



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



Traffic Safety Facts

2023 Data

DOT HS 813 723

May 2025

Passenger Vehicles

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

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Passenger vehicles are defined as motor vehicles with gross vehicle weight ratings of 10,000 pounds or less and include passenger cars and light trucks (SUVs, pickups, vans, and other light trucks).

Key Findings

- In 2023 there were 23,959 passenger vehicle occupants who died in motor vehicle traffic crashes, a 6-percent decrease from 25,500 in 2022. An estimated 1,947,298 passenger vehicle occupants were injured, a 2-percent increase from 1,900,627 in 2022.
- Passenger vehicles made up 92 percent of registered vehicles and accounted for 89 percent of total vehicle miles traveled (VMT) in 2023. There were 58,319 vehicles involved in fatal traffic crashes in 2023, of which 76 percent (44,114) were passenger vehicles.
- In 2023 the traffic fatality rate per 100,000 registered vehicles continued to be the highest for passenger car occupants (11.61), followed by pickup occupants (7.67), van occupants (6.43), and SUV occupants (6.42).
- Among the passenger vehicle occupants killed in 2023 in motor vehicle traffic crashes, 49 percent were passenger car occupants and 51 percent were light-truck occupants.
- When a passenger car and a light truck hit head-on in a fatal traffic crash in 2023, an occupant was nearly three 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 traffic crashes in 2023 were killed.
- Among passenger vehicle occupants killed in 2023 by vehicle type, the percentages of fatalities in vehicles that rolled over in traffic crashes was highest for pickups (38%), followed by SUVs (33%), vans (25%), and passenger cars (20%).
- Drivers of passenger cars had the highest percentage of alcohol impairment in fatal traffic crashes (24%) compared to other passenger vehicle drivers (22% for pickups, 19% for SUVs, and 12% for vans) in 2023.
- Drivers of passenger cars had the highest percentage of drivers who were speeding in fatal traffic crashes (22%) compared to other passenger vehicle drivers (16% for pickups, 14% for SUVs, and 9% for vans) in 2023.

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

This fact sheet has data only from 2020 to 2023 using vPIC. For earlier-year data, refer to the 2020 Passenger Vehicles TSF at crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813323. The data in this previous publication used the earlier vehicle type classification based on NCSA body type.

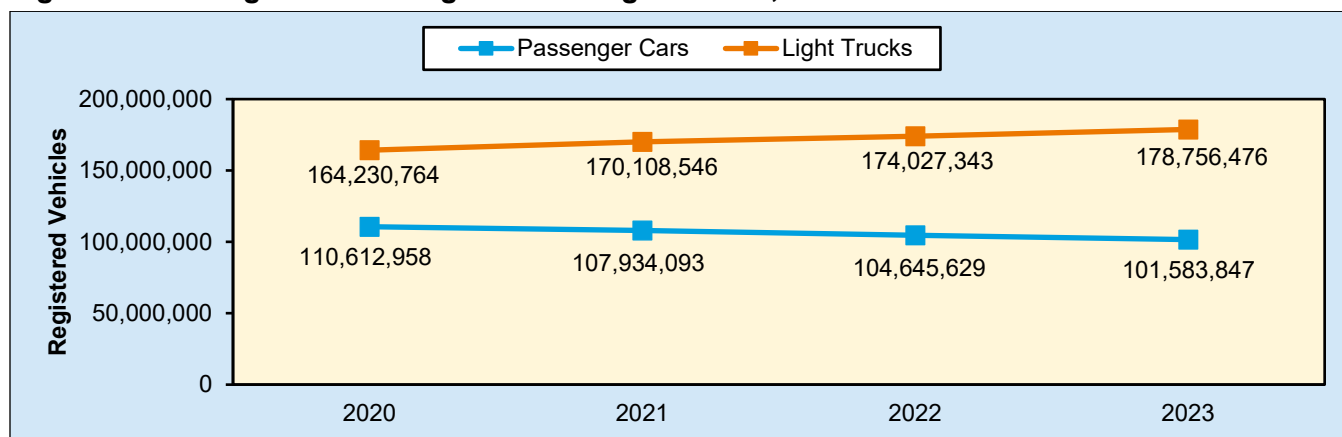
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for 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.

Registration Data

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.

Figure 1 highlights the passenger car and light-truck registration data from 2020 to 2023. From 2022 to 2023 passenger car registrations decreased by 3 percent, and light-truck registrations increased by 3 percent. Among the light-truck categories in 2023 compared to 2022, SUV registrations increased by 4 percent, pickup registrations increased by 1 percent, and van registrations decreased by 2 percent.

Figure 1. Passenger Car and Light-Truck Registrations, 2020–2023



Source: Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

Overview

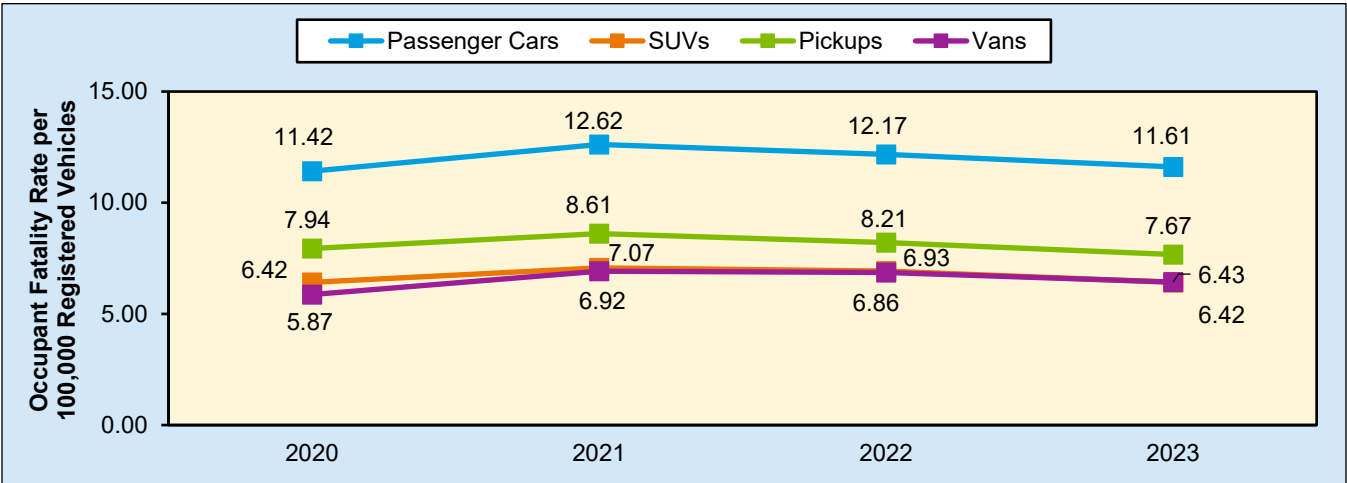
In 2023:

- There were 23,959 passenger vehicle occupants who died in motor vehicle traffic crashes, a 6-percent decrease from 25,500 in 2022, and an estimated 1,947,298 passenger vehicle occupants who were injured, a 2-percent increase from 1,900,627 in 2022.
- Passenger vehicles made up 92 percent of registered vehicles and accounted for 89 percent of total VMT.
- An estimated 10,906,020 vehicles were involved in police-reported traffic crashes; 82 percent (8,941,955) were passenger vehicles.
- There were 58,319 vehicles involved in fatal traffic crashes, of which 76 percent (44,114) were passenger vehicles.

Figure 2 displays the occupant fatality rates per 100,000 registered vehicles in traffic crashes for four types of passenger vehicles (passenger cars, SUVs, pickups, and vans) from 2020 to 2023. Overall, the occupant fatality rate trend for each vehicle type decreased from 2022 to 2023. The data for Figure 2 is presented in Tables 1 and 2.

In 2023 the fatality rate continued to be highest for passenger car occupants (11.61), followed by pickup occupants (7.67), van occupants (6.43), and SUV occupants (6.42). Occupant fatality rates per 100,000 registered vehicles from 2022 to 2023 decreased by 5 percent (12.17 to 11.61) for passenger cars and decreased by 7 percent (7.33 to 6.81) for light trucks. Among light-truck categories, occupant fatality rates decreased by 7 percent (6.93 to 6.42) for SUVs, decreased by 7 percent (8.21 to 7.67) for pickups, and decreased by 6 percent (6.86 to 6.43) for vans.

Figure 2. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Traffic Crashes, by Vehicle Type, 2020–2023



Sources: FARS 2020–2022 Final File, 2023 Annual Report File (ARF); Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

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 in traffic crashes for total passenger vehicles as well as separately for passenger cars and light trucks from 2020 to 2023.

- Passenger car occupant fatalities, as a proportion of passenger vehicle occupant traffic fatalities, decreased from 50 percent in 2022 (12,737 of 25,500) to 49 percent in 2023 (11,792 of 23,959).
- Light-truck occupant fatalities, as a proportion of passenger vehicle occupant traffic fatalities, increased from 50 percent in 2022 (12,763 of 25,500) to 51 percent in 2023 (12,167 of 23,959).

- From 2022 to 2023 in traffic crashes:
 - The total passenger vehicle occupant fatality rate decreased from 9.15 to 8.55 (-7%).
 - The passenger car occupant fatality rate decreased from 12.17 to 11.61 (-5%).
 - The light-truck occupant fatality rate decreased from 7.33 to 6.81 (-7%).
 - The passenger vehicle occupant injury rate increased from 682 to 695 (+2%).
 - The passenger car occupant injury rate decreased from 927 to 905 (-2%).
 - The light-truck occupant injury rate increased from 535 to 575 (+7%).

Table 1. Passenger Vehicle Occupants Killed and Injured in Traffic Crashes, Registered Vehicles, and Occupant Fatality/Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2020–2023

Year	Passenger Vehicle Type						Total*		
	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
2020	12,628	110,612,958	11.42	11,286	164,230,764	6.87	23,914	274,843,722	8.70
2021	13,619	107,934,093	12.62	12,847	170,108,546	7.55	26,466	278,042,639	9.52
2022	12,737	104,645,629	12.17	12,763	174,027,343	7.33	25,500	278,672,972	9.15
2023	11,792	101,583,847	11.61	12,167	178,756,476	6.81	23,959	280,340,323	8.55
Year	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate
2020	1,022,587	110,612,958	924	884,424	164,230,764	539	1,907,011	274,843,722	694
2021	1,108,839	107,934,093	1,027	983,904	170,108,546	578	2,092,743	278,042,639	753
2022	969,838	104,645,629	927	930,789	174,027,343	535	1,900,627	278,672,972	682
2023	919,035	101,583,847	905	1,028,263	178,756,476	575	1,947,298	280,340,323	695

Sources: FARS 2020–2022 Final File, 2023 ARF; CRSS 2020–2023; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

*Includes other/unknown light-truck vehicle types.

Note: Due to amendments in the 2021 FARS Final File, the 2021 passenger car occupant fatalities changed from 13,618 to 13,619.

Table 2 presents the same information as in Table 1 for three light-truck categories (SUVs, pickups, and vans) from 2020 to 2023 in traffic crashes.

- From 2022 to 2023 in traffic crashes:
 - The SUV occupant fatality rate decreased from 6.93 to 6.42 (-7%).
 - The pickup occupant fatality rate decreased from 8.21 to 7.67 (-7%).
 - The van occupant fatality rate decreased from 6.86 to 6.43 (-6%).
 - The SUV occupant injury rate increased from 607 to 647 (+7%).
 - The pickup occupant injury rate increased from 392 to 427 (+9%).
 - The van occupant injury rate increased from 571 to 622 (+9%).

Table 2. Light-Truck Occupants Killed and Injured in Traffic Crashes, Registered Vehicles, and Occupant Fatality/Injury Rates per 100,000 Registered Vehicles, by Vehicle Type, 2020–2023

Year	Light-Truck Vehicle Type*								
	SUVs			Pickups			Vans		
	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate	Occupant Fatalities	Registered Vehicles	Occupant Fatality Rate
2020	6,015	93,697,770	6.42	4,321	54,407,870	7.94	938	15,977,754	5.87
2021	6,990	98,928,860	7.07	4,770	55,373,720	8.61	1,084	15,660,603	6.92
2022	7,121	102,758,301	6.93	4,586	55,840,036	8.21	1,049	15,287,627	6.86
2023	6,888	107,357,274	6.42	4,311	56,233,914	7.67	966	15,028,686	6.43
Year	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate	Occupants Injured	Registered Vehicles	Occupant Injury Rate
2020	580,609	93,697,770	620	218,537	54,407,870	402	84,318	15,977,754	528
2021	659,903	98,928,860	667	228,002	55,373,720	412	95,997	15,660,603	613
2022	624,248	102,758,301	607	218,988	55,840,036	392	87,359	15,287,627	571
2023	694,259	107,357,274	647	240,317	56,233,914	427	93,549	15,028,686	622

Sources: FARS 2020–2022 Final File, 2023 ARF; CRSS 2020–2023; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

*Excludes other/unknown light-truck vehicle types.

The Federal Highway Administration (FHWA) releases annual 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 2020 to 2023 in traffic crashes.

Some highlights from 2022 to 2023:

- The occupant fatality rate per 100 million VMT for passenger vehicles decreased from 0.90 to 0.83 (-8%).
- The occupant fatality rate for passenger cars decreased from 1.20 to 1.13 (-6%).
- The occupant fatality rate for light trucks decreased from 0.72 to 0.66 (-8%).
- The occupant injury rate for passenger vehicles increased from 67 to 68 (+1%).
- The occupant injury rate for passenger cars decreased from 91 to 88 (-3%).
- The occupant injury rate for light trucks increased from 53 to 56 (+6%).

Table 3. Passenger Vehicle Occupants Killed and Injured in Traffic Crashes, Vehicle Miles Traveled, and Occupant Fatality/Injury Rates per 100 Million VMT, by Vehicle Type, 2020–2023

Year	Passenger Vehicle Type						Total*		
	Passenger Cars			Light Trucks*					
	Occupant Fatalities	VMT (millions)	Occupant Fatality Rate	Occupant Fatalities	VMT (millions)	Occupant Fatality Rate	Occupant Fatalities	VMT (millions)	Occupant Fatality Rate
2020	12,628	1,035,519	1.22	11,286	1,537,469	0.73	23,914	2,572,988	0.93
2021	13,619	1,074,905	1.27	12,847	1,694,094	0.76	26,466	2,768,999	0.96
2022	12,737	1,059,950	1.20	12,763	1,762,714	0.72	25,500	2,822,664	0.90
2023	11,792	1,043,259	1.13	12,167	1,835,817	0.66	23,959	2,879,076	0.83
Year	Occupants Injured	VMT (millions)	Occupant Injury Rate	Occupants Injured	VMT (millions)	Occupant Injury Rate	Occupants Injured	VMT (millions)	Occupant Injury Rate
2020	1,022,587	1,035,519	99	884,424	1,537,469	58	1,907,011	2,572,988	74
2021	1,108,839	1,074,905	103	983,904	1,694,094	58	2,092,743	2,768,999	76
2022	969,838	1,059,950	91	930,789	1,762,714	53	1,900,627	2,822,664	67
2023	919,035	1,043,259	88	1,028,263	1,835,817	56	1,947,298	2,879,076	68

Sources: FARS 2020–2022 Final File, 2023 ARF; CRSS 2020–2023; VMT – FHWA

*Includes other/unknown light-truck vehicle types.

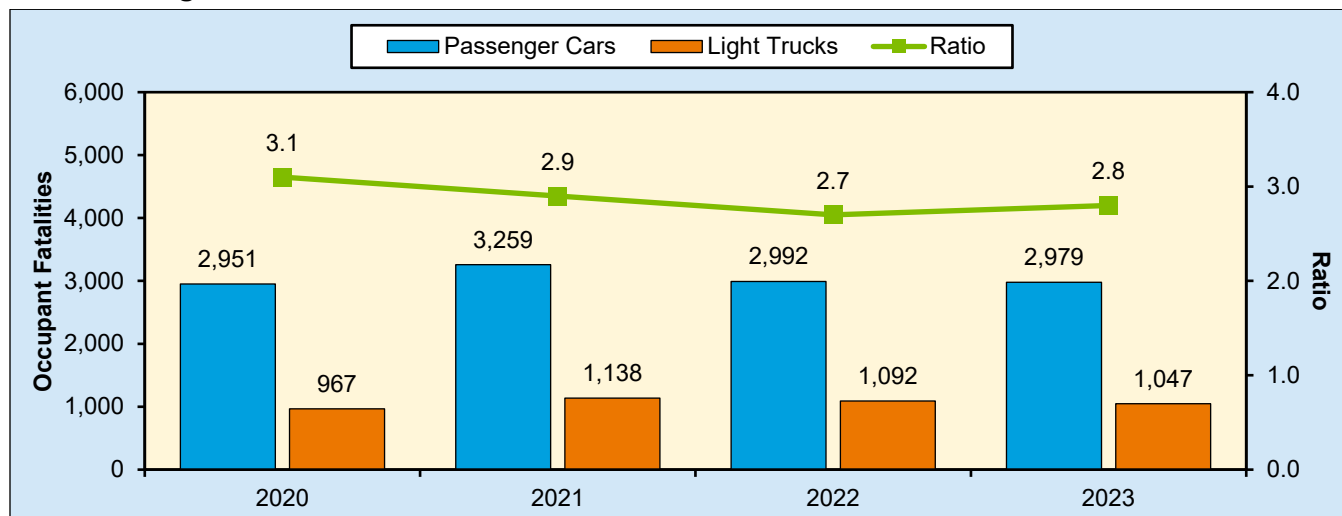
Note: Due to amendments in the 2021 FARS Final File, the 2021 passenger car occupant fatalities changed from 13,618 to 13,619.

Fatal Passenger Car and Light-Truck, Two-Vehicle Traffic Crashes

In 2023 there were 3,655 fatal two-vehicle traffic crashes each involving a passenger car and a light truck, which accounted for 26 percent of all fatal two-vehicle traffic crashes (13,906) and 10 percent of all fatal traffic crashes (37,654). Figure 3 displays the number of occupant fatalities in two-vehicle traffic crashes that each involved one passenger car and one light truck from 2020 to 2023 as well as the ratio of passenger car occupant fatalities and light-truck occupant fatalities in these crashes. In these crashes, there was a range of 2.7 to 3.1 times as many passenger car occupant fatalities as light-truck occupant fatalities, and in 2023 the ratio was 2.8. In more detail from 2020 to 2023:

- When a passenger car and a light truck hit head-on, an occupant was 2.9 to 3.2 times more frequently killed in the passenger car than in the light truck. In 2023 the ratio was 2.9.
- When a passenger car front hit the side of a light truck, an occupant was 1.5 to 1.8 times more frequently killed in the light truck than in the passenger car. In 2023 the ratio was 1.6.
- However, when a light truck front hit the side of a passenger car, an occupant was 12.4 to 14.4 times more frequently killed in the passenger car than in the light truck. In 2023 the ratio was 14.4.

Figure 3. Occupant Fatalities and Ratios in Two-Vehicle Traffic Crashes Involving a Passenger Car and a Light Truck, 2020–2023



Source: FARS 2020–2022 Final File, 2023 ARF

Table 4 presents the number of occupant fatalities in two-vehicle traffic crashes between a passenger car and a light truck from 2022 to 2023:

- The number of passenger car occupant fatalities decreased by 0.4 percent, from 2,992 in 2022 to 2,979 in 2023.
- The number of light-truck occupant fatalities decreased by 4.1 percent, from 1,092 in 2022 to 1,047 in 2023.

Table 4. Occupant Fatalities in Two-Vehicle Traffic Crashes Involving a Passenger Car and a Light Truck, 2022 and 2023

Occupants	Year		Percentage Change
	2022	2023	
Killed in Passenger Cars	2,992	2,979	-0.4%
Killed in Light Trucks	1,092	1,047	-4.1%

Source: FARS 2022 Final File, 2023 ARF

Restraint Use

The 2023 National Occupant Protection Use Survey (NOPUS) observed that the seat belt use rate among adult front-seat occupants was 91.9 percent for passenger vehicles, 91.8 percent for passenger cars, 93.9 percent for vans and SUVs, and 87.0 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

In fatal traffic crashes in 2023 there were 23,959 passenger vehicle occupants who were killed. Rural areas accounted for 49 percent of these occupant fatalities. For these passenger vehicle occupant fatalities occurring in

¹ National Center for Statistics and Analysis. (2024, February). *Seat belt use in 2023 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 813 543). National Highway Traffic Safety Administration. crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813543

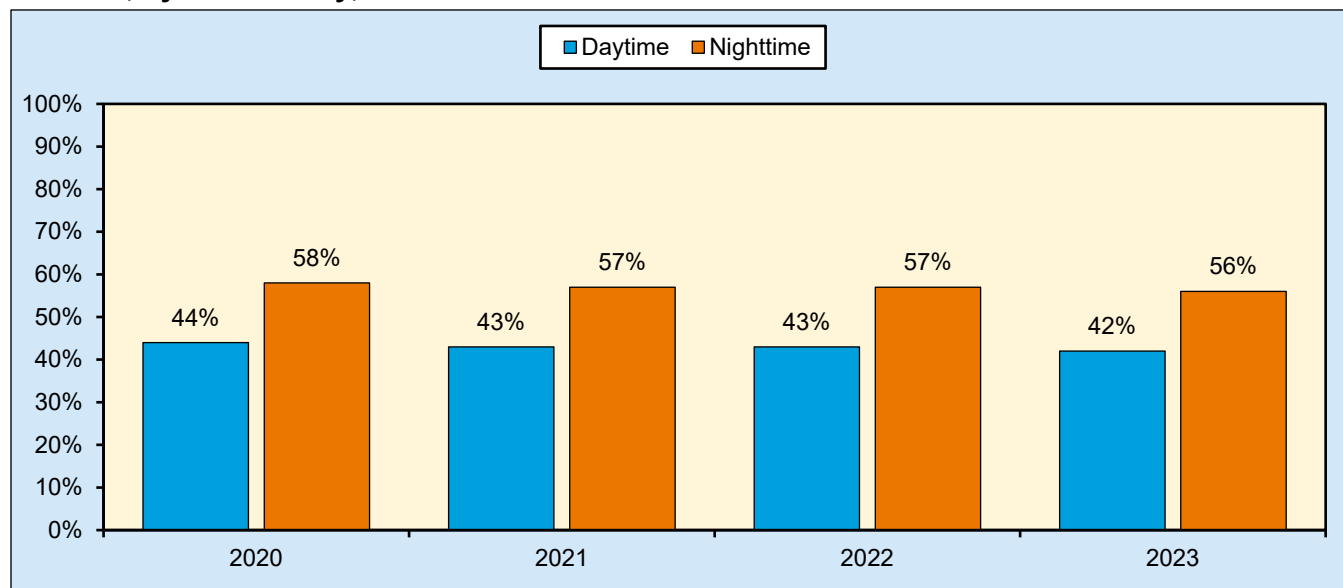
² Kahane, C. J., & Simons, J. F. (2024, December). *Fatalities, injuries, and crashes prevented by vehicle safety technologies and associated FMVSS, 1968 to 2019 – Passenger cars and LTVs* (Report No. DOT HS 813 611). National Highway Traffic Safety Administration. crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813611

rural areas, 50 percent were unrestrained (based on known restraint use) compared to 48 percent in urban areas (based on known restraint use). Sixty-one 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.

Figure 4 displays the percentages of passenger vehicle occupants killed in traffic crashes 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 2020 to 42 percent in 2023.
- Nighttime (6 p.m. to 5:59 a.m.) declined from 58 percent in 2020 to 56 percent in 2023.

Figure 4. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, by Time of Day, 2020–2023



Source: FARS 2020-2022 Final File, 2023 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 in traffic crashes, by vehicle type and time of day, from 2020 to 2023. SUV occupant fatalities had the lowest daytime percentage (39%) and van occupant fatalities had the lowest nighttime percentage (46%) of unrestrained occupant fatalities in 2023, while pickup occupant fatalities had the highest percentages (52% daytime and 69% nighttime).

Table 5. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, By Time of Day and Vehicle Type, 2020–2023

Time of Day and Year		Passenger Vehicle Type					Total**
		Passenger Cars	Light Trucks				
			SUVs	Pickups	Vans	Total**	
Daytime	2020	39%	44%	55%	44%	48%	44%
	2021	40%	42%	55%	36%	46%	43%
	2022	40%	41%	55%	36%	45%	43%
	2023	40%	39%	52%	44%	44%	42%
Nighttime	2020	54%	61%	69%	50%	63%	58%
	2021	54%	57%	68%	55%	61%	57%
	2022	54%	57%	69%	48%	60%	57%
	2023	53%	54%	69%	46%	59%	56%

Source: FARS 2020–2022 Final File, 2023 ARF

*Based on known restraint use.

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

Daytime – 6 a.m. to 5:59 p.m.

Nighttime – 6 p.m. to 5:59 a.m.

Ejection

The term “totally ejected” means that the occupant’s body was entirely outside the vehicle but may have been 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 (3,892 of 4,751) who were totally ejected from vehicles involved in fatal traffic crashes in 2023 were killed. Ejection from a 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 ejection risks.

Table 6 presents the ejection status of passenger vehicle occupants involved (killed and survived) in fatal traffic crashes in 2023. In passenger cars, 13 percent of occupants killed were totally ejected from the vehicles, while 20 percent of those killed in light trucks were totally ejected.

Table 6. Passenger Vehicle Occupants Involved in Fatal Traffic Crashes, by Vehicle Type, Survival Status, and Ejection Status, 2023

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	9,740	83%	1,504	13%	413	4%	1,951	17%	101	1%	11,792	100%
	Survived	14,941	97%	302	2%	46	0%	352	2%	148	1%	15,441	100%
	Total	24,681	91%	1,806	7%	459	2%	2,303	8%	249	1%	27,233	100%
Light Trucks**	Killed	9,065	75%	2,388	20%	611	5%	3,024	25%	78	1%	12,167	100%
	Survived	25,627	97%	557	2%	53	0%	625	2%	290	1%	26,542	100%
	Total	34,692	90%	2,945	8%	664	2%	3,649	9%	368	1%	38,709	100%
Passenger Vehicles**	Killed	18,805	78%	3,892	16%	1,024	4%	4,975	21%	179	1%	23,959	100%
	Survived	40,568	97%	859	2%	99	0%	977	2%	438	1%	41,983	100%
	Total	59,373	90%	4,751	7%	1,123	2%	5,952	9%	617	1%	65,942	100%

Source: FARS 2023 ARF

*Includes ejected unknowns if totally or partially ejected.

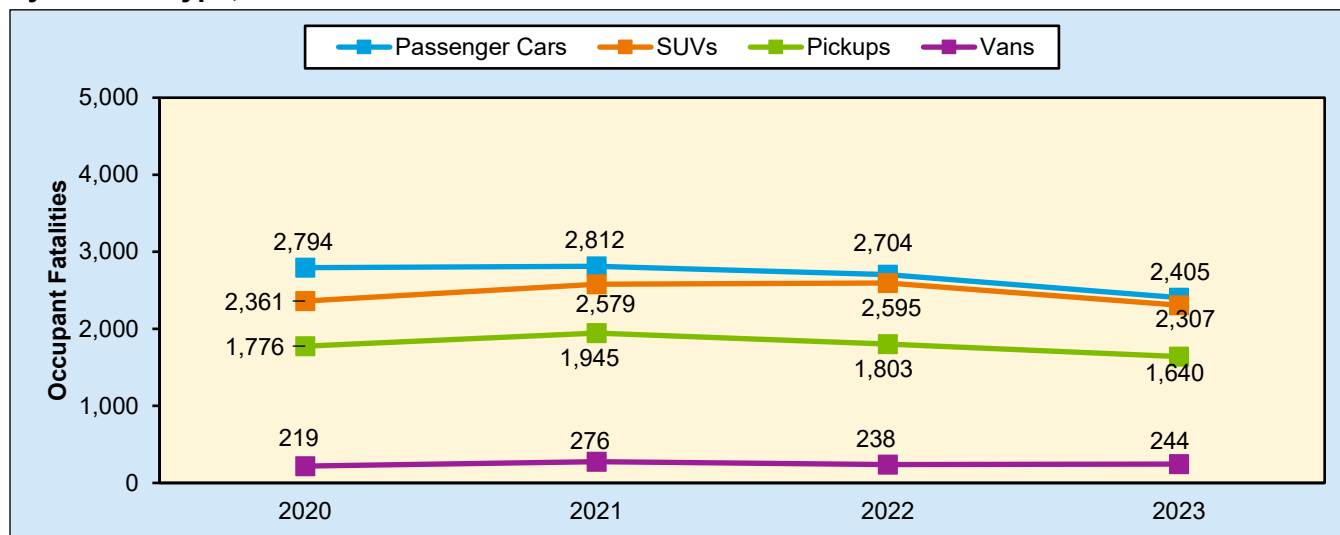
**Includes SUVs, pickups, vans, and other/unknown light-truck vehicle types.

Rollover

A rollover traffic crash is one of the most dangerous forms of crashes among passenger vehicles, accounting for 28 percent of passenger vehicle occupant fatalities in 2023. Among passenger vehicle occupants killed in 2023 by vehicle type, the percentages of fatalities in vehicles that rolled over in traffic crashes was highest for pickups (38%), followed by SUVs (33%), vans (25%), and passenger cars (20%).

Three of the four passenger vehicle categories in Figure 5 decreased from 2022 to 2023, except for vans. The data used in Figure 5 is shown in Table 7.

Figure 5. Passenger Vehicle Occupant Fatalities in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2023



Source: FARS 2020–2022 Final File, 2023 ARF

Table 7 presents the number of passenger vehicle occupants killed in vehicles that rolled over in traffic crashes by vehicle type from 2020 to 2023.

From 2022 to 2023 the rollover fatalities in traffic crashes for occupants of:

- Total passenger vehicles decreased from 7,341 to 6,596 (-10%);
- Passenger cars decreased from 2,704 to 2,405 (-11%);
- SUVs decreased from 2,595 to 2,307 (-11%);
- Pickups decreased from 1,803 to 1,640 (-9%); and
- Vans increased from 238 to 244 (+3%).

Table 7. Passenger Vehicle Occupant Fatalities in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2023

Year	Passenger Vehicle Type					Total Occupant Fatalities*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2020	2,794	2,361	1,776	219	4,363	7,157
2021	2,812	2,579	1,945	276	4,800	7,612
2022	2,704	2,595	1,803	238	4,637	7,341
2023	2,405	2,307	1,640	244	4,191	6,596

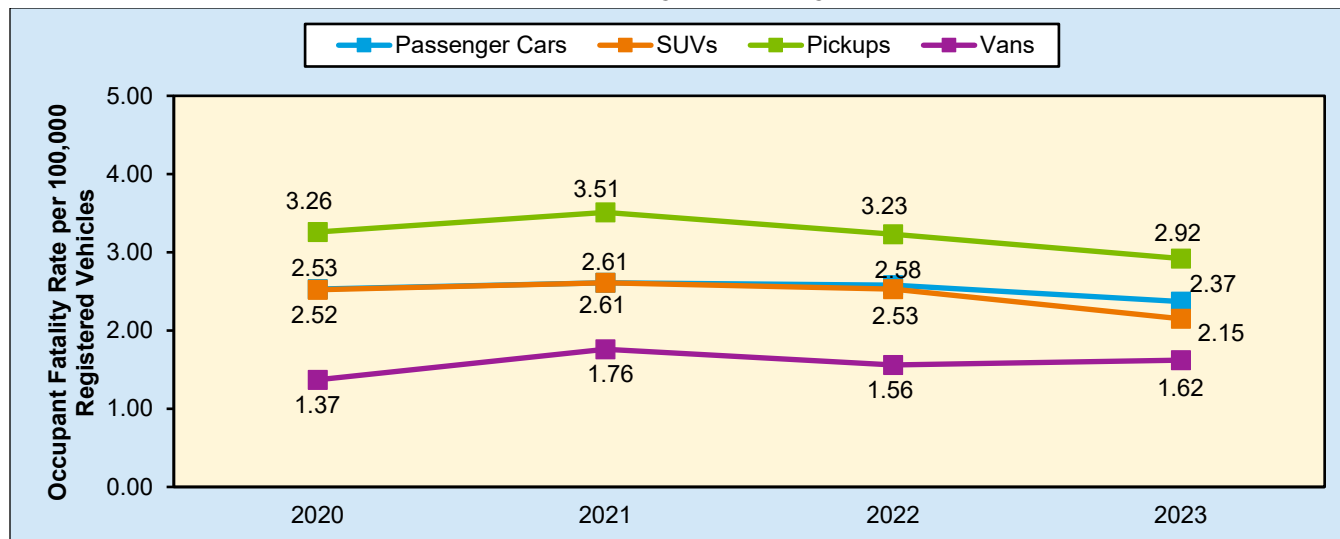
Source: FARS 2020–2022 Final File, 2023 ARF

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

Among passenger vehicles involved in rural fatal traffic crashes in 2023 by vehicle type, SUVs and pickups experienced the highest rollover percentages (27% each) compared to 20 percent for vans and 19 percent for passenger cars. The rollover percentages for passenger vehicles in urban areas by vehicle type were much lower: 11 percent for pickups, 11 percent for SUVs, 9 percent for passenger cars, and 8 percent for vans.

Figure 6 displays the occupant fatality rates per 100,000 registered vehicles in vehicles that rolled over in traffic crashes by vehicle type from 2020 to 2023. The data for Figure 6 is presented in Table 8.

Figure 6. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2023



Sources: FARS 2020–2022 Final File, 2023 ARF; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

Table 8 presents the passenger vehicle occupant fatality rates per 100,000 registered vehicles in vehicles that rolled over in traffic crashes by vehicle type from 2020 to 2023.

From 2022 to 2023 the occupant fatality rates per 100,000 registered vehicles, in vehicles that rolled over in traffic crashes for:

- Total passenger vehicles decreased from 2.63 to 2.35 (-11%);
- Passenger cars decreased from 2.58 to 2.37 (-8%);
- SUVs decreased from 2.53 to 2.15 (-15%);
- Pickups decreased from 3.23 to 2.92 (-10%); and
- Vans increased from 1.56 to 1.62 (+4%).

Table 8. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2023

Year	Passenger Vehicle Type					Total*
	Passenger Cars	Light Trucks				
		SUVs	Pickups	Vans	Total*	
2020	2.53	2.52	3.26	1.37	2.66	2.60
2021	2.61	2.61	3.51	1.76	2.82	2.74
2022	2.58	2.53	3.23	1.56	2.66	2.63
2023	2.37	2.15	2.92	1.62	2.34	2.35

Sources: FARS 2020–2022 Final File, 2023 ARF; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

*Includes other/unknown light-truck vehicle types.

Alcohol

A driver is alcohol-impaired when the driver's blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. From 2020 to 2023 the percentages of alcohol-impaired passenger vehicle drivers involved (killed and survived) in fatal traffic crashes for each vehicle type changed slightly as shown in Table 9. Drivers of passenger cars had the highest percentages of alcohol impairment in fatal traffic crashes (24%) compared to other passenger vehicle drivers (22% for pickups, 19% for SUVs, and 12% for vans) in 2023. The percentages of alcohol-impaired van drivers involved in fatal traffic crashes were substantially lower than other passenger vehicle drivers.

Table 9. Percentages of Alcohol-Impaired Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Vehicle Type, 2020–2023

Year	Drivers by Passenger Vehicle Type										Total*	
	Passenger Cars		Light Trucks									
			SUVs		Pickups		Vans		Total*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2020	4,530	24%	2,042	17%	1,894	22%	237	13%	4,178	19%	8,707	21%
2021	5,128	24%	2,609	19%	2,194	22%	277	13%	5,081	20%	10,208	22%
2022	4,863	24%	2,886	21%	2,343	24%	269	13%	5,500	21%	10,362	23%
2023	4,505	24%	2,634	19%	2,068	22%	243	12%	4,946	20%	9,450	22%

Source: FARS 2020–2022 Final File, 2023 ARF

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

Note: NHTSA estimates BACs when alcohol test results are unknown.

Speeding

NHTSA considers a driver to be speeding if the driver was charged with a speeding-related offense or if a police officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash. From 2020 to 2023 the percentages of passenger vehicle drivers involved in fatal traffic crashes for each vehicle type who were speeding changed slightly as shown in Table 10. Drivers of passenger cars had the highest percentages of drivers who were speeding (22%) compared to other passenger vehicle drivers (16% for pickups, 14% for SUVs, and 9% for vans) in 2023. The percentages of van drivers involved in fatal traffic crashes who were speeding were substantially lower than other passenger vehicle drivers.

Table 10. Percentages of Passenger Vehicle Drivers Involved in Fatal Traffic Crashes Who Were Speeding, by Vehicle Type, 2020–2023

Year	Drivers by Passenger Vehicle Type										Total*	
	Passenger Cars		Light Trucks									
			SUVs		Pickups		Vans		Total*			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
2020	4,363	23%	1,827	16%	1,448	17%	199	11%	3,478	16%	7,841	19%
2021	4,724	22%	2,047	15%	1,592	16%	227	10%	3,867	15%	8,591	18%
2022	4,425	22%	2,118	15%	1,495	16%	197	10%	3,811	15%	8,236	18%
2023	4,107	22%	2,009	14%	1,503	16%	183	9%	3,695	15%	7,802	18%

Source: FARS 2020–2022 Final File, 2023 ARF

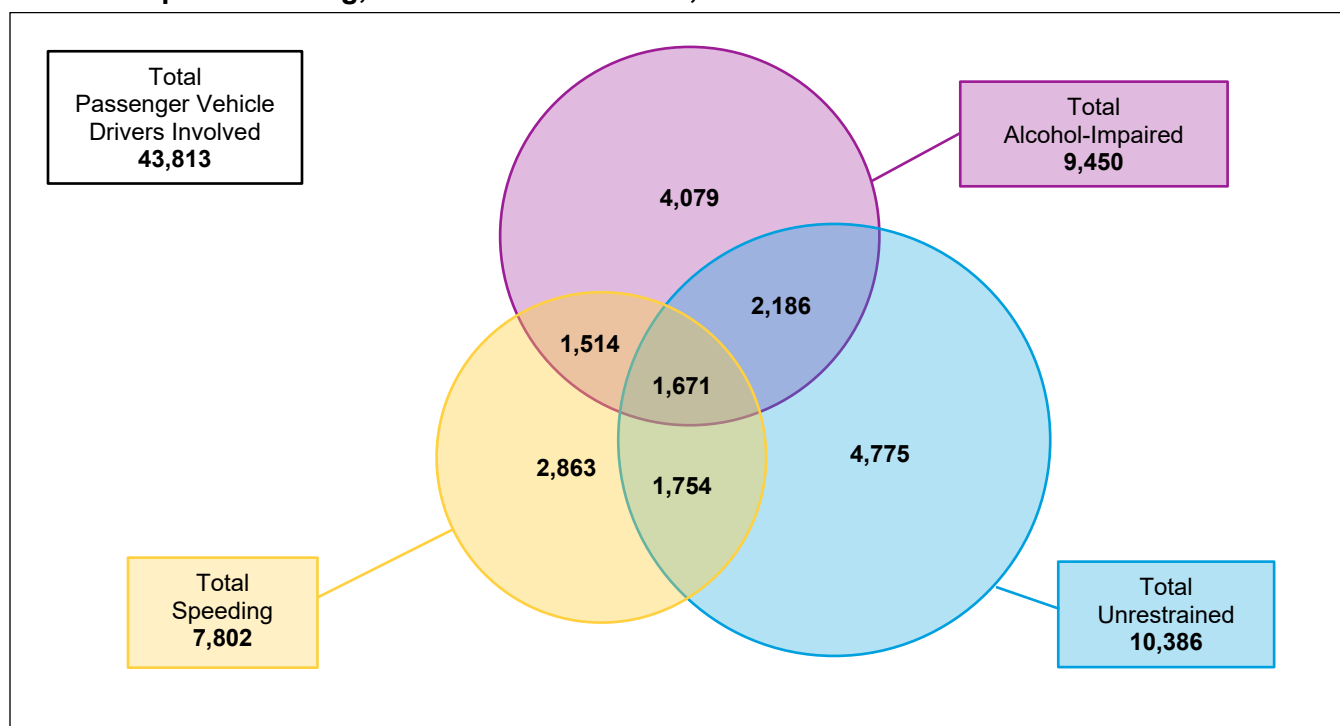
*Includes drivers of other/unknown light-truck vehicle types.

Three Behavioral Factors: Speeding Involvement, Alcohol-Impaired Driving, and Seat Belt Non-Use

Figure 7 is a Venn diagram of passenger vehicle drivers involved in fatal traffic crashes by the three behavioral factors (speeding involvement, alcohol-impaired driving, and seat belt non-use). In 2023, of the 43,813 passenger vehicle drivers involved, 18,842 had at least one of the three behavioral factors (43%), while 24,971 (57%) did not have any of the three behavioral factors;

- 2,186 were both alcohol-impaired and unrestrained (5.0%);
- 1,754 were both speeding and unrestrained (4.0%);
- 1,514 were both speeding and alcohol-impaired (3.5%);
- 1,671 were exhibiting all three behavioral factors simultaneously (3.8%).

Figure 7. Passenger Vehicle Drivers Involved in Fatal Traffic Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Seat Belt Non-Use, 2023



Source: FARS 2023 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

State

Figure 8 shows a heat map of the percentages of passenger vehicle occupant fatalities compared to total traffic fatalities within the State in 2023. In general, the States with lower percentages of passenger vehicle occupant fatalities were more likely to have nonoccupant (pedestrian, pedalcyclist, or other nonoccupant) or other traffic fatalities than the States with higher percentages. The percentages ranged from 37 percent (Hawaii) to 76 percent (Nebraska), compared to 59 percent for the Nation as a whole.

Figure 8. Percentages of Total Traffic Fatalities Who Were Passenger Vehicle Occupants, by State, 2023

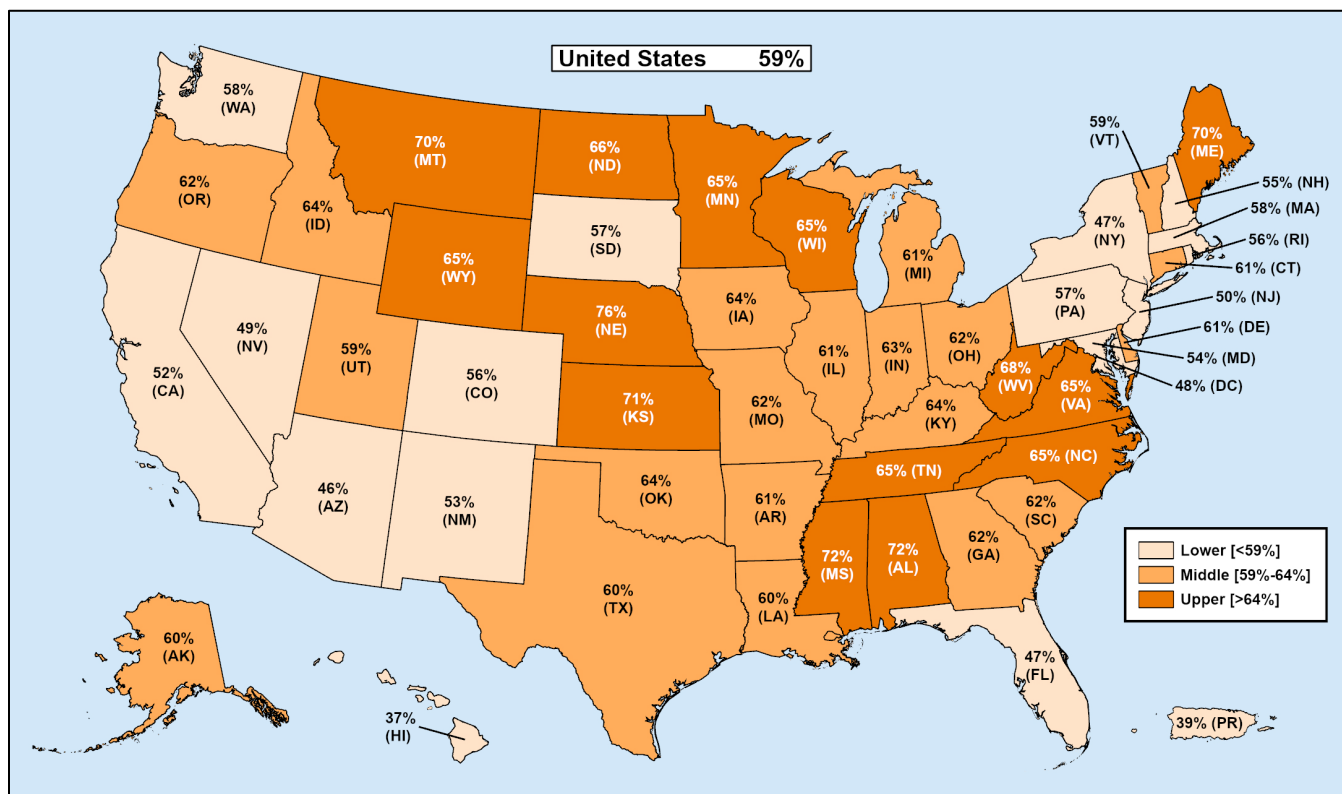


Table 11. Passenger Vehicle Occupant Fatalities in Traffic Crashes, by State and Vehicle Type, 2023

State	Passenger Vehicle Type										Total Passenger Vehicle Occupant Fatalities*
	Passenger Cars		Light Trucks								
			SUVs		Pickups		Vans		Total*		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Alabama	335	48%	201	29%	148	21%	15	2%	364	52%	699
Alaska	13	36%	14	39%	9	25%	0	0%	23	64%	36
Arizona	305	51%	163	27%	107	18%	24	4%	294	49%	599
Arkansas	147	40%	90	25%	103	28%	23	6%	216	60%	363
California	1,254	59%	495	23%	277	13%	85	4%	857	41%	2,111
Colorado	178	44%	147	37%	65	16%	12	3%	224	56%	402
Connecticut	97	52%	67	36%	21	11%	3	2%	91	48%	188
Delaware	45	54%	22	27%	14	17%	2	2%	38	46%	83
Dist of Columbia	17	81%	3	14%	1	5%	0	0%	4	19%	21
Florida	811	51%	471	30%	242	15%	60	4%	773	49%	1,584
Georgia	466	47%	293	29%	207	21%	35	3%	535	53%	1,001
Hawaii	13	38%	16	47%	5	15%	0	0%	21	62%	34
Idaho	67	38%	49	28%	48	27%	12	7%	109	62%	176
Illinois	383	50%	245	32%	98	13%	35	5%	378	50%	761
Indiana	282	50%	166	29%	88	15%	32	6%	287	50%	569
Iowa	101	42%	71	29%	57	23%	14	6%	142	58%	243
Kansas	130	47%	64	23%	69	25%	12	4%	145	53%	275
Kentucky	231	44%	150	29%	126	24%	14	3%	290	56%	521
Louisiana	232	47%	116	24%	128	26%	13	3%	257	53%	489
Maine	46	48%	30	32%	17	18%	2	2%	49	52%	95
Maryland	199	59%	94	28%	35	10%	9	3%	138	41%	337
Massachusetts	104	52%	68	34%	20	10%	8	4%	96	48%	200
Michigan	286	43%	230	34%	125	19%	26	4%	381	57%	667
Minnesota	119	45%	78	30%	39	15%	28	11%	145	55%	264
Mississippi	292	56%	121	23%	99	19%	14	3%	234	44%	526
Missouri	296	48%	173	28%	118	19%	28	5%	319	52%	615
Montana	39	27%	51	35%	53	37%	2	1%	106	73%	145
Nebraska	72	42%	49	28%	44	25%	8	5%	101	58%	173
Nevada	85	45%	66	35%	30	16%	10	5%	106	55%	191
New Hampshire	26	37%	28	39%	13	18%	4	6%	45	63%	71
New Jersey	176	58%	89	29%	22	7%	16	5%	127	42%	303
New Mexico	91	39%	72	31%	60	26%	9	4%	141	61%	232
New York	265	51%	185	36%	48	9%	21	4%	254	49%	519
North Carolina	548	54%	250	25%	169	17%	45	4%	465	46%	1,013
North Dakota	23	33%	21	30%	24	34%	2	3%	47	67%	70
Ohio	394	51%	240	31%	106	14%	35	5%	381	49%	775
Oklahoma	178	39%	151	33%	105	23%	22	5%	278	61%	456
Oregon	169	46%	108	30%	72	20%	16	4%	196	54%	365
Pennsylvania	345	50%	236	34%	73	11%	33	5%	342	50%	687
Rhode Island	23	58%	11	28%	3	8%	3	8%	17	43%	40
South Carolina	345	53%	173	27%	108	17%	26	4%	307	47%	652
South Dakota	34	43%	29	36%	16	20%	1	1%	46	58%	80
Tennessee	454	53%	243	28%	133	16%	28	3%	404	47%	858
Texas	1,121	44%	715	28%	624	24%	94	4%	1,433	56%	2,554
Utah	80	49%	53	32%	27	16%	4	2%	84	51%	164
Vermont	19	46%	13	32%	7	17%	2	5%	22	54%	41
Virginia	301	50%	161	27%	112	19%	23	4%	296	50%	597
Washington	268	58%	110	24%	76	16%	12	3%	198	42%	466
West Virginia	82	46%	55	31%	38	21%	2	1%	95	54%	177
Wisconsin	183	48%	114	30%	49	13%	32	8%	195	52%	378
Wyoming	22	24%	28	30%	33	35%	10	11%	71	76%	93
U.S. Total	11,792	49%	6,888	29%	4,311	18%	966	4%	12,167	51%	23,959
Puerto Rico	82	68%	23	19%	13	11%	2	2%	38	32%	120

Source: FARS 2023 ARF

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

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 passenger vehicle occupant fatalities from the 2022 Final File was 25,500, which was updated from 25,420 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 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:

National Center for Statistics and Analysis. (2025, May). *Passenger vehicles: 2023 data* (Traffic Safety Facts. Report No. DOT HS 813 723). National Highway Traffic Safety Administration.

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 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
- Large Trucks
- Motorcycles
- Occupant Protection in Passenger Vehicles
- Older Population
- 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/>.



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