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

# Traffic Safety Facts
## 2024 Data

DOT HS 813 837 October 2026

# Passenger Vehicles

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


- Registration Data
- Overview
- Passenger Car and Light-Truck, Two-Vehicle Fatal Traffic Crashes
- Restraint Use
- Ejection
- Rollover
- Alcohol
- Speeding
- Behavioral Factors: Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use
- States


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 2024 there were 22,713 passenger vehicle occupants who died in motor vehicle traffic crashes, a 5-percent decrease from 24,017 in 2023. An estimated 1,908,301 passenger vehicle occupants were injured, a 2-percent decrease from 1,947,393 in 2023.
- Passenger vehicles made up 91 percent of registered vehicles and accounted for 89 percent of total vehicle miles traveled (VMT) in 2024. There were 56,011 vehicles in fatal traffic crashes in 2024, of which 75 percent (42,205) were passenger vehicles.
- In 2024 the traffic fatality rate per 100,000 registered vehicles continued to be the highest for passenger car occupants (10.81), followed by pickup occupants (7.26), SUV occupants (6.23), and van occupants (6.14).
- Among passenger vehicle occupants killed in 2024 in traffic crashes, 47 percent were passenger car occupants and 53 percent were light-truck occupants.
- When a passenger car and a light truck hit head-on in a fatal traffic crash in 2024, an occupant was nearly three times more frequently killed in the passenger car than in the light truck.
- Eighty-four percent of passenger vehicle occupants who were totally ejected from vehicles in fatal traffic crashes in 2024 were killed.
- Among passenger vehicle occupants killed in traffic crashes in 2024, the percentages of fatalities in vehicles that rolled over in traffic crashes was highest for pickups (39%), followed by SUVs (32%), vans (23%), and passenger cars (20%).
- Drivers of passenger cars had the highest percentage of alcohol impairment in fatal traffic crashes (25%) compared to other passenger vehicle drivers (22% for pickups, 19% for SUVs, and 12% for vans) in 2024.
- 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, 15% for SUVs, and 10% for vans) in 2024.

This fact sheet has motor vehicle traffic crash data from the Fatality Analysis Reporting System (FARS) and 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.

The data in this fact sheet covers only the period from 2020 through 2024 because 2020 saw a modification in vehicle classification. This update means that vehicle type categories from 2020 onward are not directly comparable to those used in 2019 and prior years, impacting any analyses that include vehicle-specific data. For more information refer to the Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification section located at the end of this publication.

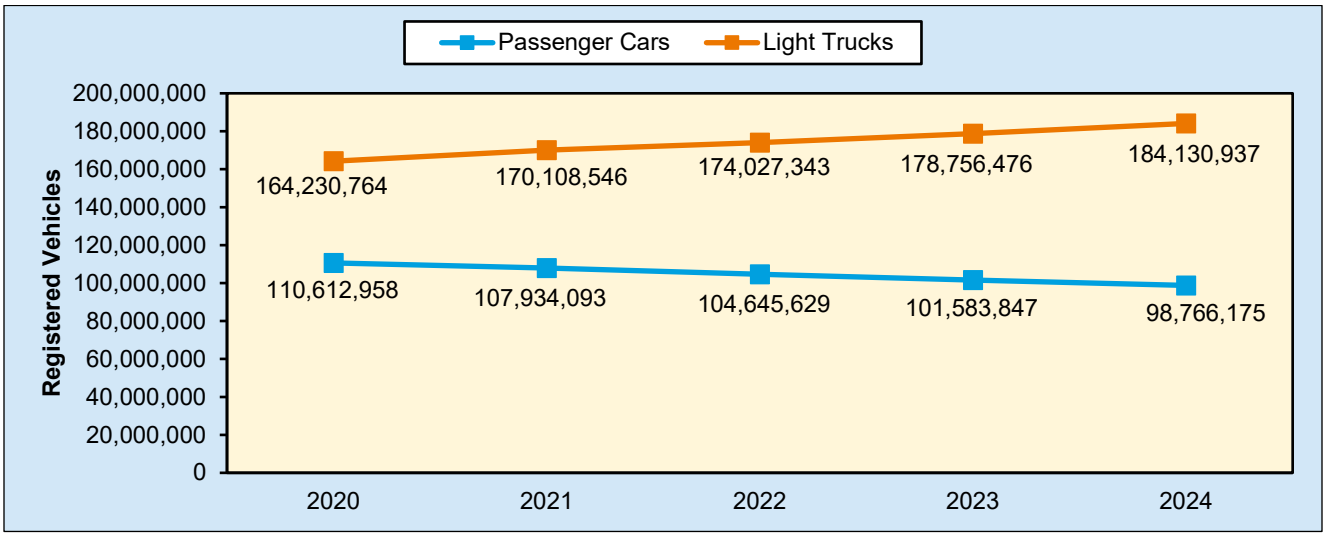
A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur on private property not regularly used by the public for transport,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

## Registration Data

The passenger vehicle registration data contained in this fact sheet was obtained from R. L. Polk’s National Vehicle Population Profile, 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 2024. From 2023 to 2024 passenger car registrations decreased 3 percent, and light-truck registrations increased 3 percent. Among the light-truck categories in 2024 compared to 2023, SUV registrations increased 5 percent, pickup registrations increased 1 percent, and van registrations decreased 1 percent. Table 2 has more information on the light-truck registration data.

**Figure 1. Passenger Car and Light-Truck Registrations, 2020–2024**




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

## Overview

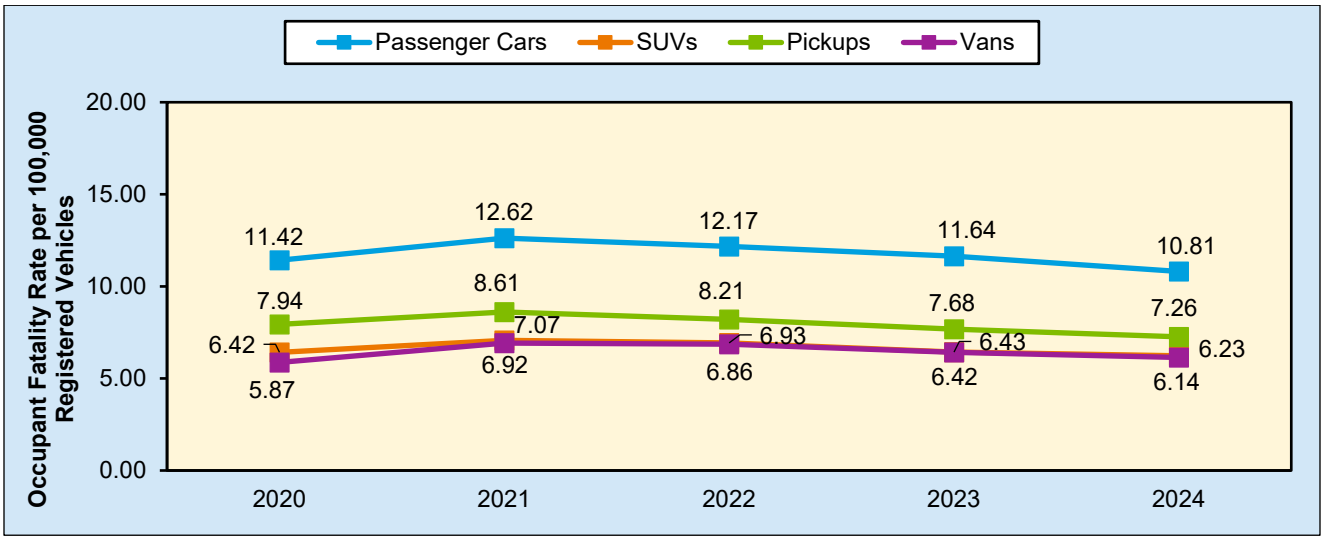
In 2024:

- There were 22,713 passenger vehicle occupants who died in motor vehicle traffic crashes, a 5-percent decrease from 24,017 in 2023, and an estimated 1,908,301 passenger vehicle occupants who were injured, a 2-percent decrease from 1,947,393 in 2023.
- Passenger vehicles made up 91 percent of registered vehicles and accounted for 89 percent of total VMT.
- An estimated 10,968,362 vehicles were in police-reported traffic crashes; 82 percent (8,977,391) were passenger vehicles.
- There were 56,011 vehicles in fatal traffic crashes, of which 75 percent (42,205) 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 2024. Overall, the occupant fatality rate trend for each vehicle type decreased from 2023 to 2024. The data for Figure 2 is presented in Tables 1 and 2.

In 2024 the fatality rate continued to be highest for passenger car occupants (10.81), followed by pickup occupants (7.26), SUV occupants (6.23), and van occupants (6.14). Occupant fatality rates per 100,000 registered vehicles from 2023 to 2024 decreased 7 percent (11.64 to 10.81) for passenger cars and decreased 4 percent (6.82 to 6.54) for light trucks. Among light-truck categories, occupant fatality rates decreased 5 percent (7.68 to 7.26) for pickups, decreased 4 percent (6.42 to 6.14) for vans, and decreased 3 percent (6.43 to 6.23) for SUVs.

**Figure 2. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Traffic Crashes, by Vehicle Type, 2020–2024**




Sources: FARS 2020–2023 Final File, 2024 Annual Report File (ARF); Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.

Table 1 presents the number of passenger vehicle occupant fatalities and estimated number of passenger vehicle occupants injured alongside registered vehicle counts between 2020 and 2024. Additionally, it provides the passenger vehicle occupant fatality and injury rates per 100,000 registered vehicles, categorized by total passenger vehicles, passenger cars, and light trucks.

- Passenger car occupant fatalities, as a proportion of passenger vehicle occupant fatalities, decreased from 49 percent in 2023 (11,828 of 24,017) to 47 percent in 2024 (10,675 of 22,713).
- Light-truck occupant fatalities, as a proportion of passenger vehicle occupant fatalities, increased from 51 percent in 2023 (12,189 of 24,017) to 53 percent in 2024 (12,038 of 22,713).

- From 2023 to 2024 in traffic crashes (fatality rates here are registered vehicle-based):
  - The total passenger vehicle occupant fatality rate per 100,000 registered vehicles decreased from 8.57 to 8.03 (-6%).
  - The passenger car occupant fatality rate decreased from 11.64 to 10.81 (-7%).
  - The light-truck occupant fatality rate decreased from 6.82 to 6.54 (-4%).
  - The passenger vehicle occupant injury rate decreased from 695 to 675 (-3%).
  - The passenger car occupant injury rate decreased from 905 to 888 (-2%).
  - The light-truck occupant injury rate decreased from 575 to 560 (-3%).

**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, 2020–2024**

| Year | Passenger Vehicle Type | | | | | | Passenger Vehicles* | | |
|---|---|---|---|---|---|---|---|---|---|
| | Passenger Cars | | | Light Trucks* | | | | | |
| | Occupant Fatalities | Registered Vehicles | Occupant Fatality Rate | Occupant Fatalities | Registered Vehicles | Occupant Fatality Rate | Occupant Fatalities | Registered Vehicles | Occupant Fatality Rate |
| 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 | 11,828 | 101,583,847 | 11.64 | 12,189 | 178,756,476 | 6.82 | 24,017 | 280,340,323 | 8.57 |
| 2024 | 10,675 | 98,766,175 | 10.81 | 12,038 | 184,130,937 | 6.54 | 22,713 | 282,897,112 | 8.03 |
| 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 | 919,091 | 101,583,847 | 905 | 1,028,302 | 178,756,476 | 575 | 1,947,393 | 280,340,323 | 695 |
| 2024 | 877,252 | 98,766,175 | 888 | 1,031,049 | 184,130,937 | 560 | 1,908,301 | 282,897,112 | 675 |

Sources: FARS 2020–2023 Final File, 2024 ARF; CRSS 2020–2024; Registered Vehicles – Polk data from S&P Global Mobility, Copyright © R. L. Polk & Co.
*Includes other/unknown light-truck vehicle types.

Table 2 presents the same information as in Table 1 for three light-truck categories (SUVs, pickups, and vans) from 2020 to 2024 in traffic crashes.

- From 2023 to 2024 in traffic crashes (fatality rates here are registered vehicle-based):
  - The SUV occupant fatality rate per 100,000 registered vehicles decreased from 6.43 to 6.23 (-3%).
  - The pickup occupant fatality rate decreased from 7.68 to 7.26 (-5%).
  - The van occupant fatality rate decreased from 6.42 to 6.14 (-4%).
  - The SUV occupant injury rate decreased from 647 to 643 (-1%).
  - The pickup occupant injury rate decreased from 427 to 385 (-10%).
  - The van occupant injury rate decreased from 622 to 604 (-3%).

**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, 2020–2024**

| 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 | 6,901 | 107,357,274 | 6.43 | 4,321 | 56,233,914 | 7.68 | 965 | 15,028,686 | 6.42 |
| 2024 | 7,013 | 112,540,425 | 6.23 | 4,111 | 56,633,228 | 7.26 | 910 | 14,825,287 | 6.14 |
| 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 | 694,288 | 107,357,274 | 647 | 240,323 | 56,233,914 | 427 | 93,553 | 15,028,686 | 622 |
| 2024 | 723,240 | 112,540,425 | 643 | 218,231 | 56,633,228 | 385 | 89,490 | 14,825,287 | 604 |

Sources: FARS 2020–2023 Final File, 2024 ARF; CRSS 2020–2024; 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 vehicles, 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 2024 in traffic crashes.

Some highlights from 2023 to 2024 (fatality rates here are VMT-based):

- The occupant fatality rate per 100 million VMT for passenger vehicles decreased from 0.83 to 0.78 (-6%).
- The occupant fatality rate for passenger cars decreased from 1.13 to 1.05 (-7%).
- The occupant fatality rate for light trucks decreased from 0.66 to 0.63 (-5%).
- The occupant injury rate for passenger vehicles decreased from 68 to 65 (-4%).
- The occupant injury rate for passenger cars decreased from 88 to 86 (-2%).
- The occupant injury rate for light trucks decreased from 56 to 54 (-4%).

**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, 2020–2024**

| Year | Passenger Vehicle Type | | | | | | Passenger Vehicles* | | |
|---|---|---|---|---|---|---|---|---|---|
| | 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 | 11,828 | 1,043,259 | 1.13 | 12,189 | 1,835,817 | 0.66 | 24,017 | 2,879,076 | 0.83 |
| 2024 | 10,675 | 1,020,876 | 1.05 | 12,038 | 1,903,231 | 0.63 | 22,713 | 2,924,107 | 0.78 |
| **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 | 919,091 | 1,043,259 | 88 | 1,028,302 | 1,835,817 | 56 | 1,947,393 | 2,879,076 | 68 |
| 2024 | 877,252 | 1,020,876 | 86 | 1,031,049 | 1,903,231 | 54 | 1,908,301 | 2,924,107 | 65 |

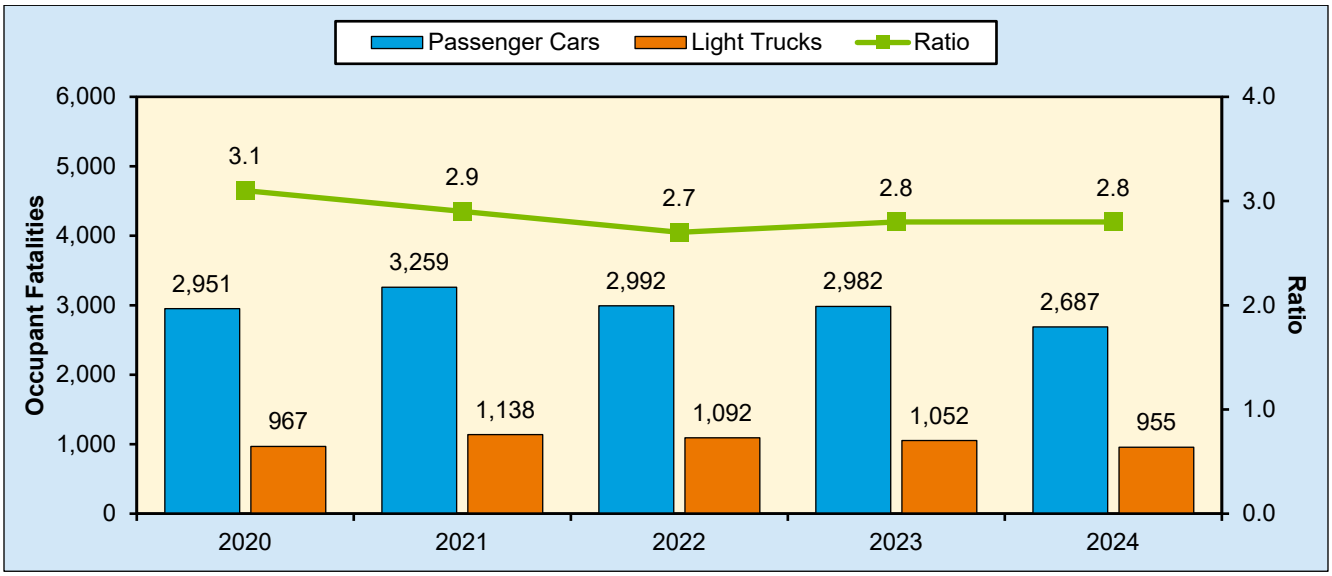
Sources: FARS 2020–2023 Final File, 2024 ARF; CRSS 2020–2024; VMT – FHWA
*Includes other/unknown light-truck vehicle types.

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

In 2024 there were 3,309 two-vehicle fatal traffic crashes involving a passenger car and a light truck, representing 25 percent of all two-vehicle fatal crashes (13,278) and 9 percent of total fatal traffic crashes (36,297). Figure 3 illustrates the occupant fatality counts for these specific two-vehicle collisions from 2020 through 2024, alongside the corresponding ratios between passenger car and light-truck occupant deaths. Throughout this period, passenger car occupant fatalities ranged from 2.7 to 3.1 times higher than those in light trucks, with the ratio specifically at 2.8 in 2024. The following data provides a more detailed breakdown from 2020 to 2024:

- When a passenger car and a light truck hit head-on, an occupant was 2.7 to 3.2 times more frequently killed in the passenger car than in the light truck. In 2024 the ratio was 2.7.
- When the front of a passenger car hit the side of a light truck, an occupant was 1.4 to 1.8 times more frequently killed in the light truck than in the passenger car. In 2024 the ratio was 1.4.
- However, when the front of a light truck hit the side of a passenger car, an occupant was 12.4 to 14.2 times more frequently killed in the passenger car than in the light truck. In 2024 the ratio was 13.9.

**Figure 3. Occupant Fatalities and Ratios in Two-Vehicle Traffic Crashes Involving a Passenger Car and a Light Truck, 2020–2024**




Source: FARS 2020–2023 Final File, 2024 ARF

Table 4 presents the number of occupant fatalities in two-vehicle traffic crashes between a passenger car and a light truck from 2023 to 2024:

- The number of passenger car occupant fatalities decreased 9.9 percent, from 2,982 in 2023 to 2,687 in 2024.
- The number of light-truck occupant fatalities decreased 9.2 percent, from 1,052 in 2023 to 955 in 2024.

**Table 4. Occupant Fatalities in Two-Vehicle Traffic Crashes Involving a Passenger Car and a Light Truck, 2023 and 2024**

| Occupants | Year | | Percentage Change |
|---|---|---|---|
| | 2023 | 2024 | |
| Killed in Passenger Cars | 2,982 | 2,687 | -9.9% |
| Killed in Light Trucks | 1,052 | 955 | -9.2% |

Source: FARS 2023 Final File, 2024 ARF

## Restraint Use

The 2024 National Occupant Protection Use Survey observed that the seat belt use rate among adult front-seat occupants was 91.2 percent for passenger vehicles, 91.0 percent for passenger cars, 93.6 percent for vans and SUVs, and 85.0 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 2024 there were 22,713 passenger vehicle occupants who were killed, with exactly half (50%) of these deaths occurring in rural areas. For these passenger vehicle occupant fatalities occurring in rural

[1] National Center for Statistics and Analysis. (2025, October, Revised). *Seat belt use in 2024 – Overall results* (Traffic Safety Facts Research Note. Report No. DOT HS 813 682). National Highway Traffic Safety Administration. doi:10.21949/t29h-qq38

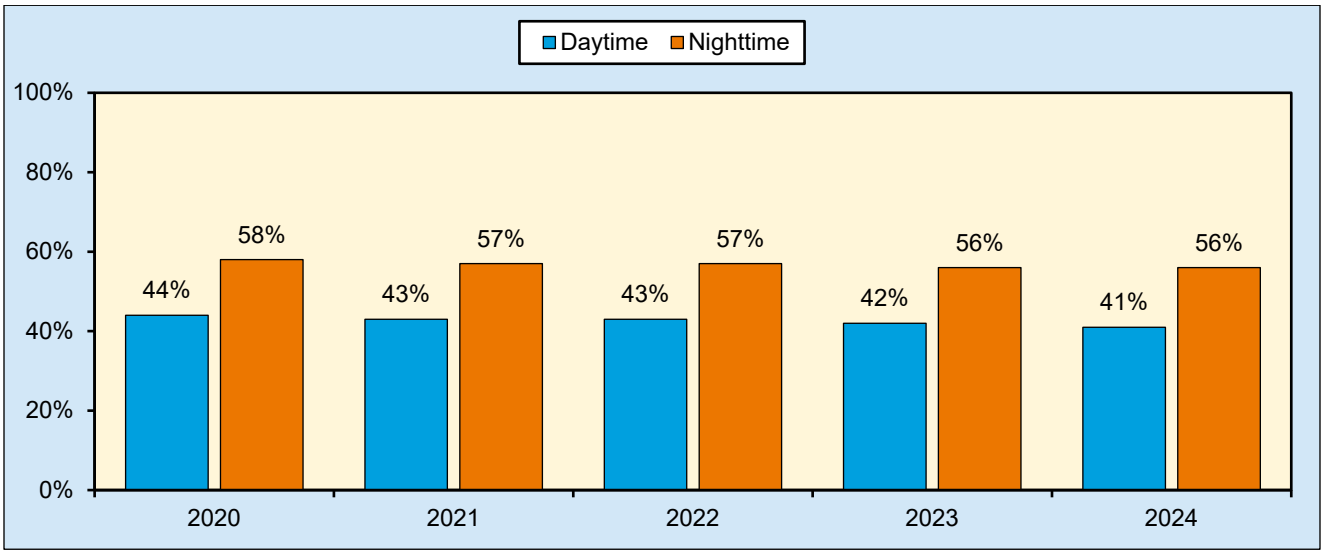
[2] Kahane, C. J., & Simons, J. F. (2024, December). *Fatalities, injuries, and crashes prevented by vehicle safety technologies and associated FMVSS, 1968 to 2019 – Passenger cars and LTVs* (Report No. DOT HS 813 611). National Highway Traffic Safety Administration. crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813611

areas, 50 percent were unrestrained (based on known restraint use) compared to 47 percent in urban areas (based on known restraint use). Sixty percent of rural pickup occupants killed were unrestrained (based on known restraint use) — the highest percentage of any passenger vehicle occupants killed among rural and urban areas.

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 41 percent in 2024.
- Nighttime (6 p.m. to 5:59 a.m.) declined from 58 percent in 2020 to 56 percent in 2024.

**Figure 4. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, by Time of Day, 2020–2024**




Source: FARS 2020–2023 Final File, 2024 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 2024. SUV occupant fatalities had the lowest daytime percentage (38%) and van occupant fatalities had the lowest nighttime percentage (48%) of unrestrained occupant fatalities in 2024, while pickup occupant fatalities had the highest percentages for both daytime (53%) and nighttime (65%).

**Table 5. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, By Time of Day and Vehicle Type, 2020–2024**

| Time of Day and Year | | Passenger Vehicle Type | | | | | Passenger Vehicle Occupant Fatalities** |
|---|---|---|---|---|---|---|---|
| | | 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% |
| | 2024 | 40% | 38% | 53% | 40% | 43% | 41% |
| Nighttime | 2020 | 54% | 61% | 69% | 50% | 63% | 58% |
| | 2021 | 54% | 57% | 68% | 55% | 61% | 57% |
| | 2022 | 54% | 57% | 69% | 48% | 60% | 57% |
| | 2023 | 54% | 54% | 69% | 46% | 59% | 56% |
| | 2024 | 54% | 54% | 65% | 48% | 58% | 56% |

Source: FARS 2020–2023 Final File, 2024 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-four percent of passenger vehicle occupants (3,563 of 4,228) who were totally ejected from vehicles in fatal traffic crashes in 2024 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 (killed and survived) in fatal traffic crashes in 2024. In passenger cars, 13 percent of occupants killed were totally ejected from the vehicles, while 18 percent of those killed in light trucks were totally ejected.

**Table 6. Passenger Vehicle Occupants in Fatal Traffic Crashes, by Vehicle Type, Survival Status, and Ejection Status, 2024**

| 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 | 8,854 | 83% | 1,377 | 13% | 327 | 3% | 1,722 | 16% | 99 | 1% | 10,675 | 100% |
| | Survived | 13,630 | 97% | 242 | 2% | 49 | 0% | 293 | 2% | 153 | 1% | 14,076 | 100% |
| | Total | 22,484 | 91% | 1,619 | 7% | 376 | 2% | 2,015 | 8% | 252 | 1% | 24,751 | 100% |
| Light Trucks** | Killed | 9,213 | 77% | 2,186 | 18% | 524 | 4% | 2,734 | 23% | 91 | 1% | 12,038 | 100% |
| | Survived | 25,085 | 97% | 423 | 2% | 69 | 0% | 505 | 2% | 234 | 1% | 25,824 | 100% |
| | Total | 34,298 | 91% | 2,609 | 7% | 593 | 2% | 3,239 | 9% | 325 | 1% | 37,862 | 100% |
| **Passenger Vehicles**** | **Killed** | **18,067** | **80%** | **3,563** | **16%** | **851** | **4%** | **4,456** | **20%** | **190** | **1%** | **22,713** | **100%** |
| | **Survived** | **38,715** | **97%** | **665** | **2%** | **118** | **0%** | **798** | **2%** | **387** | **1%** | **39,900** | **100%** |
| | **Total** | **56,782** | **91%** | **4,228** | **7%** | **969** | **2%** | **5,254** | **8%** | **577** | **1%** | **62,613** | **100%** |

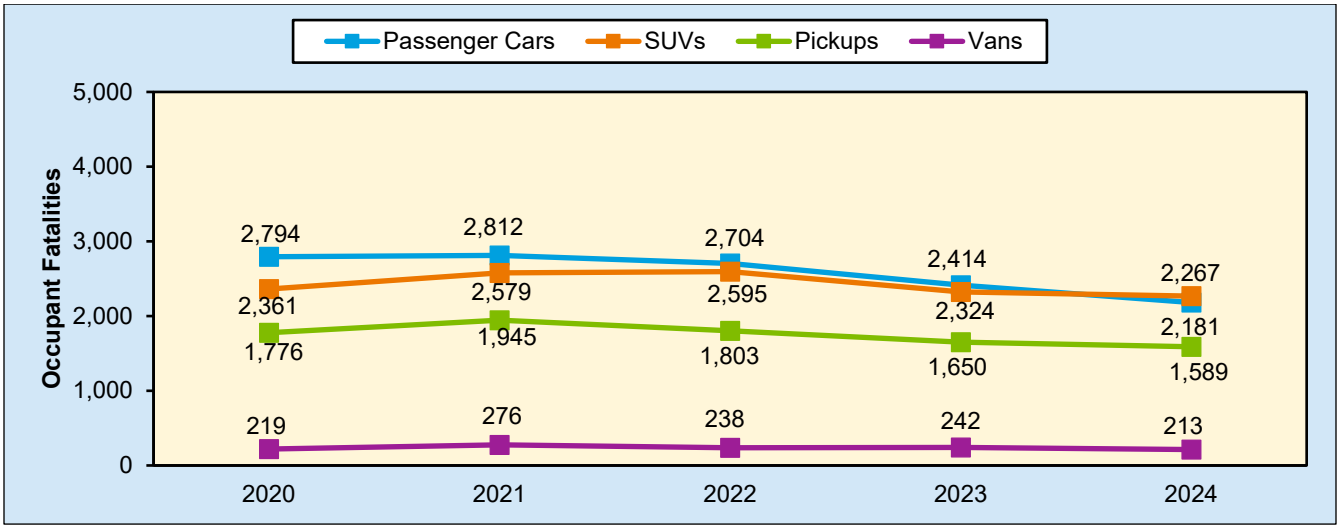
Source: FARS 2024 ARF
*Includes ejected unknowns if totally or partially ejected.
**Includes SUVs, pickups, vans, and other/unknown light-truck vehicle types.

## 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 2024. Among passenger vehicle occupants killed in 2024, the percentages of fatalities in vehicles that rolled over in traffic crashes was highest for pickups (39%), followed by SUVs (32%), vans (23%), and passenger cars (20%).

All four passenger vehicle categories in Figure 5 decreased from 2023 to 2024. 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, 2020–2024**




Source: FARS 2020–2023 Final File, 2024 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 2024.

From 2023 to 2024 the rollover fatalities in traffic crashes for occupants of:

- Total passenger vehicles decreased from 6,630 to 6,250 (-6%);
- Passenger cars decreased from 2,414 to 2,181 (-10%);
- SUVs decreased from 2,324 to 2,267 (-2%);
- Pickups decreased from 1,650 to 1,589 (-4%); and
- Vans decreased from 242 to 213 (-12%).

**Table 7. Passenger Vehicle Occupant Fatalities in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2024**

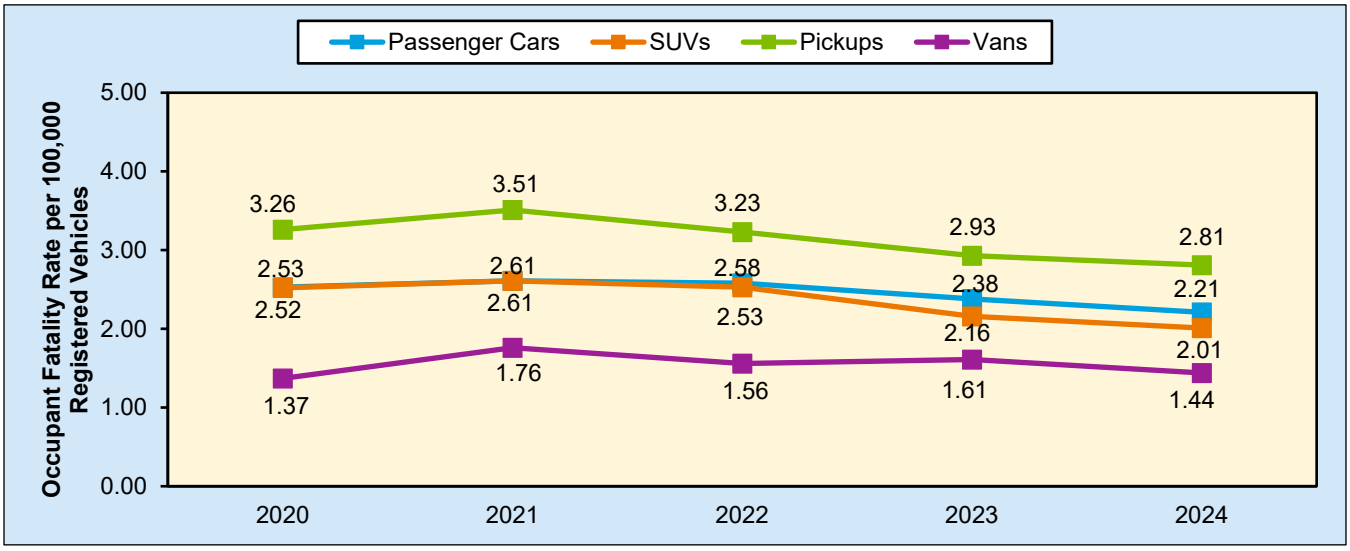
| Year | Passenger Vehicle Type | | | | | Passenger Vehicle Occupant Fatalities* |
|---|---|---|---|---|---|---|
| | Passenger Cars | Light Trucks | | | | |
| | | SUVs | Pickups | Vans | Total* | |
| 2020 | 2,794 | 2,361 | 1,776 | 219 | 4,363 | 7,157 |
| 2021 | 2,812 | 2,579 | 1,945 | 276 | 4,800 | 7,612 |
| 2022 | 2,704 | 2,595 | 1,803 | 238 | 4,637 | 7,341 |
| 2023 | 2,414 | 2,324 | 1,650 | 242 | 4,216 | 6,630 |
| 2024 | 2,181 | 2,267 | 1,589 | 213 | 4,069 | 6,250 |

Source: FARS 2020–2023 Final File, 2024 ARF
*Includes occupants of other/unknown light-truck vehicle types.

In rural fatal traffic crashes during 2024, rollover percentages for passenger vehicles varied by vehicle type, with pickups recording the highest percentage at 28 percent. This was followed by SUVs at 27 percent, passenger cars at 20 percent, and vans at 17 percent. Passenger vehicles in urban areas saw lower rollover percentages: 12 percent for pickups, 11 percent for SUVs, 8 percent for passenger cars, and 7 percent for vans.

Figure 6 displays 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 2024. 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, 2020–2024**




Sources: FARS 2020–2023 Final File, 2024 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 2024.

From 2023 to 2024 the occupant fatality rates per 100,000 registered vehicles, in vehicles that rolled over in traffic crashes for:

- Total passenger vehicles decreased from 2.36 to 2.21 (-6%);
- Passenger cars decreased from 2.38 to 2.21 (-7%);
- SUVs decreased from 2.16 to 2.01 (-7%);
- Pickups decreased from 2.93 to 2.81 (-4%); and
- Vans decreased from 1.61 to 1.44 (-11%).

**Table 8. Passenger Vehicle Occupant Fatality Rates per 100,000 Registered Vehicles in Vehicles That Rolled Over in Traffic Crashes, by Vehicle Type, 2020–2024**

| Year | Passenger Vehicle Type | | | | | Passenger Vehicle Occupant Fatality Rates* |
|---|---|---|---|---|---|---|
| | 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 | 2.38 | 2.16 | 2.93 | 1.61 | 2.36 | 2.36 |
| 2024 | 2.21 | 2.01 | 2.81 | 1.44 | 2.21 | 2.21 |

Sources: FARS 2020–2023 Final File, 2024 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 considered to be alcohol-impaired when the driver's blood alcohol concentration (BAC) is .08 grams per deciliter (g/dL) or higher. From 2020 to 2024 the percentages of alcohol-impaired passenger vehicle drivers (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 (25%) compared to other passenger vehicle drivers (22% for pickups, 19% for SUVs, and 12% for vans) in 2024. The percentages of alcohol-impaired van drivers in fatal traffic crashes were substantially lower than other passenger vehicle drivers.

**Table 9. Percentages of Alcohol-Impaired Passenger Vehicle Drivers in Fatal Traffic Crashes, by Vehicle Type, 2020–2024**

| Year | Drivers by Passenger Vehicle Type | | | | | | | | | | Passenger Vehicle Drivers* | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 | 4,462 | 24% | 2,641 | 19% | 2,048 | 22% | 238 | 12% | 4,928 | 20% | 9,390 | 21% |
| 2024 | 4,239 | 25% | 2,624 | 19% | 1,994 | 22% | 221 | 12% | 4,839 | 19% | 9,078 | 22% |

Source: FARS 2020–2023 Final File, 2024 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 factor in the crash. From 2020 to 2024 the percentages of passenger vehicle drivers 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, 15% for SUVs, and 10% for vans) in 2024. The percentages of van drivers in fatal traffic crashes who were speeding were substantially lower than other passenger vehicle drivers.

**Table 10. Percentages of Passenger Vehicle Drivers in Fatal Traffic Crashes Who Were Speeding, by Vehicle Type, 2020–2024**

| | Drivers by Passenger Vehicle Type | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger Cars | | Light Trucks | | | | | | | | Passenger Vehicle Drivers* | |
| | | | SUVs | | Pickups | | Vans | | Total* | | | |
| Year | 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 | 4,159 | 22% | 2,032 | 15% | 1,520 | 16% | 179 | 9% | 3,731 | 15% | 7,890 | 18% |
| 2024 | 3,731 | 22% | 2,081 | 15% | 1,443 | 16% | 184 | 10% | 3,708 | 15% | 7,439 | 18% |

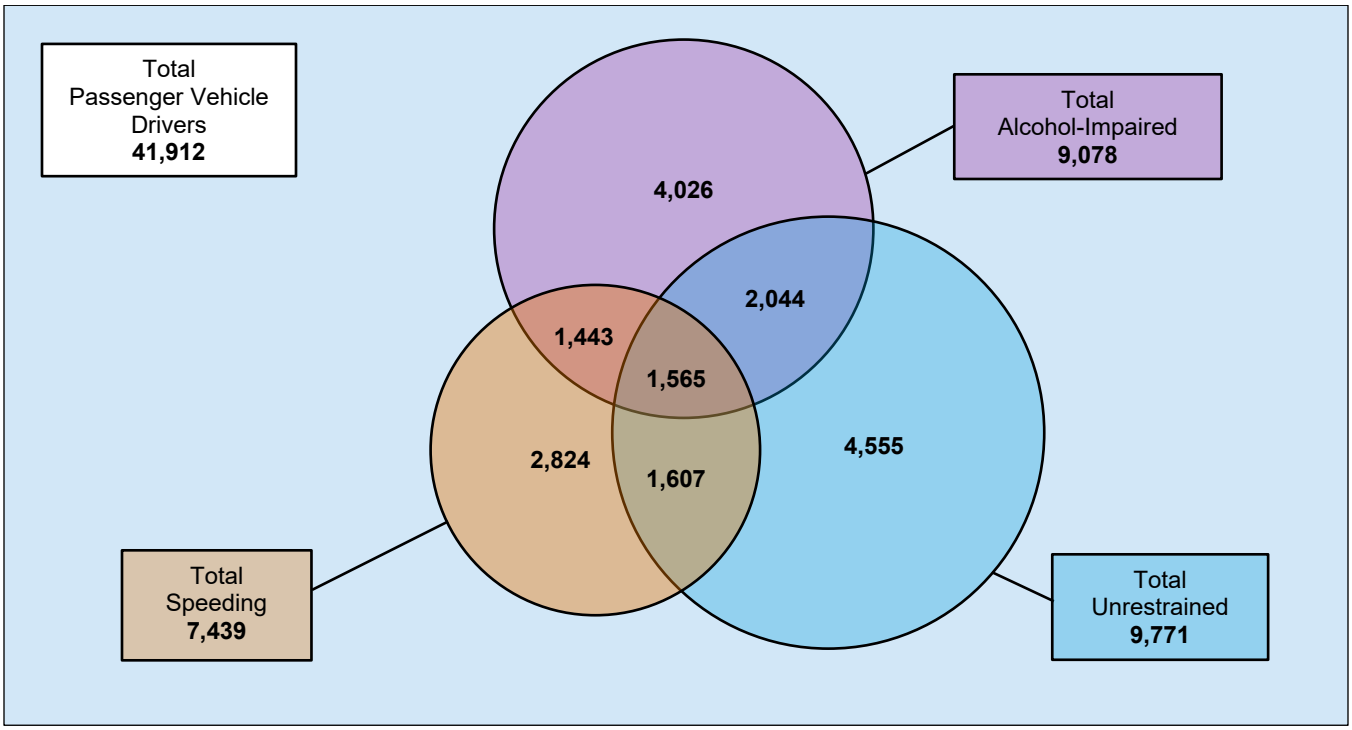
Source: FARS 2020–2023 Final File, 2024 ARF
*Includes drivers of other/unknown light-truck vehicle types.

## Behavioral Factors: Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use

Figure 7 is a Venn diagram of passenger vehicle drivers in fatal traffic crashes by three behavioral factors (speeding involvement, alcohol-impaired driving, and restraint use). In 2024, of the 41,912 passenger vehicle drivers, 18,064 had at least one of these three behavioral factors (43%), while 23,848 (57%) did not have any of these three behavioral factors;

- 2,044 were both alcohol-impaired and unrestrained (4.9%);
- 1,607 were both speeding and unrestrained (3.8%);
- 1,443 were both speeding and alcohol-impaired (3.4%); and
- 1,565 were exhibiting all three behavioral factors simultaneously (3.7%).

**Figure 7. Passenger Vehicle Drivers in Fatal Traffic Crashes, by Speeding Involvement, Alcohol-Impaired Driving, and Restraint Use, 2024**

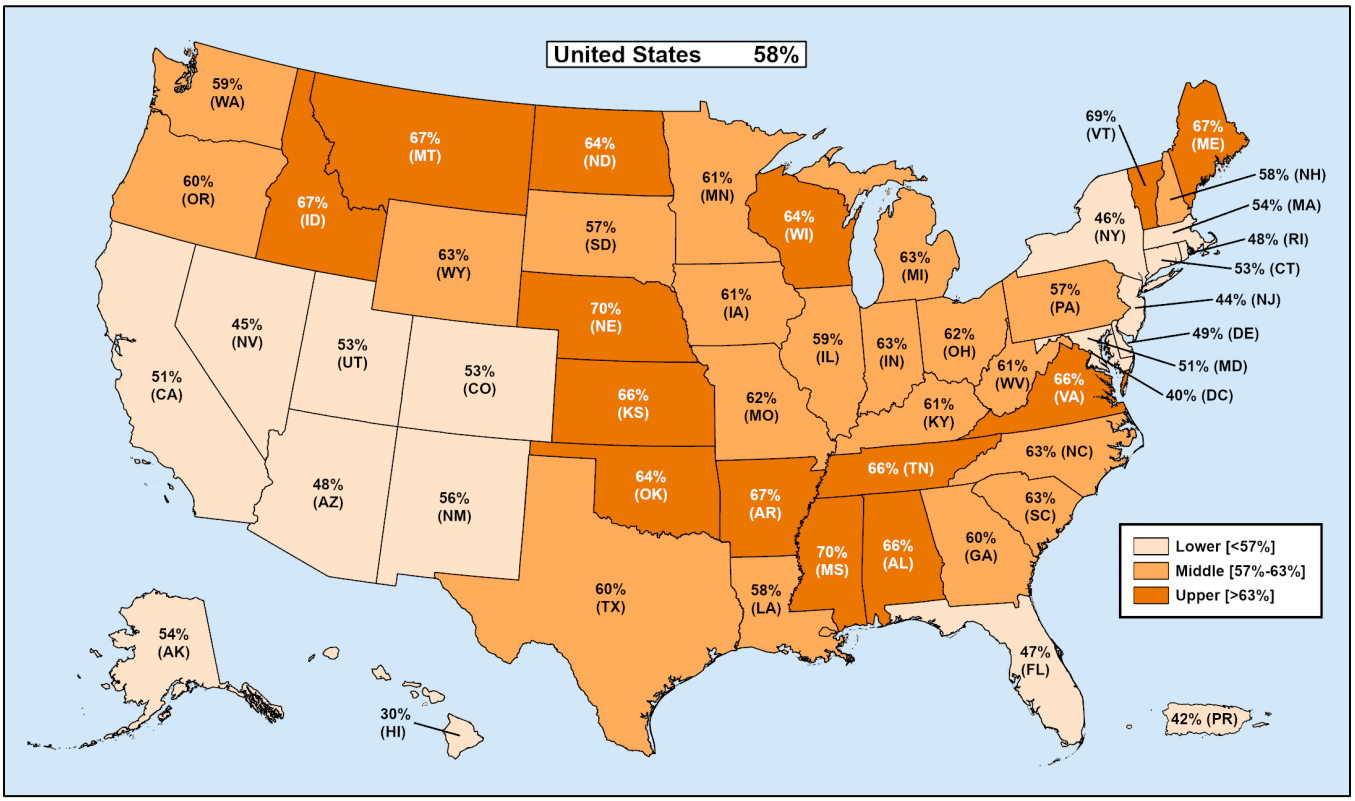



Source: FARS 2024 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

## States

Figure 8 shows a heat map of the percentages of passenger vehicle occupant fatalities compared to total traffic fatalities within the State in 2024. 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 30 percent (Hawaii) to 70 percent (Mississippi and Nebraska), compared to 58 percent for the Nation as a whole.

**Figure 8. Percentages of Total Traffic Fatalities Who Were Passenger Vehicle Occupants, by State, 2024**




Source: FARS 2024 ARF

For each State, the District of Columbia, and Puerto Rico, Table 11 presents the number of passenger vehicle occupant fatalities in traffic crashes in 2024 by vehicle type. Puerto Rico is not included in the overall U.S. total.

Of the total passenger vehicle occupant fatalities in traffic crashes by State (excluding the District of Columbia and Puerto Rico) in 2024:

- The State with the largest percentage of passenger car fatalities was New Jersey (62%), followed by Delaware (61%).
- The States with the largest percentages of SUV fatalities were New Hampshire and Rhode Island (48%), followed by New York (40%).
- The State with the largest percentage of pickup fatalities was Wyoming (43%), followed by Alaska (42%).
- The State with the largest percentage of van fatalities was North Dakota (9%), followed by Wisconsin (8%).

## Table 11. Passenger Vehicle Occupant Fatalities in Traffic Crashes, by State and Vehicle Type, 2024

| State | Passenger Vehicle Type | | | | | | | | | | Passenger Vehicle Occupant Fatalities* |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Passenger Cars | | Light Trucks | | | | | | | | |
| | | | SUVs | | Pickups | | Vans | | Total* | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Number | Percent | |
| Alabama | 309 | 49% | 167 | 26% | 145 | 23% | 15 | 2% | 327 | 51% | 636 |
| Alaska | 10 | 26% | 12 | 32% | 16 | 42% | 0 | 0% | 28 | 74% | 38 |
| Arizona | 249 | 42% | 222 | 38% | 103 | 17% | 18 | 3% | 343 | 58% | 592 |
| Arkansas | 161 | 40% | 140 | 35% | 85 | 21% | 15 | 4% | 240 | 60% | 401 |
| California | 1,145 | 58% | 468 | 24% | 301 | 15% | 62 | 3% | 832 | 42% | 1,977 |
| Colorado | 136 | 37% | 138 | 38% | 79 | 22% | 11 | 3% | 228 | 63% | 364 |
| Connecticut | 87 | 53% | 57 | 35% | 10 | 6% | 9 | 6% | 76 | 47% | 163 |
| Delaware | 38 | 61% | 16 | 26% | 5 | 8% | 3 | 5% | 24 | 39% | 62 |
| Dist. of Columbia | 15 | 79% | 3 | 16% | 1 | 5% | 0 | 0% | 4 | 21% | 19 |
| Florida | 725 | 49% | 459 | 31% | 224 | 15% | 71 | 5% | 754 | 51% | 1,479 |
| Georgia | 392 | 46% | 251 | 30% | 171 | 20% | 34 | 4% | 456 | 54% | 848 |
| Hawaii | 16 | 52% | 10 | 32% | 4 | 13% | 1 | 3% | 15 | 48% | 31 |
| Idaho | 52 | 33% | 49 | 31% | 48 | 30% | 11 | 7% | 108 | 68% | 160 |
| Illinois | 352 | 50% | 220 | 31% | 89 | 13% | 37 | 5% | 347 | 50% | 699 |
| Indiana | 236 | 45% | 181 | 34% | 82 | 16% | 29 | 5% | 292 | 55% | 528 |
| Iowa | 94 | 43% | 75 | 35% | 37 | 17% | 11 | 5% | 123 | 57% | 217 |
| Kansas | 77 | 34% | 76 | 34% | 61 | 27% | 11 | 5% | 148 | 66% | 225 |
| Kentucky | 213 | 49% | 127 | 29% | 81 | 19% | 13 | 3% | 221 | 51% | 434 |
| Louisiana | 194 | 44% | 138 | 32% | 96 | 22% | 10 | 2% | 244 | 56% | 438 |
| Maine | 59 | 50% | 35 | 29% | 23 | 19% | 2 | 2% | 60 | 50% | 119 |
| Maryland | 160 | 54% | 100 | 34% | 25 | 9% | 9 | 3% | 134 | 46% | 294 |
| Massachusetts | 89 | 45% | 75 | 38% | 24 | 12% | 9 | 5% | 108 | 55% | 197 |
| Michigan | 280 | 40% | 273 | 39% | 100 | 14% | 41 | 6% | 414 | 60% | 694 |
| Minnesota | 123 | 42% | 105 | 36% | 52 | 18% | 11 | 4% | 168 | 58% | 291 |
| Mississippi | 234 | 44% | 141 | 27% | 131 | 25% | 22 | 4% | 294 | 56% | 528 |
| Missouri | 262 | 44% | 195 | 33% | 109 | 18% | 29 | 5% | 333 | 56% | 595 |
| Montana | 37 | 27% | 52 | 38% | 47 | 34% | 1 | 1% | 100 | 73% | 137 |
| Nebraska | 61 | 35% | 59 | 34% | 45 | 26% | 10 | 6% | 114 | 65% | 175 |
| Nevada | 95 | 51% | 58 | 31% | 34 | 18% | 0 | 0% | 92 | 49% | 187 |
| New Hampshire | 26 | 34% | 37 | 48% | 14 | 18% | 0 | 0% | 51 | 66% | 77 |
| New Jersey | 184 | 62% | 77 | 26% | 18 | 6% | 17 | 6% | 112 | 38% | 296 |
| New Mexico | 97 | 42% | 71 | 31% | 61 | 27% | 1 | 0% | 133 | 58% | 230 |
| New York | 230 | 45% | 205 | 40% | 50 | 10% | 23 | 5% | 278 | 55% | 508 |
| North Carolina | 522 | 51% | 307 | 30% | 159 | 15% | 39 | 4% | 506 | 49% | 1,028 |
| North Dakota | 17 | 29% | 19 | 33% | 17 | 29% | 5 | 9% | 41 | 71% | 58 |
| Ohio | 345 | 48% | 241 | 34% | 91 | 13% | 39 | 5% | 371 | 52% | 716 |
| Oklahoma | 155 | 38% | 125 | 30% | 115 | 28% | 17 | 4% | 257 | 62% | 412 |
| Oregon | 129 | 40% | 100 | 31% | 72 | 22% | 23 | 7% | 195 | 60% | 324 |
| Pennsylvania | 317 | 49% | 233 | 36% | 70 | 11% | 26 | 4% | 330 | 51% | 647 |
| Rhode Island | 13 | 52% | 12 | 48% | 0 | 0% | 0 | 0% | 12 | 48% | 25 |
| South Carolina | 367 | 56% | 149 | 23% | 121 | 18% | 20 | 3% | 290 | 44% | 657 |
| South Dakota | 25 | 30% | 30 | 36% | 24 | 29% | 4 | 5% | 58 | 70% | 83 |
| Tennessee | 399 | 51% | 213 | 27% | 146 | 19% | 31 | 4% | 390 | 49% | 789 |
| Texas | 1,083 | 43% | 760 | 30% | 585 | 23% | 79 | 3% | 1,424 | 57% | 2,507 |
| Utah | 73 | 50% | 41 | 28% | 28 | 19% | 5 | 3% | 74 | 50% | 147 |
| Vermont | 20 | 49% | 11 | 27% | 9 | 22% | 1 | 2% | 21 | 51% | 41 |
| Virginia | 281 | 47% | 174 | 29% | 117 | 19% | 30 | 5% | 321 | 53% | 602 |
| Washington | 227 | 53% | 121 | 28% | 69 | 16% | 15 | 3% | 205 | 47% | 432 |
| West Virginia | 69 | 44% | 42 | 27% | 39 | 25% | 7 | 4% | 88 | 56% | 157 |
| Wisconsin | 179 | 47% | 124 | 32% | 49 | 13% | 30 | 8% | 203 | 53% | 382 |
| Wyoming | 16 | 24% | 19 | 28% | 29 | 43% | 3 | 4% | 51 | 76% | 67 |
| **U.S. Total** | **10,675** | **47%** | **7,013** | **31%** | **4,111** | **18%** | **910** | **4%** | **12,038** | **53%** | **22,713** |
| Puerto Rico | 75 | 62% | 33 | 27% | 9 | 7% | 4 | 3% | 46 | 38% | 121 |

Source: FARS 2024 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 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 passenger vehicle occupant fatalities from the 2023 Final File was 24,017, updated from 23,959 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 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 at https://vpic.nhtsa.dot.gov.

The suggested APA format citation for this publication is:

National Center for Statistics and Analysis. (2026, October). *Passenger vehicles: 2024 data* (Traffic Safety Facts. Report No. DOT HS 813 837). National Highway Traffic Safety Administration. https://doi.org/10.21949/ca40-ad80

## 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 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 reports can be found at https://crashstats.nhtsa.dot.gov.

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