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of Transportation
National Highway
Traffic Safety
Administration



Traffic Safety Facts

2024 Data



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Large Trucks

In this fact sheet for 2024 the information is presented as follows.

- [Overview](#)
- [Crash Characteristics](#)
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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 2024 there were 5,340 people killed in traffic crashes involving large trucks. This was a 2.5-percent decrease from 5,478 in 2023.
- Seventy percent of people killed in large-truck traffic crashes in 2024 were occupants of other vehicles.
- Seventy-six percent of the fatal traffic crashes involving large trucks in 2024 occurred on weekdays (6 a.m. Monday to 5:59 p.m. Friday).
- Four percent of drivers of large trucks in fatal traffic crashes in 2024 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, much lower than drivers of other vehicle types (25% for motorcycles, 25% for passenger cars, and 19% for light trucks).
- Drivers of large trucks in fatal traffic crashes in 2023 had the second highest percentage (19.3%) of previously recorded traffic crashes compared to drivers of other vehicle types (motorcycles, 19.5%; passenger cars, 17.0%; and light trucks, 15.5%).
- In 2024 drivers of large trucks in fatal traffic crashes were less likely (7.2%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 15.4%; passenger cars, 11.8%; and light trucks, 9.1%).

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS), 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur 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 fact sheet.

Overview

In 2024 there were 5,340 people killed and an estimated 161,201 people injured in traffic crashes involving large trucks. An estimated 548,521 large trucks were in police-reported traffic crashes nationwide during 2024. Table 1 shows a majority (69%) of the large trucks in fatal traffic crashes were heavy trucks in 2024 (GVWR > 26,000 lb).

Table 1. Large Trucks in Traffic Crashes, by GVWR and Crash Type, 2020–2024

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	1,540	29%	3,816	71%	26	0%	5,382	100%
2024	1,618	31%	3,578	69%	22	0%	5,218	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%
2024	53,603	44%	56,159	47%	10,963	9%	120,724	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%
2024	173,182	41%	206,756	49%	42,641	10%	422,579	100%

Sources: FARS 2020–2023 Final File, 2024 Annual Report File (ARF); CRSS 2020-2024

Table 2 provides an overview of people killed and injured in traffic crashes involving large trucks from 2015 to 2024.

Fatalities in traffic crashes involving large trucks decreased 2.5 percent from 2023 to 2024. Of the fatalities in 2024:

- 70 percent (3,753) were occupants of other vehicles;
- 17 percent (920) were occupants of large trucks; and
- 12 percent (667) were nonoccupants (pedestrians, pedalcyclists, or other nonoccupants).

From 2023 to 2024 there was a 4.4-percent decrease in the number of large-truck occupants killed, a 2.3-percent decrease in the number of occupants of other vehicles killed, and a 0.9-percent decrease in the number of nonoccupants killed in traffic crashes involving large trucks.

Estimates of people injured in traffic crashes involving large trucks increased 5 percent from 2023 to 2024. Of the people injured in 2024:

- 72 percent (116,475) were occupants of other vehicles;
- 26 percent (41,454) were occupants of large trucks; and
- 2 percent (3,273) were nonoccupants.

From 2023 to 2024 there was a 20-percent decrease in the number of nonoccupants injured, an 8.2-percent increase in the number of occupants of other vehicles injured, and a 0.7-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, 2015–2024

Year	Large-Truck Occupants by Crash Type						Other People						Total
	Single-Vehicle		Multivehicle		Total		Occupants of Other Vehicles		Nonoccupants		Total		
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Killed													
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	595	11%	367	7%	962	18%	3,843	70%	673	12%	4,516	82%	5,478
2024	560	10%	360	7%	920	17%	3,753	70%	667	12%	4,420	83%	5,340
Injured													
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	13,137	9%	28,601	19%	41,738	27%	107,666	70%	4,082	3%	111,748	73%	153,486
2024	14,652	9%	26,802	17%	41,454	26%	116,475	72%	3,273	2%	119,748	74%	161,201

Sources: FARS 2015–2023 Final File, 2024 ARF; NASS GES 2015; CRSS 2016–2024

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

Note: Due to a vehicle classification change, the 2020 and later-year data is not comparable to 2019 and earlier years. Refer to the end of this publication for information on vPIC vehicle classification.

In 2024 large trucks accounted for 9 percent of all vehicles in fatal traffic crashes and 5 percent of all vehicles 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 2024. In comparison, passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 91 percent of all registered vehicles and 89 percent of the total VMT in 2023.

Table 3 summarizes the number of large trucks 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 2015 to 2024.

Table 3. Large Trucks in Fatal and Injury Traffic Crashes, and Involvement Rates, 2015–2024

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					
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	5,382	14,891,540	36.14	329,858	1.63
2024	5,218	16,082,510	32.45	329,600	1.58
Injury Crashes					
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
2024	120,724	16,082,510	751	329,600	37

Sources: FARS 2015–2023 Final File, 2024 ARF; NASS GES 2015; CRSS 2016–2024; VMT and Registered Vehicles - Federal Highway Administration

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

Note: Due to a vehicle classification change, the 2020 and later-year data is not comparable to 2019 and earlier years. Refer to the end of this publication for information on vPIC vehicle classification.

Crash Characteristics

In 2024 large trucks were more likely to be in multivehicle fatal traffic crashes as opposed to single-vehicle fatal traffic crashes than were passenger vehicles. Eighty percent of large trucks in fatal traffic crashes were in multivehicle traffic crashes, compared with 63 percent for passenger vehicles in 2024.

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 2024. Both the large truck and the other vehicle had frontal impacts in 30.7 percent of these crashes. Rear-end impacts occurred three times more frequently for large trucks (22.1%) compared to other vehicle types (6.8%).

Table 4. Percentages of Two-Vehicle Fatal Traffic Crashes Involving Large Trucks, by Initial Impact Point, 2024

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	30.7%	13.8%	8.8%	6.6%	59.9%
Left Side	9.6%	1.1%	0.8%	0.1%	11.5%
Right Side	5.4%	0.8%	0.3%	0.0%	6.4%
Rear	21.2%	0.4%	0.3%	0.2%	22.1%
Total	67.0%	16.0%	10.1%	6.8%	100.0%

Source: FARS 2024 ARF

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

Table 5 shows that both the large truck and the other vehicle (excluding large trucks) were proceeding straight at the times of the traffic crashes in 42.4 percent of the two-vehicle fatal traffic crashes. In 8.9 percent of these two-vehicle fatal traffic crashes, the other vehicles were turning left regardless of the large-truck maneuvers. In 8.6 percent of these traffic crashes, the trucks and the other vehicles were both negotiating curves. In 6.3 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, 2024

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	42.4%	2.2%	0.5%	8.1%	1.0%	8.2%	62.4%
Stopped in Road	5.5%	0.0%	0.1%	0.0%	0.3%	0.5%	6.3%
Turning Right	1.0%	0.0%	<0.1%	0.0%	0.1%	0.2%	1.3%
Turning Left	7.0%	0.0%	0.0%	0.0%	0.6%	0.8%	8.4%
Negotiating a Curve	0.7%	0.1%	0.0%	0.8%	8.6%	1.5%	11.7%
Other/Unknown Maneuver	8.0%	0.2%	0.0%	0.1%	0.5%	1.1%	9.9%
Total	64.6%	2.4%	0.6%	8.9%	11.0%	12.4%	100.0%

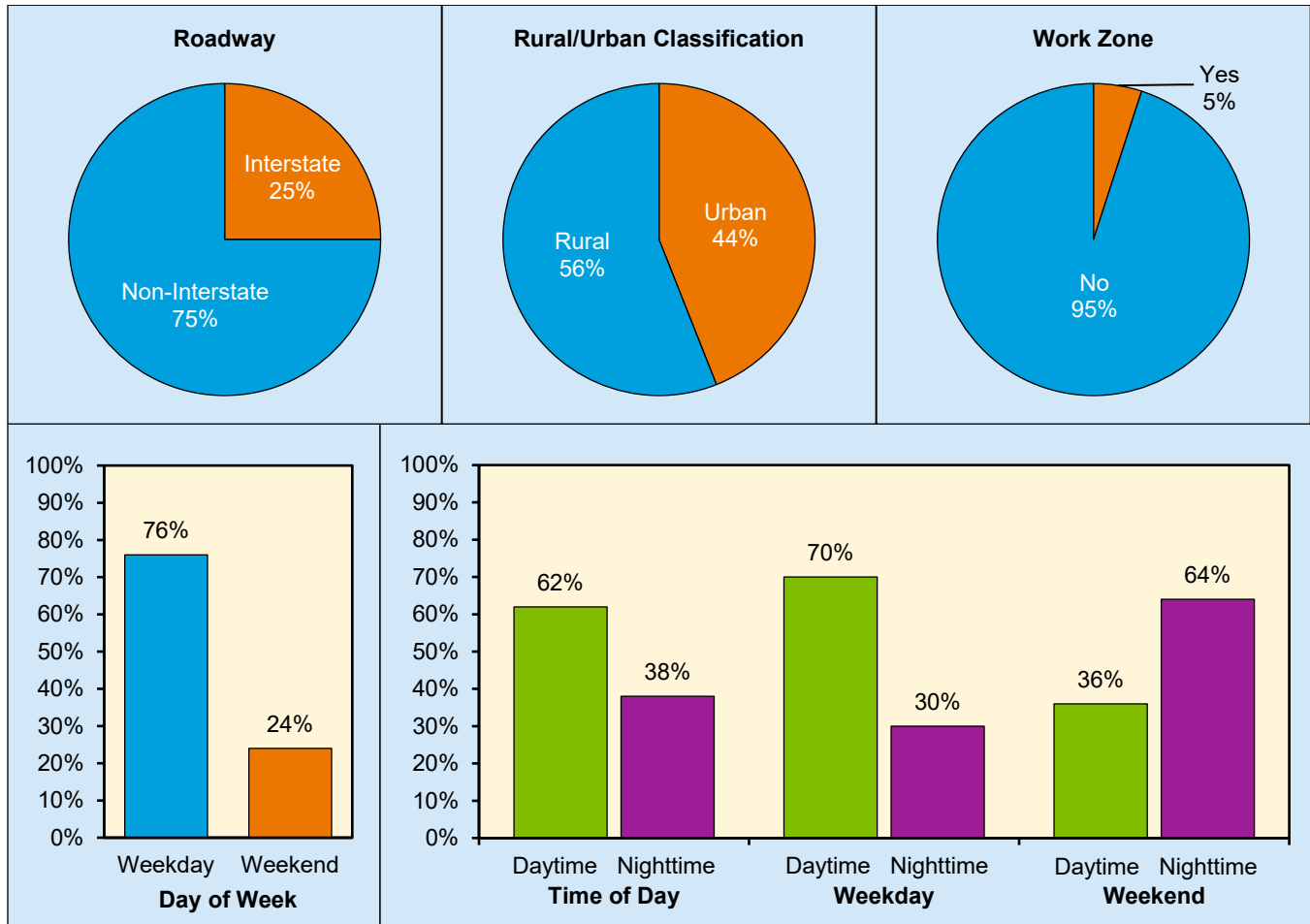
Source: FARS 2024 ARF

Notes: Excludes two-vehicle fatal 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 2024.

- Twenty-five percent of fatal traffic crashes involving large trucks occurred on interstates.
- Fifty-six 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, 2024



Source: FARS 2024 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.

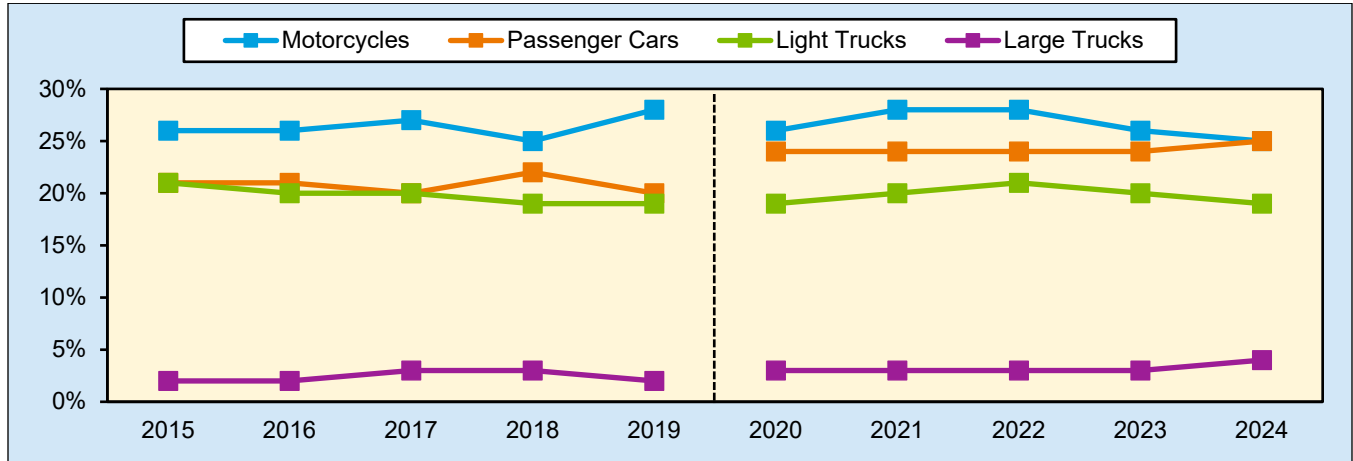
Nighttime – 6 p.m. to 5:59 a.m.

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 2015 to 2024. The percentage of drivers of large trucks in fatal traffic crashes who were alcohol-impaired was 4 percent in 2024. For drivers of other types of vehicles in fatal traffic crashes in 2024, the percentages of alcohol-impaired drivers were 25 percent for motorcycles, 25 percent for passenger cars, and 19 percent for light trucks.

Figure 2. Estimated Percentages of Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Vehicle Type, 2015–2024



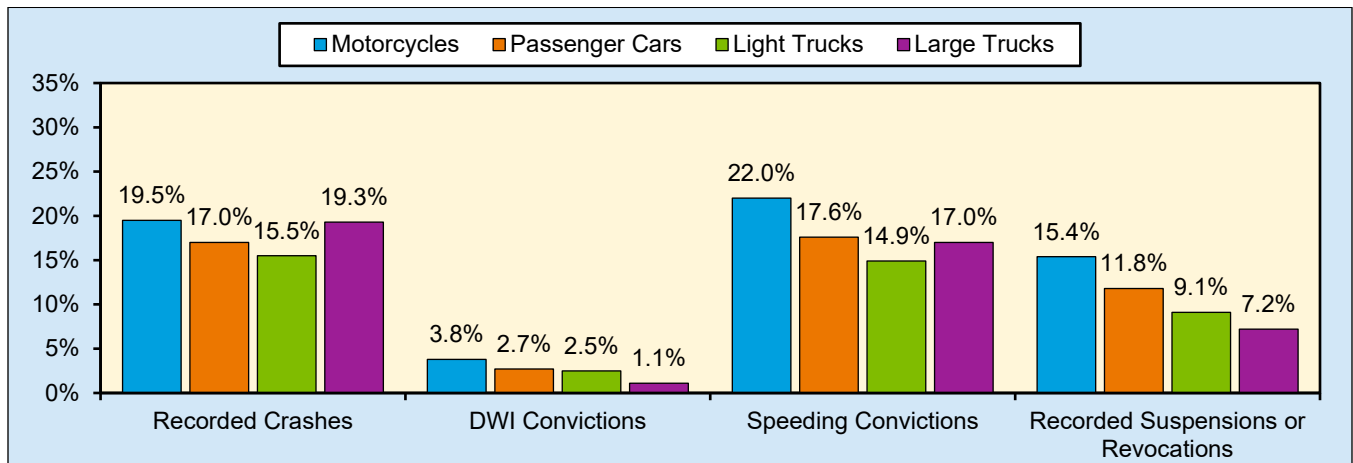
Source: FARS 2015–2023 Final File, FARS 2024 ARF

Notes: Due to a vehicle classification change, the 2020 and later-year data is not comparable to 2019 and earlier years. Refer to the end of this publication for information on vPIC vehicle classification. Starting in 2022, motorcyclists exclude people on motorized bicycles. NHTSA estimates BACs when alcohol test results are unknown.

Figure 3 presents the percentages of drivers 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 2024.

- Large-truck drivers had the second highest percentage (19.3%) of previously recorded traffic crashes compared to drivers of other vehicle types (motorcycles, 19.5%; passenger cars, 17.0%; and light trucks, 15.5%).
- Large-truck drivers had the lowest percentage (1.1%) of previous DWI convictions compared to drivers of other vehicle types (motorcycles, 3.8%; passenger cars, 2.7%; and light trucks, 2.5%).
- Large-truck drivers had the third highest percentage (17.0%) of at least one prior speeding conviction compared to motorcycle riders (22.0%) who had the highest, and passenger car drivers (17.6%) who had the second highest.
- Drivers of large trucks in fatal traffic crashes were less likely (7.2%) to have previous license suspensions or revocations than other vehicle types (motorcycles, 15.4%; passenger cars, 11.8%; and light trucks, 9.1%).

Figure 3. Percentages of Previous 5-Year Driving Records of Drivers in Fatal Traffic Crashes, by Vehicle Type, 2024



Source: FARS 2024 ARF

Note: Excludes all drivers with previous records that were unknown.

States

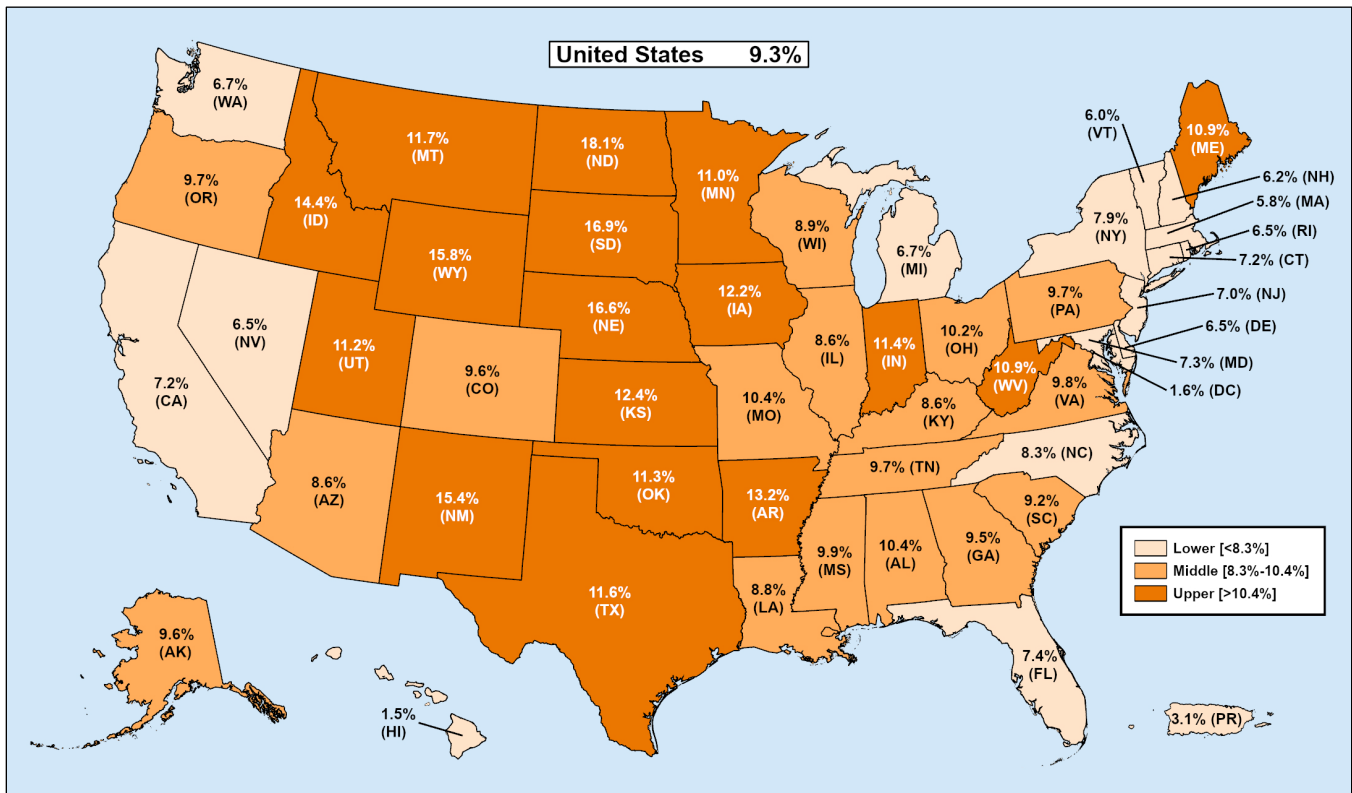
Figure 4 displays the percentage of large trucks in fatal traffic crashes by State. Table 6 presents the large-truck involvement in fatal traffic crashes in 2024 for the 50 States, the District of Columbia, and Puerto Rico. Puerto Rico is not included in the overall U.S. total.

- Nationwide, 9.3 percent of all vehicles in fatal traffic crashes were large trucks.
- The percentages of large trucks in fatal traffic crashes, as a proportion of all vehicles, ranged from 1.5 percent in Hawaii to 18.1 percent in North Dakota among the 50 States.
- The percentages of large trucks in fatal traffic crashes were 10 percent or higher in 20 States.
- Texas had the highest number of large trucks in fatal traffic crashes at 699, and the largest number of total vehicles in fatal traffic crashes at 6,018.
- Most of the States with higher percentages of large trucks in fatal traffic crashes were 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 2024. Puerto Rico is not included in the overall U.S. total.

- The highest number of large-truck occupants killed was 136 in Texas, followed by 42 in Florida.
- The number of occupants of other vehicles killed ranged from 0 in the District of Columbia to 511 in Texas. Eleven 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 73. Two other States (Florida and California) had more than 60 nonoccupants killed in large-truck traffic crashes.

Figure 4. Large Trucks Involved, as Percentages of Total Vehicles in Fatal Traffic Crashes, by State, 2024



Source: FARS 2024 ARF

Table 6. Large Trucks in Fatal Traffic Crashes, by State, 2024

State	Total Vehicles in Fatal Traffic Crashes	Large Trucks in Fatal Traffic Crashes		
		Number	Percentage of Total Vehicles	Percentage of U.S. Total for Large Trucks
Alabama	1,346	140	10.4%	2.7%
Alaska	104	10	9.6%	0.2%
Arizona	1,782	154	8.6%	3.0%
Arkansas	816	108	13.2%	2.1%
California	5,390	386	7.2%	7.4%
Colorado	1,026	98	9.6%	1.9%
Connecticut	433	31	7.2%	0.6%
Delaware	186	12	6.5%	0.2%
District of Columbia	62	1	1.6%	0.0%
Florida	4,620	342	7.4%	6.6%
Georgia	1,983	189	9.5%	3.6%
Hawaii	135	2	1.5%	0.0%
Idaho	327	47	14.4%	0.9%
Illinois	1,678	144	8.6%	2.8%
Indiana	1,277	145	11.4%	2.8%
Iowa	482	59	12.2%	1.1%
Kansas	492	61	12.4%	1.2%
Kentucky	1,029	89	8.6%	1.7%
Louisiana	1,035	91	8.8%	1.7%
Maine	257	28	10.9%	0.5%
Maryland	865	63	7.3%	1.2%
Massachusetts	518	30	5.8%	0.6%
Michigan	1,598	107	6.7%	2.1%
Minnesota	661	73	11.0%	1.4%
Mississippi	972	96	9.9%	1.8%
Missouri	1,369	143	10.4%	2.7%
Montana	281	33	11.7%	0.6%
Nebraska	355	59	16.6%	1.1%
Nevada	596	39	6.5%	0.7%
New Hampshire	195	12	6.2%	0.2%
New Jersey	961	67	7.0%	1.3%
New Mexico	597	92	15.4%	1.8%
New York	1,493	118	7.9%	2.3%
North Carolina	2,328	194	8.3%	3.7%
North Dakota	127	23	18.1%	0.4%
Ohio	1,701	173	10.2%	3.3%
Oklahoma	927	105	11.3%	2.0%
Oregon	732	71	9.7%	1.4%
Pennsylvania	1,662	162	9.7%	3.1%
Rhode Island	62	4	6.5%	0.1%
South Carolina	1,460	135	9.2%	2.6%
South Dakota	195	33	16.9%	0.6%
Tennessee	1,746	170	9.7%	3.3%
Texas	6,018	699	11.6%	13.4%
Utah	409	46	11.2%	0.9%
Vermont	67	4	6.0%	0.1%
Virginia	1,282	125	9.8%	2.4%
Washington	1,054	71	6.7%	1.4%
West Virginia	357	39	10.9%	0.7%
Wisconsin	824	73	8.9%	1.4%
Wyoming	139	22	15.8%	0.4%
U.S. Total	56,011	5,218	9.3%	100.0%
Puerto Rico	390	12	3.1%	100.0%

Source: FARS 2024 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, 2024

State	Large-Truck Occupants by Crash Type			Other People			Total
	Single-Vehicle	Multivehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	
Alabama	23	9	32	95	8	103	135
Alaska	1	0	1	9	0	9	10
Arizona	13	16	29	96	15	111	140
Arkansas	14	18	32	60	11	71	103
California	26	12	38	285	68	353	391
Colorado	9	10	19	76	10	86	105
Connecticut	2	2	4	26	3	29	33
Delaware	1	2	3	6	2	8	11
District of Columbia	0	0	0	0	1	1	1
Florida	22	20	42	242	69	311	353
Georgia	19	5	24	142	31	173	197
Hawaii	0	0	0	2	0	2	2
Idaho	4	3	7	37	2	39	46
Illinois	15	12	27	105	16	121	148
Indiana	9	12	21	109	15	124	145
Iowa	11	8	19	34	5	39	58
Kansas	8	2	10	53	3	56	66
Kentucky	12	9	21	57	8	65	86
Louisiana	14	8	22	63	9	72	94
Maine	5	1	6	20	3	23	29
Maryland	6	6	12	42	10	52	64
Massachusetts	0	0	0	22	9	31	31
Michigan	7	5	12	91	9	100	112
Minnesota	5	3	8	67	6	73	81
Mississippi	18	7	25	66	12	78	103
Missouri	15	10	25	103	16	119	144
Montana	10	1	11	19	1	20	31
Nebraska	4	6	10	48	3	51	61
Nevada	2	5	7	26	10	36	43
New Hampshire	4	0	4	7	2	9	13
New Jersey	4	6	10	40	19	59	69
New Mexico	12	13	25	49	10	59	84
New York	11	2	13	66	38	104	117
North Carolina	22	11	33	154	18	172	205
North Dakota	3	1	4	20	0	20	24
Ohio	13	24	37	124	13	137	174
Oklahoma	14	7	21	83	10	93	114
Oregon	6	3	9	58	16	74	83
Pennsylvania	18	8	26	111	30	141	167
Rhode Island	0	0	0	5	0	5	5
South Carolina	15	7	22	96	21	117	139
South Dakota	4	4	8	23	1	24	32
Tennessee	15	8	23	129	19	148	171
Texas	90	46	136	511	73	584	720
Utah	5	5	10	35	4	39	49
Vermont	1	0	1	2	1	3	4
Virginia	22	9	31	75	16	91	122
Washington	9	2	11	52	11	63	74
West Virginia	10	3	13	23	4	27	40
Wisconsin	4	5	9	75	5	80	89
Wyoming	3	4	7	14	1	15	22
U.S. Total	560	360	920	3,753	667	4,420	5,340
Puerto Rico	3	1	4	4	3	7	11

Source: FARS 2024 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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of fatalities involving large trucks from the 2023 Final File was 5,478, updated from 5,472 from the 2023 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 bicycles will no longer be captured in FARS or CRSS.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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 <https://vpic.nhtsa.dot.gov>.

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For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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 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 reports can be found at <https://crashstats.nhtsa.dot.gov>.



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