vehicles;
- 17 percent (831) were occupants of large trucks; and
- 13 percent (622) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants).

From 2019 to 2020 there was a 7-percent decrease in the number of large-truck occupants killed, and a 2-percent decrease in the number of occupants of other vehicles killed in crashes involving large trucks. This is the first decrease in large-truck occupants killed, and occupants of other vehicles killed since 2013 to 2014. From 2019 to 2020 there was a 9-percent increase in the number of nonoccupants killed. The 622 nonoccupants killed in large-truck crashes in 2020 was the greatest number killed in the most recent 10-year period.

In 2020 there were an estimated 146,930 people injured in crashes involving large trucks—a decrease of 8 percent from an estimated 159,359 in 2019. Of the people injured in 2020:

- 68 percent (99,501) were occupants of other vehicles;
- 31 percent (44,934) were occupants of large trucks; and
- 2 percent (2,496) were nonoccupants.

From 2019 to 2020 there was a 40-percent decrease in the number of nonoccupants injured, a 9-percent decrease in the number of occupants of other vehicles injured, and a 2-percent decrease in the number of truck occupants injured.

Table 1

People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 2011–2020

	Truck Occupants by Crash Type						Other People						
	Single Vehicle		Multiple Vehicle		Total		Occupants of Other Vehicles		Nonoccupants		Total		
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Total
Killed													
2011	408	11%	232	6%	640	17%	2,713	72%	428	11%	3,141	83%	3,781
2012	423	11%	274	7%	697	18%	2,857	72%	390	10%	3,247	82%	3,944
2013	431	11%	264	7%	695	17%	2,845	71%	441	11%	3,286	83%	3,981
2014	405	10%	251	6%	656	17%	2,859	73%	393	10%	3,252	83%	3,908
2015	395	10%	270	7%	665	16%	3,017	74%	413	10%	3,430	84%	4,095
2016	520	11%	295	6%	815	17%	3,351	72%	512	11%	3,863	83%	4,678
2017	525	11%	353	7%	878	18%	3,535	72%	493	10%	4,028	82%	4,906
2018	538	11%	352	7%	890	18%	3,563	71%	553	11%	4,116	82%	5,006
2019	494	10%	399	8%	893	18%	3,569	71%	570	11%	4,139	82%	5,032
2020	508	10%	323	7%	831	17%	3,512	71%	622	13%	4,134	83%	4,965
Injured													
2011	7,425	8%	15,511	17%	22,936	26%	64,412	72%	1,674	2%	66,085	74%	89,021
2012	8,893	9%	16,478	16%	25,372	24%	76,342	73%	2,740	3%	79,082	76%	104,454
2013	8,949	9%	15,673	16%	24,621	26%	69,221	72%	2,254	2%	71,476	74%	96,097
2014	10,280	9%	16,865	15%	27,146	24%	82,282	74%	2,389	2%	84,671	76%	111,817
2015	10,175	9%	19,927	17%	30,102	26%	85,172	72%	2,561	2%	87,733	74%	117,835
2016†	12,941	10%	23,241	17%	36,183	27%	94,958	70%	3,587	3%	98,545	73%	134,727
2017†	14,550	10%	25,442	17%	39,992	27%	105,509	71%	2,808	2%	108,317	73%	148,309
2018†	13,480	9%	25,719	17%	39,200	26%	108,490	72%	3,480	2%	111,970	74%	151,170
2019†	15,199	10%	30,490	19%	45,688	29%	109,515	69%	4,156	3%	113,670	71%	159,359
2020†	15,816	11%	29,118	20%	44,934	31%	99,501	68%	2,496	2%	101,997	69%	146,930

Sources: FARS 2011–2019 Final File, 2020 Annual Report File (ARF); NASS GES 2011–2015; CRSS 2016–2020
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.
Note: Injury totals may not equal sum of components due to independent rounding.

In 2020 large trucks accounted for 9 percent of all vehicles involved in fatal crashes and 5 percent of all vehicles involved in injury and property-damage-only crashes. Large trucks accounted for 5 percent of all registered vehicles and 10 percent of the total vehicle miles traveled (VMT) in 2020. In comparison, passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 92 percent of all registered vehicles and 88 percent of the total VMT in 2020.

Table 2 summarizes the number of large trucks involved in fatal and injury crashes, the number of registered large trucks, involvement rates for every 100,000 registered large trucks, large-truck VMT, and the involvement rates for every 100 million large-truck VMT from 2011 to 2020.

Table 2

Large Trucks Involved in Fatal and Injury Crashes, and Involvement Rates, 2011–2020

Year	Number of Large Trucks Involved	Number of Large Trucks Registered	Involvement Rate per 100,000 Registered Large Trucks	Large-Truck VMT (millions)	Involvement Rate per 100 Million Large-Truck VMT
Fatal Crashes					
2011	3,633	10,270,693	35.37	267,594	1.36
2012	3,825	10,659,380	35.88	269,207	1.42
2013	3,921	10,597,356	37.00	275,017	1.43
2014	3,749	10,905,956	34.38	279,132	1.34
2015	4,075	11,203,184	36.37	279,844	1.46
2016	4,562	11,498,561	39.67	287,895	1.58
2017	4,805	12,229,216	39.29	297,593	1.61
2018	4,909	13,233,910	37.09	304,864	1.61
2019	5,033	13,085,643	38.46	300,050	1.68
2020	4,842	13,479,382	35.92	302,141	1.60
Injury Crashes					
2011	62,534	10,270,693	609	267,594	23
2012	76,621	10,659,380	719	269,207	28
2013	73,089	10,597,356	690	275,017	27
2014	88,473	10,905,956	811	279,132	32
2015	87,307	11,203,184	779	279,844	31
2016†	102,080	11,498,561	888	287,895	35
2017†	106,733	12,229,216	873	297,593	36
2018†	112,253	13,233,910	848	304,864	37
2019†	118,527	13,085,643	906	300,050	40
2020†	106,902	13,479,382	793	302,141	35

Sources: FARS 2011–2019 Final File, 2020 ARF; NASS GES 2011–2015; CRSS 2016–2020; VMT and Registered Vehicles - 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.

Crash Characteristics

In 2020 large trucks were more likely to be involved in fatal multi-vehicle crashes as opposed to fatal single-vehicle crashes than were passenger vehicles. Eighty percent of large trucks involved in fatal crashes were in multi-vehicle crashes, compared with 61 percent for passenger vehicles.

Table 3 presents percentages of two-vehicle fatal crashes involving large trucks by initial impact point of the large truck and the other vehicle (excluding large truck) in 2020. The large truck and the other vehicle struck each other on the front 32 percent of the time. The large trucks were struck in the rear 3 times more often than the other vehicles (22% and 7%, respectively).

Table 3

Percentage of Two-Vehicle Fatal Crashes Involving Large Trucks, by Initial Impact Point, 2020

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	32%	12%	10%	7%	**62%**
Left Side	8%	1%	1%	0%	**10%**
Right Side	5%	1%	0%	0%	**6%**
Rear	22%	0%	0%	0%	**22%**
Total	**67%**	**14%**	**11%**	**7%**	**100%**

Source: FARS 2020 ARF
Note: Excludes two-vehicle crashes involving two large trucks. Totals may not equal sum of components due to independent rounding.

According to FARS data in Table 4, both the large truck and the other vehicle (excluding large truck) were proceeding straight at the time of the crash in 43 percent of the two-vehicle fatal crashes. In 8 percent of these two-vehicle crashes, the other vehicle was turning left regardless of the large-truck maneuver.

In 10 percent of these crashes the truck and the other vehicle were both negotiating a curve. In 8 percent of the two-vehicle fatal crashes, either the truck or the other vehicle was stopped in the road (6% and 2%, respectively).

Table 4

Percentage of Vehicle Maneuvers in Two-Vehicle Fatal Crashes Involving a Large Truck, by Maneuver of the Large Truck and Maneuver of the Other Vehicle, 2020

Vehicle Maneuver of the Large Truck	Vehicle Maneuver of the Other Vehicle						Total
	Going Straight	Stopped in Road	Turning Right	Turning Left	Negotiating a Curve	Other/Unknown Maneuver	
Going Straight	43%	2%	0%	7%	1%	10%	**63%**
Stopped in Road	5%	-	-	-	0%	1%	**6%**
Turning Right	1%	0%	0%	0%	0%	0%	**1%**
Turning Left	6%	-	-	-	0%	1%	**7%**
Negotiating a Curve	1%	0%	-	1%	10%	1%	**13%**
Other/Unknown Maneuver	8%	0%	0%	0%	1%	1%	**10%**
Total	**63%**	**2%**	**0%**	**8%**	**12%**	**14%**	**100%**

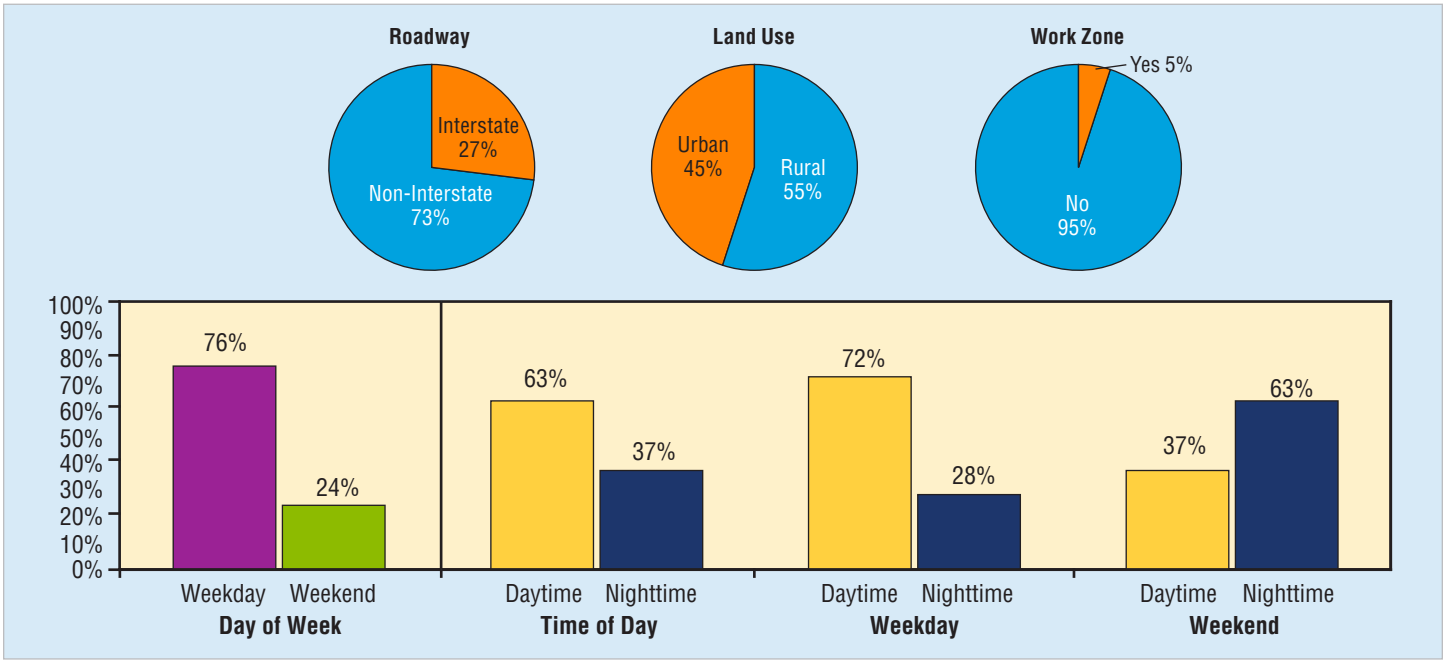
Source: FARS 2020 ARF
Note: Excludes two-vehicle crashes involving two large trucks. Totals may not equal sum of components due to independent rounding.

Figure 1 shows the percentages of fatal crashes involving large trucks by roadway, urban/rural land use, work zone, day of the week (weekday/weekend), and time of day (nighttime/daytime) in 2020.

- Twenty-seven percent of fatal large-truck crashes occurred on interstates.
- Fifty-five percent of fatal crashes involving large trucks occurred in rural areas.
- Only 5 percent of fatal crashes involving large trucks occurred in work zones.
- Seventy-six percent of the fatal crashes involving large trucks occurred on weekdays.
- Of those large-truck fatal crashes during weekdays, 72 percent occurred during the daytime hours between 6 a.m. to 5:59 p.m.

Figure 1

Percentage of Fatal Crashes Involving Large Trucks in Relation to Roadway, Land Use, Work Zone, Day of Week and Time of Day, 2020



Source: FARS 2020 ARF
Note: Unknowns were removed before calculating percentages.

Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

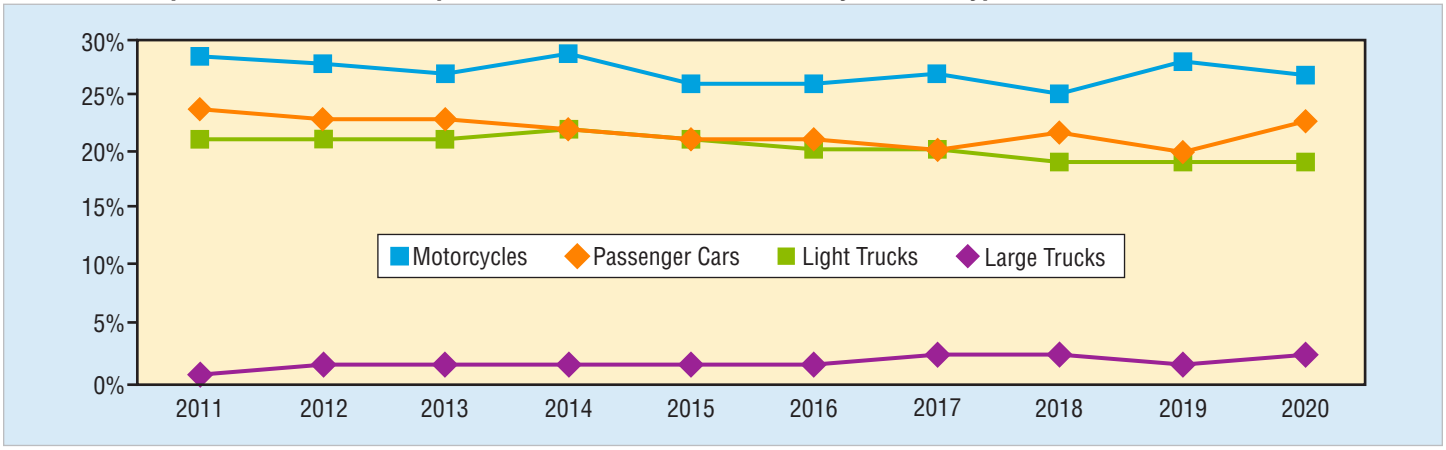
Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.

Drivers

Drivers are considered to be alcohol-impaired when their BACs are .08 g/dL or higher. Figure 2 displays the proportions of alcohol-impaired drivers in fatal crashes by vehicle types (large trucks, passenger cars, light trucks, and motorcycles) over the last 10 years. The percentage of large-truck drivers involved in fatal crashes who were alcohol-impaired was 3 percent in 2020. For drivers of other types of vehicles involved in fatal crashes in 2020, the percentages of alcohol-impaired drivers were 27 percent for motorcycles, 23 percent for passenger cars, and 19 percent for light trucks.

Figure 2

Estimated Proportions of Alcohol-Impaired Drivers in Fatal Crashes, by Vehicle Type, 2011–2020



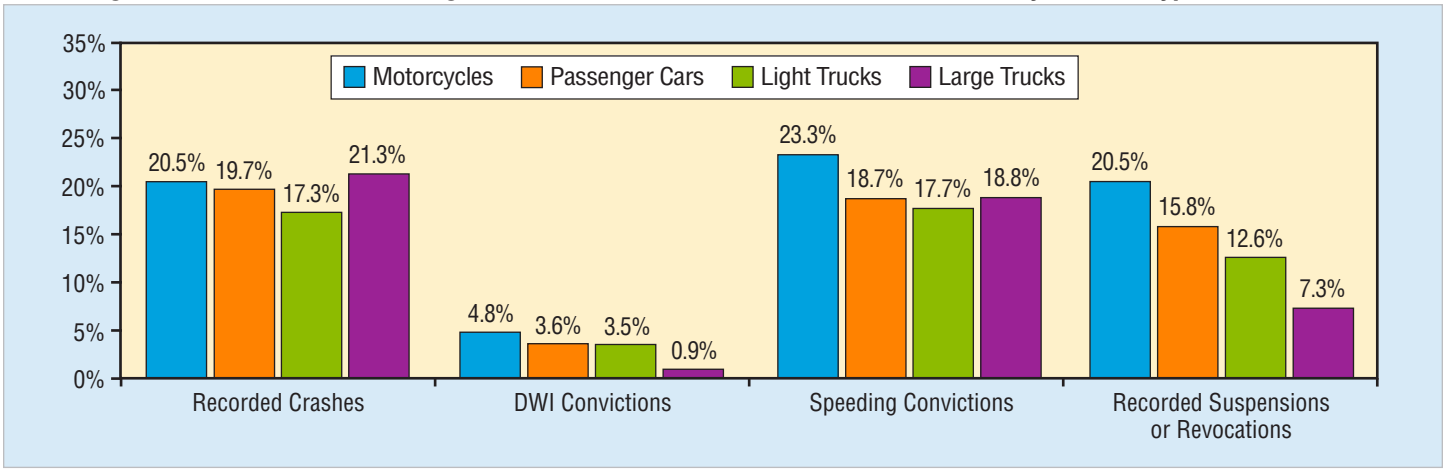
Source: FARS 2011–2019 Final File, FARS 2020 ARF

Figure 3 presents the percentages of drivers involved in fatal crashes who had previous driving records (recorded crashes, DWI convictions, speeding convictions, and recorded suspensions or revocations) within 5 years from the time of the crash, by vehicle types in 2020.

- Large-truck drivers had a higher percentage (21.3%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 20.5%; passenger cars, 19.7%; and light trucks, 17.3%).
- Large-truck drivers had the lowest percentage (0.9%) of previous DWI convictions compared to drivers of other vehicle types (motorcycles, 4.8%; passenger cars, 3.6%; and light trucks, 3.5%).
- Almost 19 percent of all large-truck drivers involved in fatal crashes had at least one prior speeding conviction, slightly higher than passenger car drivers (18.8% versus 18.7%) involved in fatal crashes.
- Drivers of large trucks in fatal crashes were less likely (7.3%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 20.5%; passenger cars, 15.8%; and light trucks, 12.6%).

Figure 3

Percentage of Previous 5-Year Driving Records of Drivers Involved in Fatal Crashes, by Vehicle Type, 2020



Source: FARS 2020 ARF
Note: Excludes all drivers with previous records that were unknown.

State

Figure 4 is a map that displays the percentage of large trucks involved in fatal crashes by State. Table 5 presents the large-truck involvement in fatal crashes in 2020 for the 50 States, the District of Columbia, and Puerto Rico. Puerto Rico is not included in the overall U.S. total.

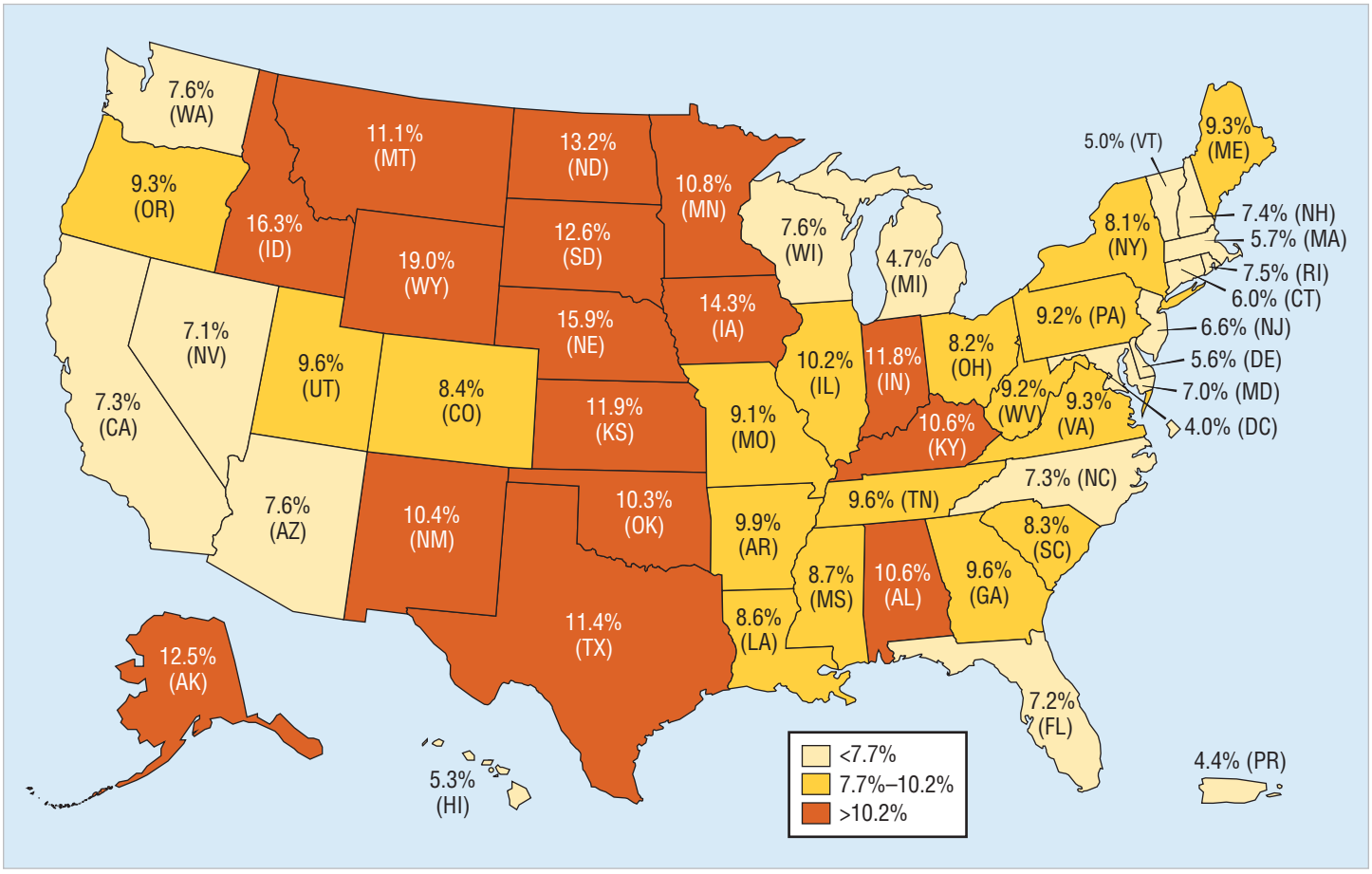
- On average nationwide, 8.9 percent of all vehicles involved in fatal crashes were large trucks.
- The percentage of large trucks involved in fatal crashes, as a proportion of all vehicles, ranged from 4.0 percent in the District of Columbia to 19.0 percent in Wyoming.
- The percentage of large trucks involved in fatal crashes was 10 percent or higher in 17 States.
- Texas had the highest number of large trucks involved in fatal crashes at 622, and the largest number of total vehicles involved in fatal crashes.
- The States with the higher percentages of large trucks involved in fatal crashes are in the middle of the country as compared to the eastern and western portions of the country.

Table 6 shows the number of people killed in large-truck crashes for each of the 50 States, the District of Columbia, and Puerto Rico, by person type in 2020. Puerto Rico is not included in the overall U.S. total.

- The highest number of occupants of large trucks killed was 116 in Texas, followed by 45 in Florida.
- The number of occupants of other vehicles killed ranged from 0 in the District of Columbia to 460 in Texas. Eleven States each had more than 100 occupants of other vehicles killed in large-truck crashes.
- California had the highest number of nonoccupants killed in large-truck crashes at 90. Two other states (Texas, Florida) had more than 50 nonoccupants killed in large-truck crashes.

Figure 4

Percentage of Large Trucks Involved in Fatal Crashes, by State, 2020



Source: FARS 2020 ARF

Table 5

Large Trucks Involved in Fatal Crashes, by State, 2020

State	Total Vehicles Involved in Fatal Crashes	Large Trucks Involved in Fatal Crashes		
		Number	Percentage of Total Vehicles	Percentage of U.S. Total for Large Trucks
Alabama	1,306	138	10.6%	2.9%
Alaska	80	10	12.5%	0.2%
Arizona	1,469	111	7.6%	2.3%
Arkansas	847	84	9.9%	1.7%
California	5,268	384	7.3%	7.9%
Colorado	885	74	8.4%	1.5%
Connecticut	415	25	6.0%	0.5%
Delaware	162	9	5.6%	0.2%
District of Columbia	50	2	4.0%	0.0%
Florida	4,846	351	7.2%	7.2%
Georgia	2,387	230	9.6%	4.8%
Hawaii	114	6	5.3%	0.1%
Idaho	300	49	16.3%	1.0%
Illinois	1,673	170	10.2%	3.5%
Indiana	1,254	148	11.8%	3.1%
Iowa	467	67	14.3%	1.4%
Kansas	578	69	11.9%	1.4%
Kentucky	1,074	114	10.6%	2.4%
Louisiana	1,133	98	8.6%	2.0%
Maine	216	20	9.3%	0.4%
Maryland	818	57	7.0%	1.2%
Massachusetts	488	28	5.7%	0.6%
Michigan	1,567	74	4.7%	1.5%
Minnesota	548	59	10.8%	1.2%
Mississippi	969	84	8.7%	1.7%
Missouri	1,373	125	9.1%	2.6%
Montana	243	27	11.1%	0.6%
Nebraska	333	53	15.9%	1.1%
Nevada	451	32	7.1%	0.7%
New Hampshire	148	11	7.4%	0.2%
New Jersey	818	54	6.6%	1.1%
New Mexico	540	56	10.4%	1.2%
New York	1,437	116	8.1%	2.4%
North Carolina	2,163	157	7.3%	3.2%
North Dakota	136	18	13.2%	0.4%
Ohio	1,766	145	8.2%	3.0%
Oklahoma	916	94	10.3%	1.9%
Oregon	688	64	9.3%	1.3%
Pennsylvania	1,597	147	9.2%	3.0%
Rhode Island	93	7	7.5%	0.1%
South Carolina	1,432	119	8.3%	2.5%
South Dakota	191	24	12.6%	0.5%
Tennessee	1,722	165	9.6%	3.4%
Texas	5,460	622	11.4%	12.8%
Utah	397	38	9.6%	0.8%
Vermont	80	4	5.0%	0.1%
Virginia	1,211	113	9.3%	2.3%
Washington	794	60	7.6%	1.2%
West Virginia	370	34	9.2%	0.7%
Wisconsin	825	63	7.6%	1.3%
Wyoming	174	33	19.0%	0.7%
U.S. Total	**54,272**	**4,842**	**8.9%**	**100.0%**
Puerto Rico	321	14	4.4%	—

Source: FARS 2020 ARF
Note: Percentages may not equal sum of components due to independent rounding.

Table 6

Fatalities in Traffic Crashes Involving Large Trucks, by State and Person Type, 2020

State	Truck Occupants by Crash Type			Other People			Total
	Single Vehicle	Multiple Vehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	
Alabama	16	14	30	101	10	111	141
Alaska	0	2	2	7	0	7	9
Arizona	11	7	18	85	19	104	122
Arkansas	17	6	23	57	7	64	87
California	30	10	40	268	90	358	398
Colorado	17	5	22	54	5	59	81
Connecticut	3	0	3	19	4	23	26
Delaware	0	0	0	7	3	10	10
District of Columbia	0	1	1	0	0	0	1
Florida	22	23	45	246	53	299	344
Georgia	21	19	40	168	26	194	234
Hawaii	1	1	2	3	1	4	6
Idaho	6	4	10	40	2	42	52
Illinois	18	10	28	128	22	150	178
Indiana	12	11	23	112	18	130	153
Iowa	9	6	15	50	6	56	71
Kansas	10	2	12	55	6	61	73
Kentucky	14	7	21	91	6	97	118
Louisiana	8	4	12	75	11	86	98
Maine	5	2	7	13	2	15	22
Maryland	5	1	6	44	7	51	57
Massachusetts	2	1	3	19	6	25	28
Michigan	6	1	7	58	9	67	74
Minnesota	4	7	11	45	3	48	59
Mississippi	3	9	12	63	7	70	82
Missouri	17	7	24	77	18	95	119
Montana	9	0	9	16	6	22	31
Nebraska	6	7	13	40	3	43	56
Nevada	3	7	10	16	12	28	38
New Hampshire	5	0	5	6	1	7	12
New Jersey	4	2	6	28	17	45	51
New Mexico	8	5	13	31	7	38	51
New York	13	5	18	62	37	99	117
North Carolina	15	9	24	122	24	146	170
North Dakota	1	1	2	18	1	19	21
Ohio	11	11	22	113	14	127	149
Oklahoma	8	5	13	67	9	76	89
Oregon	11	2	13	51	9	60	73
Pennsylvania	15	11	26	84	23	107	133
Rhode Island	1	0	1	2	3	5	6
South Carolina	10	6	16	103	13	116	132
South Dakota	2	2	4	23	1	24	28
Tennessee	23	13	36	129	14	143	179
Texas	65	51	116	460	67	527	643
Utah	4	1	5	33	2	35	40
Vermont	1	0	1	2	1	3	4
Virginia	18	14	32	71	5	76	108
Washington	4	1	5	56	4	60	65
West Virginia	5	5	10	19	3	22	32
Wisconsin	3	3	6	59	4	63	69
Wyoming	6	2	8	16	1	17	25
U.S. Total	**508**	**323**	**831**	**3,512**	**622**	**4,134**	**4,965**
Puerto Rico	0	1	1	9	4	13	14

Source: FARS 2020 ARF

Fatality Analysis Reporting System

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 traffic crash must involve a motor vehicle traveling on a public trafficway that results 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 the following year to the final version 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. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of large truck fatalities from the 2019 Final File was 5,032, which was updated from 5,005 from the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

Crash Report Sampling System

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 the National Automotive Sampling System (NASS) General Estimates System (GES) in 2016. More information on CRSS can be found at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

In calendar year 2020, NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines 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 police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

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For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- Alcohol-Impaired Driving
- Bicyclists and Other Cyclists
- Children
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- Passenger Vehicles
- 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
- 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 Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation

National Highway Traffic Safety Administration