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

Traffic Safety Facts
2023 Data

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Large Trucks

In this fact sheet for 2023 the information is presented as follows.

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 lb. These large trucks include both commercial and non-commercial vehicles.

Key Findings

- In 2023 there were 5,472 people killed in traffic crashes involving large trucks. This was an 8-percent decrease from 5,969 in 2022.
- Seventy percent of people killed in large-truck traffic crashes in 2023 were occupants of other vehicles.
- Seventy-six percent of the fatal traffic crashes involving large trucks in 2023 occurred on weekdays (6 a.m. Monday to 5:59 p.m. Friday).
- Four percent of drivers of large trucks involved in fatal traffic crashes in 2023 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, much lower than drivers of other vehicle types (26% for motorcycles, 24% for passenger cars, and 20% for light trucks).
- Drivers of large trucks involved in fatal traffic crashes in 2023 had the second highest percentage (19.4%) of previously recorded traffic crashes compared to drivers of other vehicle types (motorcycles, 19.8%; passenger cars, 17.0%; and light trucks, 15.5%).
- In 2023 drivers of large trucks in fatal traffic crashes were less likely (6.4%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 16.4%; passenger cars, 12.2%; and light trucks, 9.8%).

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). Results from FARS, such as fatal crashes and fatalities, are actual counts, while results from NASS GES and CRSS, such as non-fatal crashes and people injured, are estimates. Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably in this document.

Overview

In 2023 there were 5,472 people killed and an estimated 153,452 people injured in traffic crashes involving large trucks. An estimated 528,177 large trucks were involved in police-reported traffic crashes nationwide during 2023. Table 1 shows a majority (71%) of the large trucks involved in fatal crashes were heavy trucks in 2023 (GVWR > 26,000 lb).

Table 1. Large Trucks Involved in Traffic Crashes, by GVWR and Crash Type, 2020–2023

Year	Medium Trucks (10,001 lb - 26,000 lb)		Heavy Trucks (> 26,000 lb)		Other/Unknown		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Fatal								
2020	1,297	27%	3,519	73%	5	0%	4,821	100%
2021	1,603	28%	4,099	71%	31	1%	5,733	100%
2022	1,705	29%	4,144	71%	24	0%	5,873	100%
2023	1,535	29%	3,815	71%	25	0%	5,375	100%
Injury								
2020	36,334	35%	61,703	59%	6,703	6%	104,741	100%
2021	45,628	39%	61,257	52%	10,325	9%	117,210	100%
2022	46,886	39%	60,562	50%	12,742	11%	120,190	100%
2023	44,540	39%	60,696	53%	9,316	8%	114,552	100%
Property-Damage-Only								
2020	108,623	34%	194,375	60%	18,860	6%	321,859	100%
2021	145,717	36%	213,423	53%	41,644	10%	400,784	100%
2022	152,363	37%	205,845	50%	52,189	13%	410,397	100%
2023	160,651	39%	205,185	50%	42,414	10%	408,250	100%

Sources: FARS 2020–2022 Final File, 2023 Annual Report File (ARF); CRSS 2020-2023

Table 2 provides an overview of people killed and injured in traffic crashes involving large trucks from 2014 to 2023.

Fatalities in traffic crashes involving large trucks decreased by 8 percent from 2022 to 2023. Of the fatalities in 2023:

- 70 percent (3,837) were occupants of other vehicles;
- 18 percent (961) were occupants of large trucks; and
- 12 percent (674) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants).

From 2022 to 2023 there was a 12-percent decrease in the number of large-truck occupants killed, an 8-percent decrease in the number of occupants of other vehicles killed, and a 1-percent decrease in the number of nonoccupants killed in traffic crashes involving large trucks.

Estimates of people injured in traffic crashes involving large trucks decreased by 4 percent from 2022 to 2023. Of the people injured in 2023:

- 70 percent (107,636) were occupants of other vehicles;
- 27 percent (41,733) were occupants of large trucks; and
- 3 percent (4,083) were nonoccupants.

From 2022 to 2023 there was a 15-percent increase in the number of nonoccupants injured, a 7-percent decrease in the number of occupants of other vehicles injured, and a less than 1-percent decrease in the number of large-truck occupants injured in traffic crashes involving large trucks.

Table 2. People Killed and Injured in Traffic Crashes Involving Large Trucks, by Person Type and Crash Type, 2014–2023

Year	Large-Truck Occupants by Crash Type						Other People						Total
	Single-Vehicle		Multi-Vehicle		Total		Occupants of Other Vehicles		Nonoccupants		Total		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Killed													
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	504	10%	318	6%	822	17%	3,501	71%	622	13%	4,123	83%	4,945
2021	584	10%	427	7%	1,011	17%	4,176	72%	634	11%	4,810	83%	5,821
2022	615	10%	483	8%	1,098	18%	4,187	70%	684	11%	4,871	82%	5,969
2023	596	11%	365	7%	961	18%	3,837	70%	674	12%	4,511	82%	5,472
Injured													
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	14,969	11%	26,597	19%	41,566	29%	97,595	69%	2,452	2%	100,048	71%	141,613
2021	13,823	9%	28,346	18%	42,169	27%	109,795	71%	2,849	2%	112,644	73%	154,813
2022	17,167	11%	24,734	15%	41,901	26%	115,181	72%	3,538	2%	118,719	74%	160,619
2023	13,138	9%	28,595	19%	41,733	27%	107,636	70%	4,083	3%	111,719	73%	153,452

Sources: FARS 2014–2022 Final File, 2023 ARF; NASS GES 2014–2015; CRSS 2016–2023
†NASS GES estimates and CRSS estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.
Note: Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years.

In 2023 large trucks accounted for 9 percent of all vehicles involved in fatal traffic crashes and 5 percent of all vehicles involved in injury and property-damage-only traffic crashes. Large trucks accounted for 5 percent of all registered vehicles and 10 percent of the total vehicle miles traveled (VMT) in 2023. In comparison, passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 92 percent of all registered vehicles and 89 percent of the total VMT in 2023.

Table 3 summarizes the number of large trucks involved in fatal and injury traffic 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 2014 to 2023.

Table 3. Large Trucks Involved in Fatal and Injury Traffic Crashes, and Involvement Rates, 2014–2023

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					
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	4,821	12,899,372	37.37	297,649	1.62
2021	5,733	13,822,575	41.48	327,026	1.75
2022	5,873	14,289,238	41.10	331,272	1.77
2023	5,375	14,891,540	36.09	329,858	1.63
Injury Crashes					
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	104,741	12,899,372	812	297,649	35
2021	117,210	13,822,575	848	327,026	36
2022	120,190	14,289,238	841	331,272	36
2023	114,552	14,891,540	769	329,858	35

Sources: FARS 2014–2022 Final File, 2023 ARF; NASS GES 2014–2015; CRSS 2016–2023; VMT and Registered Vehicles - Federal Highway Administration

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

Note: Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years.

Crash Characteristics

In 2023 large trucks were more likely to be involved in fatal multi-vehicle traffic crashes as opposed to fatal single-vehicle crashes than were passenger vehicles. Eighty percent of large trucks involved in fatal traffic crashes were in multi-vehicle crashes, compared with 63 percent for passenger vehicles in 2023.

Table 4 presents percentages of two-vehicle fatal traffic crashes involving large trucks by initial impact point of the large truck and the other vehicle (excluding large trucks) in 2023. The large truck and the other vehicle impacted each other on the front 32.1 percent of the time. The large trucks were impacted from the rear 3 times more often than the other vehicles (21.2% and 6.3%).

Table 4. Percentages of Two-Vehicle Fatal Traffic Crashes Involving Large Trucks, by Initial Impact Point, 2023

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	32.1%	13.1%	9.4%	6.1%	**60.8%**
Left Side	9.4%	0.9%	0.6%	<0.1%	**11.0%**
Right Side	5.8%	0.9%	0.2%	0.1%	**7.0%**
Rear	20.7%	0.4%	0.2%	0.0%	**21.2%**
Total	**68.0%**	**15.4%**	**10.3%**	**6.3%**	**100.0%**

Source: FARS 2023 ARF
Notes: Excludes two-vehicle traffic crashes involving two large trucks. Totals may not equal sum of components due to independent rounding.

According to Table 5, both the large truck and the other vehicle (excluding large trucks) were proceeding straight at the times of the traffic crashes in 41.9 percent of the two-vehicle fatal traffic crashes. In 7.9 percent of these two-vehicle traffic crashes, the other vehicles were turning left regardless of the large-truck maneuvers. In 9.8 percent of these traffic crashes, the trucks and the other vehicles were both negotiating curves. In 5.6 percent of the two-vehicle fatal traffic crashes, the large trucks were stopped in road regardless of the maneuver of the other vehicles.

Table 5. Percentages of Vehicle Maneuvers in Two-Vehicle Fatal Traffic Crashes Involving a Large Truck, by Maneuver of the Large Truck and Maneuver of the Other Vehicle, 2023

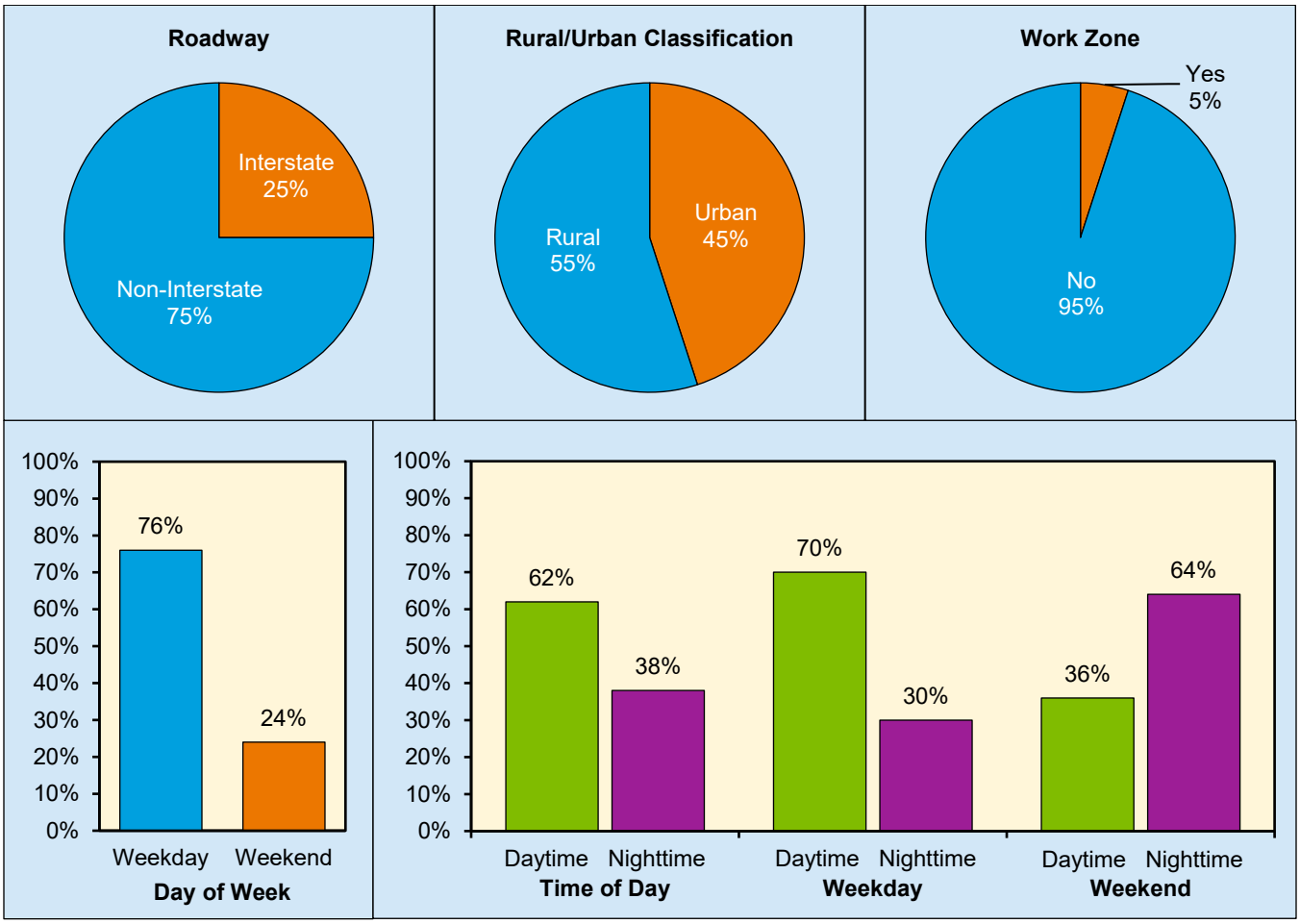
Vehicle Maneuver of the Large Truck	Vehicle Maneuver of the Other Vehicle						
	Going Straight	Stopped in Road	Turning Right	Turning Left	Negotiating a Curve	Other/Unknown Maneuver	Total
Going Straight	41.9%	2.1%	0.6%	6.8%	1.0%	8.7%	**61.1%**
Stopped in Road	5.1%	0.0%	0.0%	0.0%	0.2%	0.3%	**5.6%**
Turning Right	1.1%	<0.1%	0.0%	0.0%	0.0%	0.2%	**1.4%**
Turning Left	7.6%	<0.1%	0.1%	<0.1%	0.4%	0.8%	**8.9%**
Negotiating a Curve	0.6%	0.1%	<0.1%	0.8%	9.8%	1.1%	**12.4%**
Other/Unknown Maneuver	7.9%	0.1%	<0.1%	0.3%	0.9%	1.2%	**10.6%**
Total	**64.3%**	**2.4%**	**0.8%**	**7.9%**	**12.3%**	**12.3%**	**100.0%**

Source: FARS 2023 ARF
Notes: Excludes two-vehicle traffic crashes involving two large trucks. Totals may not equal sum of components due to independent rounding.

Figure 1 shows the percentages of fatal traffic crashes involving large trucks by roadway, rural/urban classification, work zone, day of the week (weekday/weekend), and time of day (nighttime/daytime) in 2023.

- Twenty-five percent of fatal traffic crashes involving large trucks occurred on interstates.
- Fifty-five percent of fatal traffic crashes involving large trucks occurred in rural areas.
- Only 5 percent of fatal traffic crashes involving large trucks occurred in work zones.
- Seventy-six percent of the fatal traffic crashes involving large trucks occurred on weekdays.
- Of those fatal traffic crashes involving large trucks during weekdays, 70 percent occurred during daytime from 6 a.m. to 5:59 p.m.

Figure 1. Percentages of Fatal Traffic Crashes Involving Large Trucks in Relation to Roadway, Rural/Urban Classification, Work Zone, Day of Week and Time of Day, 2023



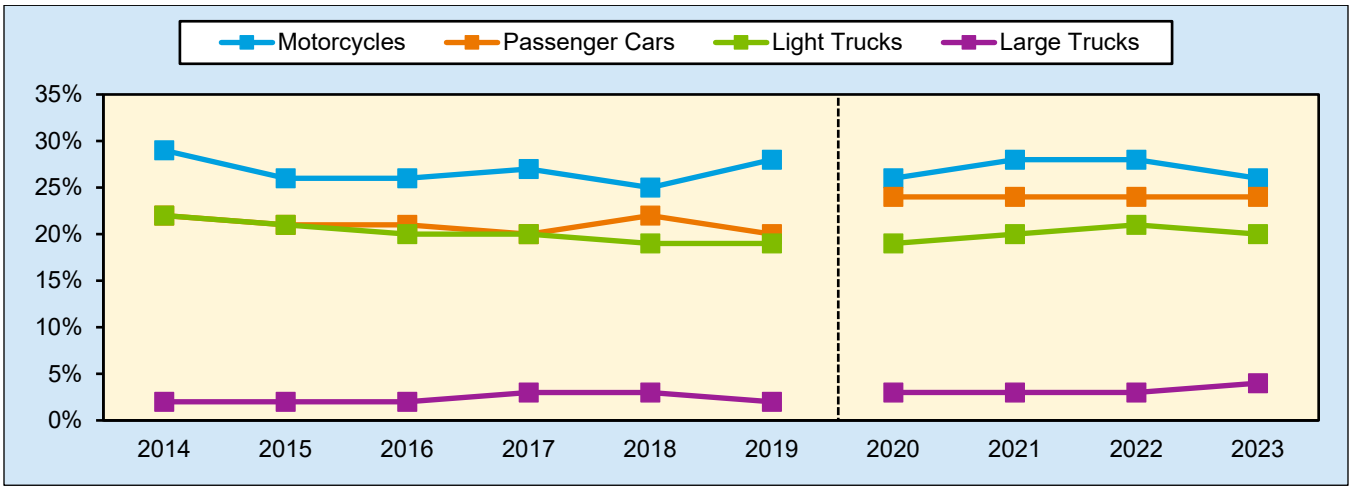
Source: FARS 2023 ARF
Note: Unknowns were removed before calculating percentages.
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)
Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.

Drivers

Drivers are considered to be alcohol-impaired when their BACs are .08 g/dL or higher. All 50 States, the District of Columbia, and Puerto Rico have set a threshold making it illegal to drive with a BAC of .08 g/dL or higher. Operating a commercial vehicle at a BAC of .04 g/dL or above is a violation of Federal regulations and may result in criminal charges.

Figure 2 displays the proportions of alcohol-impaired drivers in fatal traffic crashes by vehicle types (large trucks, passenger cars, light trucks, and motorcycles) over the 10-year period 2014 to 2023. The percentage of drivers of large trucks involved in fatal traffic crashes who were alcohol-impaired was 4 percent in 2023. For drivers of other types of vehicles involved in fatal traffic crashes in 2023, the percentages of alcohol-impaired drivers were 26 percent for motorcycles, 24 percent for passenger cars, and 20 percent for light trucks.

Figure 2. Estimated Proportions of Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Vehicle Type, 2014–2023

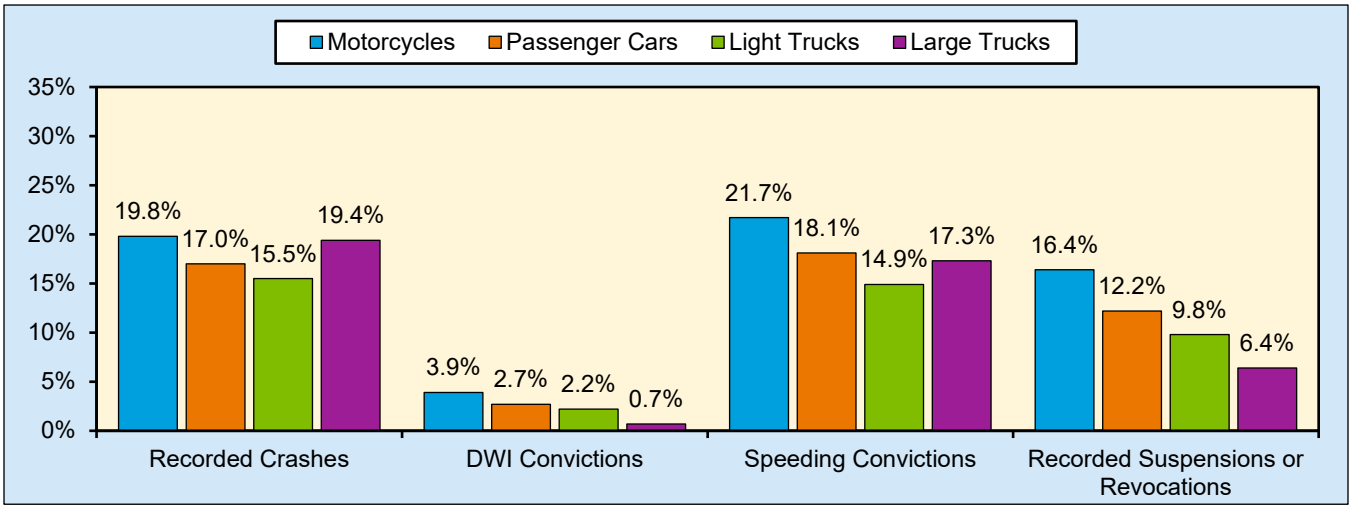


Source: FARS 2014–2022 Final File, FARS 2023 ARF
Notes: Due to a vehicle classification change, the 2020 and later year data are not comparable to 2019 and earlier years. Starting in 2022, motorcyclists no longer include people on motorized bicycles. NHTSA estimates BACs when alcohol test results are unknown.

Figure 3 presents the percentages of drivers involved in fatal traffic 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 2023.

- Large-truck drivers had the second highest percentage (19.4%) of previously recorded traffic crashes compared to drivers of other vehicle types (motorcycles, 19.8%; passenger cars, 17.0%; and light trucks, 15.5%).
- Large-truck drivers had the lowest percentage (0.7%) of previous DWI convictions compared to drivers of other vehicle types (motorcycles, 3.9%; passenger cars, 2.7%; and light trucks, 2.2%).
- Large-truck drivers had the third highest percentage (17.3%) of at least one prior speeding conviction compared to motorcycle drivers (21.7%) who had the highest.
- Drivers of large trucks in fatal traffic crashes were less likely (6.4%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 16.4%; passenger cars, 12.2%; and light trucks, 9.8%).

Figure 3. Percentages of Previous 5-Year Driving Records of Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2023



Source: FARS 2023 ARF
Note: Excludes all drivers with previous records that were unknown.

State

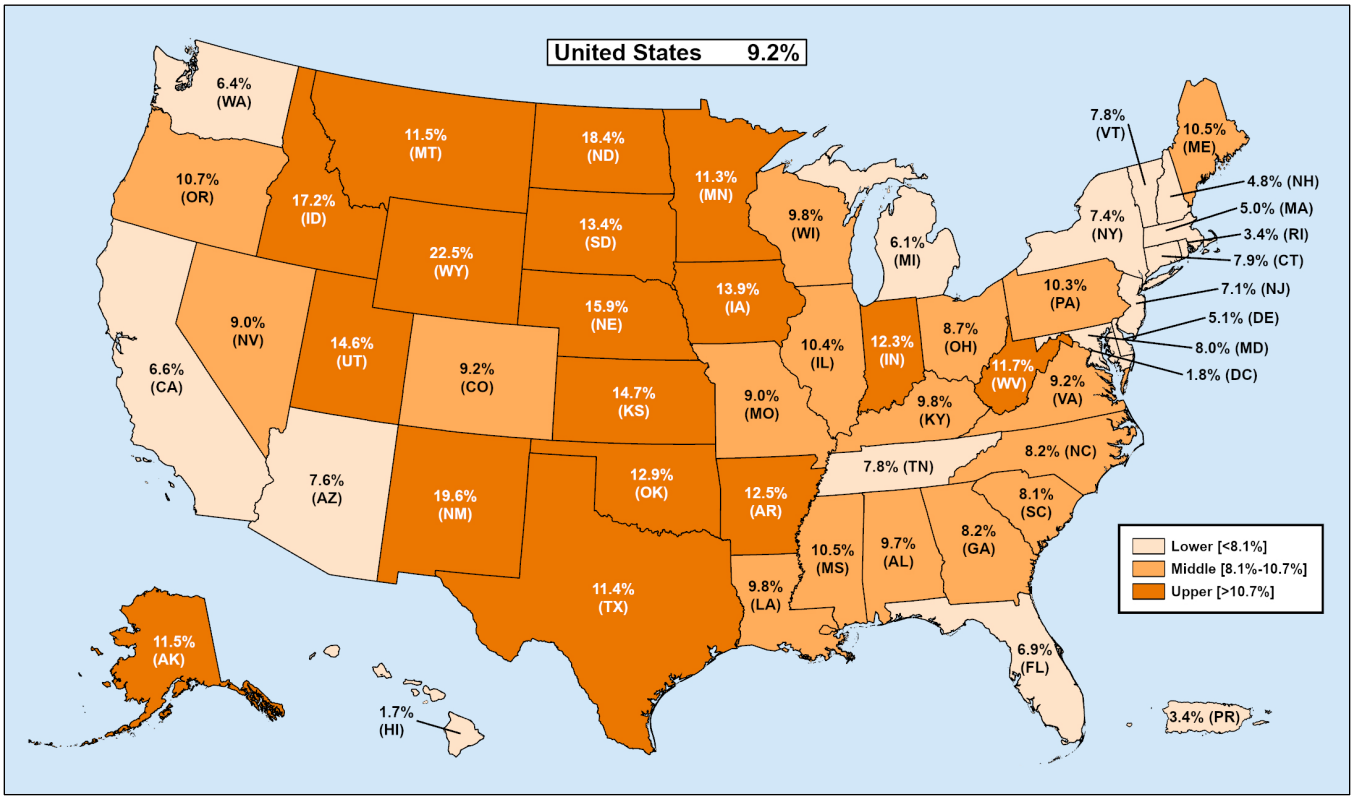
Figure 4 displays the percentage of large trucks involved in fatal traffic crashes by State. Table 6 presents the large-truck involvement in fatal traffic crashes in 2023 for the 50 States, the District of Columbia, and Puerto Rico. Puerto Rico is not included in the overall U.S. total.

- On average nationwide, 9.2 percent of all vehicles involved in fatal traffic crashes were large trucks.
- The percentages of large trucks involved in fatal traffic crashes, as a proportion of all vehicles, ranged from 1.7 percent in Hawaii to 22.5 percent in Wyoming among the 50 States.
- The percentages of large trucks involved in fatal traffic crashes were 10 percent or higher in 22 States.
- Texas had the highest number of large trucks involved in fatal traffic crashes at 705, and the largest number of total vehicles involved in fatal traffic crashes at 6,177.
- Most of the States with higher percentages of large trucks involved in fatal traffic crashes are located in the middle of the country.

Table 7 shows the number of people killed in large-truck traffic crashes for each of the 50 States, the District of Columbia, and Puerto Rico, by person type in 2023. Puerto Rico is not included in the overall U.S. total.

- The highest number of large-truck occupants killed was 153 in Texas, followed by 52 in Florida.
- The number of occupants of other vehicles killed ranged from 0 in Hawaii and the District of Columbia to 493 in Texas. Ten States each had more than 100 occupants of other vehicles killed in large-truck traffic crashes.
- Texas had the highest number of nonoccupants killed in large-truck traffic crashes at 84. Two other States (California and Florida) had more than 50 nonoccupants killed in large-truck traffic crashes.

Figure 4. Large Trucks Involved, as Percentages of Total Vehicles in Fatal Traffic Crashes, by State, 2023



Source: FARS 2023 ARF

Table 6. Large Trucks Involved in Fatal Traffic Crashes, by State, 2023

State	Total Vehicles Involved in Fatal Traffic Crashes	Large Trucks Involved in Fatal Traffic Crashes		
		Number	Percentage of Total Vehicles	Percentage of U.S. Total for Large Trucks
Alabama	1,380	134	9.7%	2.5%
Alaska	87	10	11.5%	0.2%
Arizona	1,960	149	7.6%	2.8%
Arkansas	845	106	12.5%	2.0%
California	5,621	371	6.6%	6.9%
Colorado	1,010	93	9.2%	1.7%
Connecticut	442	35	7.9%	0.7%
Delaware	197	10	5.1%	0.2%
District of Columbia	57	1	1.8%	0.0%
Florida	5,045	348	6.9%	6.5%
Georgia	2,276	186	8.2%	3.5%
Hawaii	117	2	1.7%	0.0%
Idaho	402	69	17.2%	1.3%
Illinois	1,829	191	10.4%	3.6%
Indiana	1,296	159	12.3%	3.0%
Iowa	504	70	13.9%	1.3%
Kansas	543	80	14.7%	1.5%
Kentucky	1,154	113	9.8%	2.1%
Louisiana	1,244	122	9.8%	2.3%
Maine	172	18	10.5%	0.3%
Maryland	902	72	8.0%	1.3%
Massachusetts	480	24	5.0%	0.4%
Michigan	1,616	98	6.1%	1.8%
Minnesota	585	66	11.3%	1.2%
Mississippi	969	102	10.5%	1.9%
Missouri	1,406	126	9.0%	2.3%
Montana	279	32	11.5%	0.6%
Nebraska	321	51	15.9%	0.9%
Nevada	554	50	9.0%	0.9%
New Hampshire	189	9	4.8%	0.2%
New Jersey	858	61	7.1%	1.1%
New Mexico	613	120	19.6%	2.2%
New York	1,537	114	7.4%	2.1%
North Carolina	2,231	183	8.2%	3.4%
North Dakota	147	27	18.4%	0.5%
Ohio	1,819	158	8.7%	2.9%
Oklahoma	1,050	135	12.9%	2.5%
Oregon	794	85	10.7%	1.6%
Pennsylvania	1,729	178	10.3%	3.3%
Rhode Island	89	3	3.4%	0.1%
South Carolina	1,470	119	8.1%	2.2%
South Dakota	194	26	13.4%	0.5%
Tennessee	1,917	149	7.8%	2.8%
Texas	6,177	705	11.4%	13.1%
Utah	404	59	14.6%	1.1%
Vermont	90	7	7.8%	0.1%
Virginia	1,261	116	9.2%	2.2%
Washington	1,098	70	6.4%	1.3%
West Virginia	367	43	11.7%	0.8%
Wisconsin	814	80	9.8%	1.5%
Wyoming	178	40	22.5%	0.7%
U.S. Total	**58,319**	**5,375**	**9.2%**	**100.0%**
Puerto Rico	417	14	3.4%	-

Source: FARS 2023 ARF
Note: Percentages may not equal sum of components due to independent rounding.

Table 7. Fatalities in Traffic Crashes Involving Large Trucks, by State and Person Type, 2023

State	Large-Truck Occupants by Crash Type			Other People			
	Single-Vehicle	Multi-Vehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	Total
Alabama	19	10	29	97	11	108	137
Alaska	1	0	1	7	2	9	10
Arizona	13	13	26	116	13	129	155
Arkansas	22	9	31	53	9	62	93
California	19	7	26	304	62	366	392
Colorado	17	6	23	56	12	68	91
Connecticut	3	3	6	26	5	31	37
Delaware	2	1	3	7	0	7	10
District of Columbia	0	0	0	0	1	1	1
Florida	27	25	52	233	56	289	341
Georgia	17	12	29	135	24	159	188
Hawaii	0	0	0	0	2	2	2
Idaho	10	8	18	39	5	44	62
Illinois	18	15	33	132	25	157	190
Indiana	11	19	30	96	17	113	143
Iowa	13	4	17	58	3	61	78
Kansas	15	2	17	62	10	72	89
Kentucky	12	5	17	88	9	97	114
Louisiana	9	5	14	89	17	106	120
Maine	2	0	2	11	5	16	18
Maryland	6	3	9	51	12	63	72
Massachusetts	3	0	3	11	8	19	22
Michigan	8	5	13	80	8	88	101
Minnesota	10	4	14	54	3	57	71
Mississippi	22	6	28	75	4	79	107
Missouri	13	11	24	83	13	96	120
Montana	6	0	6	24	4	28	34
Nebraska	5	3	8	48	4	52	60
Nevada	6	2	8	35	13	48	56
New Hampshire	0	0	0	11	0	11	11
New Jersey	9	2	11	44	7	51	62
New Mexico	10	18	28	56	14	70	98
New York	9	5	14	72	34	106	120
North Carolina	17	7	24	144	24	168	192
North Dakota	3	3	6	18	2	20	26
Ohio	10	6	16	133	18	151	167
Oklahoma	18	16	34	84	11	95	129
Oregon	9	6	15	57	25	82	97
Pennsylvania	18	7	25	140	15	155	180
Rhode Island	0	0	0	2	1	3	3
South Carolina	11	9	20	87	15	102	122
South Dakota	2	4	6	20	1	21	27
Tennessee	16	13	29	106	19	125	154
Texas	84	69	153	493	84	577	730
Utah	11	3	14	41	8	49	63
Vermont	2	0	2	5	0	5	7
Virginia	20	7	27	80	13	93	120
Washington	8	3	11	58	10	68	79
West Virginia	10	2	12	30	3	33	45
Wisconsin	6	5	11	68	6	74	85
Wyoming	14	2	16	18	7	25	41
U.S. Total	**596**	**365**	**961**	**3,837**	**674**	**4,511**	**5,472**
Puerto Rico	2	0	2	6	6	12	14

Source: FARS 2023 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 trafficway customarily open to the public 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 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of fatalities involving large trucks from the 2022 Final File was 5,969, which was updated from 5,936 from the 2022 ARF.

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. 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.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS and CRSS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS and CRSS are no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS or CRSS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS, NASS GES, and CRSS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS and CRSS data files. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

The suggested APA format citation for this document is:

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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.nhtsa.gov/report-a-safety-problem.

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

- Fatal Motor Vehicle Traffic 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)
- Motor Vehicle Traffic Crash Databook
- Leading Cause of Death Reports
- 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
- Race and Ethnicity
- Rural/Urban Traffic Fatalities
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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