Traffic Safety Facts

2018 Data

March 2020

DOT HS 812 891

NHTSA

In this fact sheet for 2018, the information is presented as follows.

Large Trucks

A large truck as defined in this fact sheet is any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. These large trucks can include commercial and non-commercial vehicles. Seventy-five percent of the large trucks involved in fatal traffic crashes were heavy large trucks (GVWR > 26,000 lbs.) in 2018.

Key Findings

- In 2018 there were 4,951 people killed in crashes involving large trucks, almost a 1-percent increase from 2017.
- Seventy-one percent of people killed in large-truck crashes in 2018 were occupants of other vehicles.
- Seventy-seven percent of the fatal crashes involving large trucks in 2018 occurred on weekdays (6 a.m. Monday to 5:59 p.m. Friday).
- Three percent of the drivers of large trucks involved in fatal crashes in 2018 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, 21% for passenger cars, and 19% for light trucks).
- In 2018 drivers of large trucks in fatal crashes were less likely to have previous license suspensions or revocations than were passenger car drivers.
- Large-truck drivers involved in fatal crashes in 2018 had a higher percentage (21.2%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 19.8%; passenger cars, 19.0%; and light trucks, 17.5%).

NHTSA's National Center for Statistics and Analysis (NCSA) identified issues with the classification of light pickup truck body types in FARS. Light pickup truck body types are understood to have a GVWR of 10,000 lbs. or less. However, several of these vehicles had a VIN-derived GVWR over 10,000 lbs., which essentially places them in a respective large truck body type with most in the medium/heavy pickup body type. For more information see **Light Pickup Truck Classification Issue** at end of this publication.

This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the **Fatality Analysis Reporting System (FARS)**. Refer to the end of this publication for more information on FARS. Injury estimates are based on data obtained from a nationally representative sample of police-reported crashes. For more information, read **Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)** at the end of this publication.

U.S. Department of Transportation

National Highway Traffic Safety Administration

1200 New Jersey Avenue SE
Washington, DC 20590

Overview

In 2018 there were 4,951 people killed and an estimated 151,000 people injured in crashes involving large trucks. In the United States, an estimated 531,000 large trucks were involved in police-reported traffic crashes during 2018.

Table 1 provides an overview of people killed and injured in crashes involving large trucks from 2009 to 2018.

Fatalities in crashes involving large trucks increased by 5 percent from 2016 to 2017, and 1 percent from 2017 to 2018. Of the fatalities in 2018:

- 71 percent (3,525) were occupants of other vehicles;
- 18 percent (885) were occupants of large trucks; and
- 11 percent (541) were nonoccupants (pedestrians, pedalcyclists, etc.).

From 2017 to 2018 there was a small decrease in the number of occupants of other vehicles killed, and a 10-percent increase in the number of nonoccupants killed. This is the highest number of nonoccupants killed in the most recent 10-year period (2009 to 2018), and the second highest number of occupants of other vehicles killed in that 10-year period.

In 2018 there were an estimated 151,000 people injured in crashes involving large trucks—an increase of 2 percent from an estimated 148,000 in 2017. Of the people injured in 2018:

- 72 percent (108,000) were occupants of other vehicles;
- 26 percent (39,000) were occupants of large trucks; and
- 2 percent (3,000) were nonoccupants (pedestrians, pedalcyclists, etc.).

From 2017 to 2018 there was a 2-percent decrease in the number of injured large-truck occupants in large-truck traffic crashes, while there was a 3-percent increase in the number of "other people" injured in those same crashes.

Table 1

People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 2009–2018

	Truck Occupants by Crash Type						Other People						
	Single Vehicle		Multiple Vehicle		Total		Occupants of Other Vehicles		Nonoccupants		Total		
Year	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Total
Killed													
2009	333	10%	166	5%	499	15%	2,558	76%	323	10%	2,881	85%	3,380
2010	339	9%	191	5%	530	14%	2,797	76%	359	10%	3,156	86%	3,686
2011	408	11%	232	6%	640	17%	2,713	72%	428	11%	3,141	83%	3,781
2012	423	11%	274	7%	697	18%	2,857	72%	390	10%	3,247	82%	3,944
2013	431	11%	264	7%	695	17%	2,845	71%	441	11%	3,286	83%	3,981
2014	405	10%	251	6%	656	17%	2,859	73%	393	10%	3,252	83%	3,908
2015	395	10%	270	7%	665	16%	3,017	74%	413	10%	3,430	84%	4,095
2016	520	11%	295	6%	815	17%	3,351	72%	512	11%	3,863	83%	4,678
2017	525	11%	353	7%	878	18%	3,534	72%	493	10%	4,027	82%	4,905
2018	535	11%	350	7%	885	18%	3,525	71%	541	11%	4,066	82%	4,951
Injured													
2009	7,000	10%	9,000	12%	16,000	22%	56,000	76%	1,000	2%	58,000	78%	74,000
2010	9,000	11%	11,000	13%	20,000	25%	59,000	73%	2,000	2%	61,000	75%	81,000
2011	7,000	8%	16,000	17%	23,000	26%	64,000	72%	2,000	2%	66,000	74%	89,000
2012	9,000	9%	16,000	16%	25,000	24%	76,000	73%	3,000	3%	79,000	76%	104,000
2013	9,000	9%	16,000	16%	25,000	26%	69,000	72%	2,000	2%	71,000	74%	96,000
2014	10,000	9%	17,000	15%	27,000	24%	82,000	74%	2,000	2%	85,000	76%	112,000
2015	10,000	9%	20,000	17%	30,000	26%	85,000	72%	3,000	2%	88,000	74%	118,000
2016†	13,000	10%	23,000	17%	36,000	27%	95,000	70%	4,000	3%	99,000	73%	135,000
2017†	15,000	10%	25,000	17%	40,000	27%	106,000	71%	3,000	2%	108,000	73%	148,000
2018†	13,000	9%	26,000	17%	39,000	26%	108,000	72%	3,000	2%	112,000	74%	151,000

Sources: FARS 2009–2017 Final File, 2018 FARS Annual Report File (ARF); NASS GES 2009–2015 and CRSS 2016–2018
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.
Note: Injury totals may not equal sum of components due to independent rounding.

In 2018 large trucks accounted for 9 percent of all vehicles involved in fatal crashes and 4 percent of all vehicles involved in injury and property-damage-only crashes. Large trucks accounted for 4 percent of all registered vehicles and 9 percent of the total vehicle miles traveled (VMT) in 2018. For comparison, passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 92 percent of all registered vehicles and 89 percent of the total VMT in 2018.

Table 2 summarizes the number of large trucks involved in fatal and injury crashes, the number of registered large trucks, involvement rates for every 100,000 registered large trucks, large-truck miles traveled, and the involvement rates for every 100 million large-truck miles traveled from 2009 to 2018.

Table 2
Large Trucks Involved in Fatal and Injury Crashes, and Involvement Rates, 2009–2018

Year	Number of Large Trucks Involved	Number of Large Trucks Registered	Involvement Rate per 100,000 Registered Large Trucks	Large-Truck Miles Traveled (millions)	Involvement Rate per 100 Million Large-Truck Miles Traveled
Fatal Crashes					
2009	3,211	10,973,214	29.26	288,306	1.11
2010	3,494	10,770,054	32.44	286,527	1.22
2011	3,633	10,270,693	35.37	267,594	1.36
2012	3,825	10,659,380	35.88	269,207	1.42
2013	3,921	10,597,356	37.00	275,017	1.43
2014	3,749	10,905,956	34.38	279,132	1.34
2015	4,075	11,203,184	36.37	279,844	1.46
2016	4,562	11,498,561	39.67	287,895	1.58
2017	4,804	12,229,216	39.28	297,593	1.61
2018	4,862	13,233,910	36.74	304,864	1.59
Injury Crashes					
2009	53,000	10,973,214	487	288,306	19
2010	58,000	10,770,054	541	286,527	20
2011	63,000	10,270,693	609	267,594	23
2012	77,000	10,659,380	719	269,207	28
2013	73,000	10,597,356	690	275,017	27
2014	88,000	10,905,956	811	279,132	32
2015	87,000	11,203,184	779	279,844	31
2016†	102,000	11,498,561	888	287,895	35
2017†	107,000	12,229,216	873	297,593	36
2018†	112,000	13,233,910	848	304,864	37

Sources: FARS 2009–2017 Final File, 2018 FARS ARF; NASS GES 2009–2015 and CRSS 2016–2018; Vehicle miles traveled and registered vehicles – Federal Highway Administration
†CRSS estimates and NASS GES estimates are not comparable due to different sample designs. Refer to end of document for more information about CRSS.

Crash Characteristics

In 2018 large trucks were more likely to be involved in fatal multiple-vehicle crashes as opposed to fatal single-vehicle crashes than were passenger vehicles (81% of fatal crashes involving large trucks are multiple-vehicle crashes, compared with 62% for fatal crashes involving passenger vehicles).

Table 3 presents percentages of two-vehicle fatal crashes involving large trucks by initial impact point of the large truck and the other vehicle in 2018. Both vehicles were struck in the front 32 percent of the time. The trucks were struck in the rear 3 times more often than the other vehicles (23% and 7%, respectively).

Table 3
Percentage of Two-Vehicle Fatal Crashes Involving Large Trucks, by Initial Impact Point, 2018

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	32%	13%	10%	7%	62%
Left Side	8%	1%	1%	0%	10%
Right Side	5%	0%	0%	0%	5%
Rear	22%	0%	0%	0%	23%
Total	**67%**	**15%**	**11%**	**7%**	**100%**

Source: FARS 2018 ARF
Note: Totals may not equal sum of components due to independent rounding.

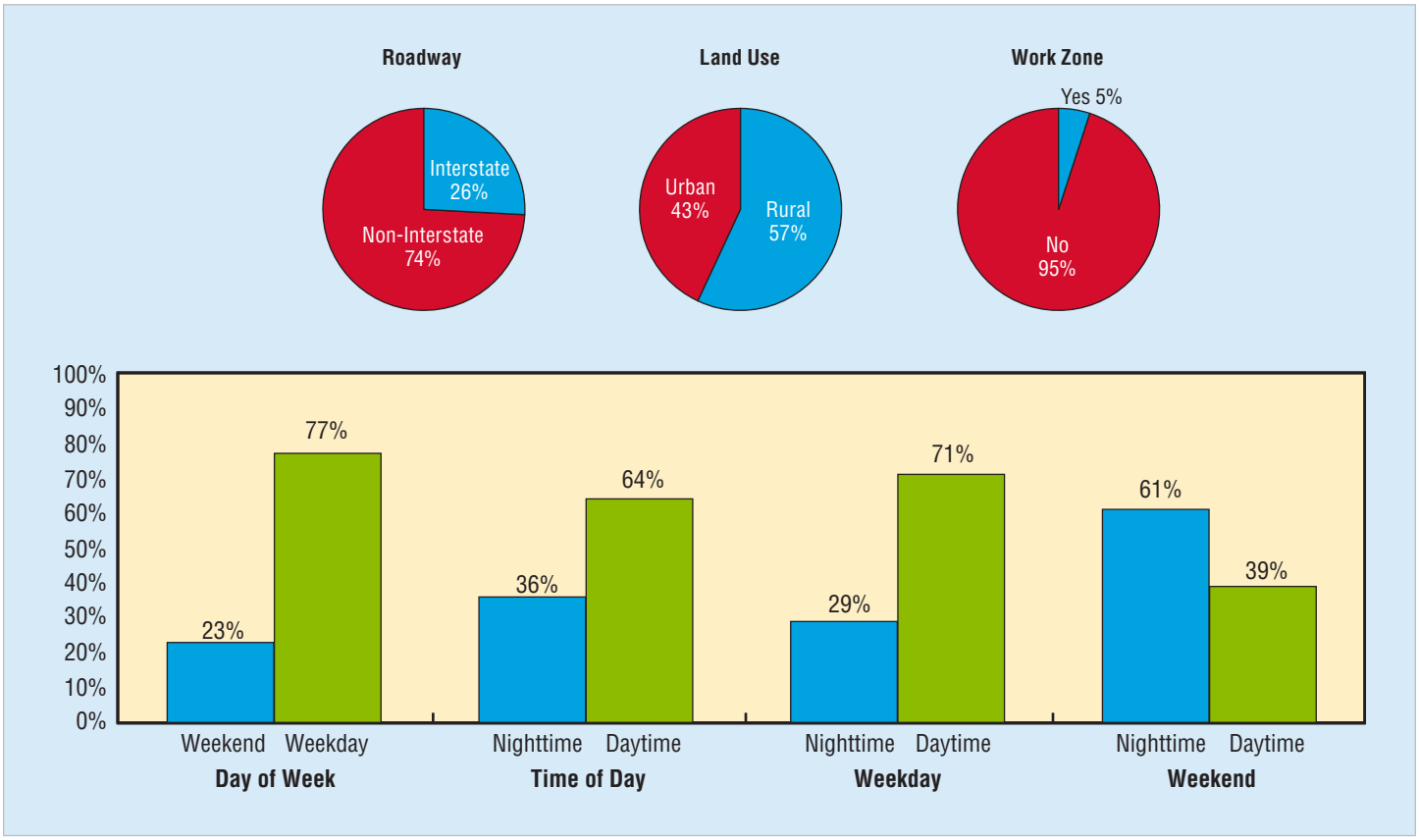
According to data (not shown), both the large truck and the other vehicle were proceeding straight at the time of the crash in 43 percent of the two-vehicle fatal crashes. In 9 percent of these crashes, the other vehicle was turning left or right regardless of the large truck maneuver. In 10 percent of these crashes the truck and the other vehicle were negotiating curves. In 8 percent of the two-vehicle fatal crashes, either the truck or the other vehicle was stopped in a traffic lane (6% and 2%, respectively).

Figure 1 shows the percentages of fatal crashes involving large trucks by roadway, urban/rural land use, work zone, day of the week (weekday/weekend), and time of day (nighttime/daytime) in 2018.

- More than 1 out of 4 fatal large-truck crashes (26%) occurred on interstates.
- Fifty-seven percent of fatal crashes involving large trucks occurred in rural areas.
- Only 5 percent of fatal crashes involving large trucks occurred in work zones.
- Seventy-seven percent of the fatal crashes involving large trucks occurred on weekdays.
- Of those weekday large-truck fatal crashes, 71 percent occurred during the daytime hours of 6 a.m. to 5:59 p.m.

Figure 1

Percentage of Fatal Crashes Involving Large Trucks in Relation to Roadway, Land Use, Work Zone, Day of Week and Time of Day, 2018



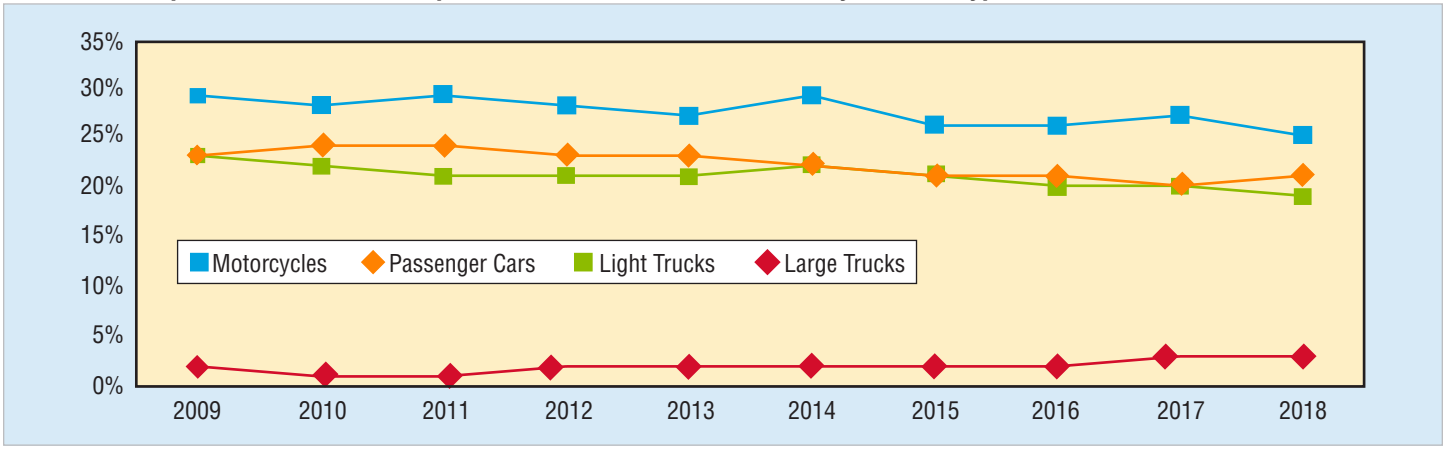
Source: FARS 2018 ARF
Note: Unknowns were removed before calculating percentages.
Weekday – Monday 6 a.m. to Friday 5:59 p.m.
Weekend – Friday 6 p.m. to Monday 5:59 a.m.
Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.

Drivers

Figure 2 displays the 10-year proportions of drivers in fatal crashes with BACs of .08 g/dL or higher by vehicle types (large trucks, passenger cars, light trucks, and motorcycles). The percentage of large-truck drivers involved in fatal crashes who had BACs of .08 g/dL or higher was 3 percent in 2018. For drivers of other types of vehicles involved in fatal crashes in 2018, the percentages of drivers with BACs of .08 g/dL or higher were 25 percent for motorcycles, 21 percent for passenger cars, and 19 percent for light trucks.

Figure 2

Estimated Proportions of Alcohol-Impaired Drivers in Fatal Crashes, by Vehicle Type, 2009–2018



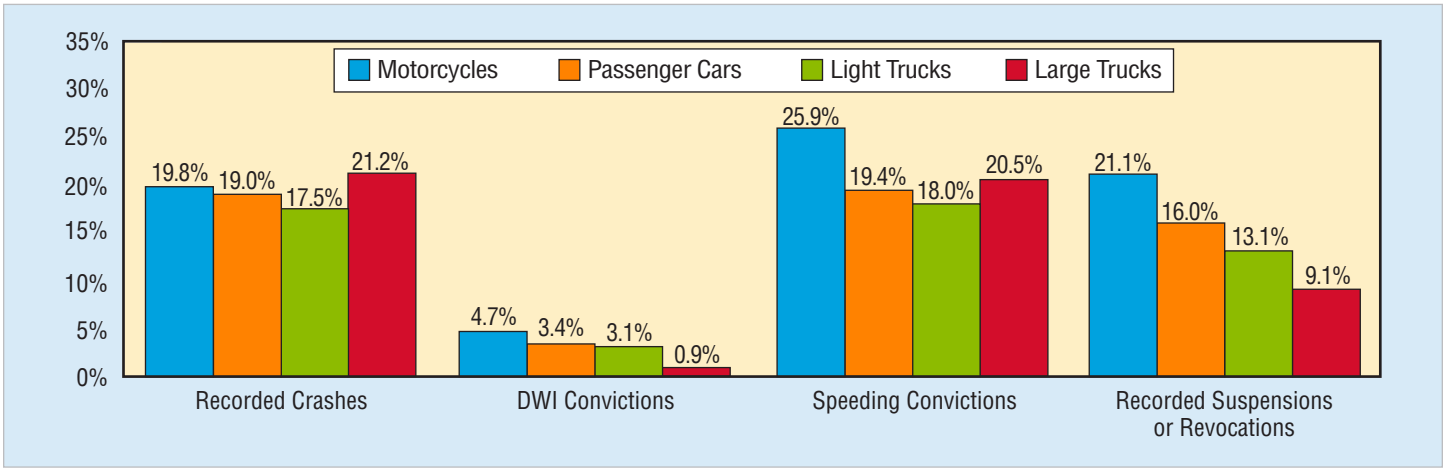
Source: FARS 2009–2017 Final File, FARS 2018 ARF

Figure 3 presents the percentages of drivers involved in fatal crashes with previous 5-year driving records (recorded crashes, driving while intoxicated [DWI] convictions, speeding convictions, and recorded suspensions or revocations) by vehicle types (motorcycles, passenger cars, light trucks, and large trucks) in 2018.

- Large-truck drivers have a higher percentage (21.2%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 19.8%; passenger cars, 19.0%; and light trucks, 17.5%).
- More than 20 percent of all large-truck drivers involved in fatal crashes had at least one prior speeding conviction, almost the same as passenger car drivers involved in fatal crashes.
- Drivers of large trucks in fatal crashes were less likely to have previous license suspensions or revocations than were passenger car drivers (9.1% and 16.0%, respectively).

Figure 3

Previous 5-Year Driving Records of Drivers Involved in Fatal Crashes, by Vehicle Type, 2018



Source: FARS 2018 ARF
Note: Excludes all drivers with previous records that were unknown.

Fatalities by State

Table 4 presents the large-truck involvement in fatal crashes in 2018 for each of the 50 States, District of Columbia, and Puerto Rico. Figure 4 is a map that displays the percentages of large trucks involved in fatal crashes. Puerto Rico is not included in the overall U.S. total for Table 4.

- On average in the country, large trucks made up 9.4 percent of all vehicles involved in fatal crashes.
- The percentage of large trucks involved in fatal crashes ranged from 2.4 percent in Rhode Island to 19.7 percent in Wyoming.
- Large-truck involvement was 10 percent or higher in 20 States.
- Texas had the highest number of large trucks involved in fatal crashes at 658, and the largest number of total vehicles involved in fatal crashes.
- The States with the largest percentages of large trucks involved in fatal crashes are in the middle of the country, while the eastern and western portions of the country have lower percentages.

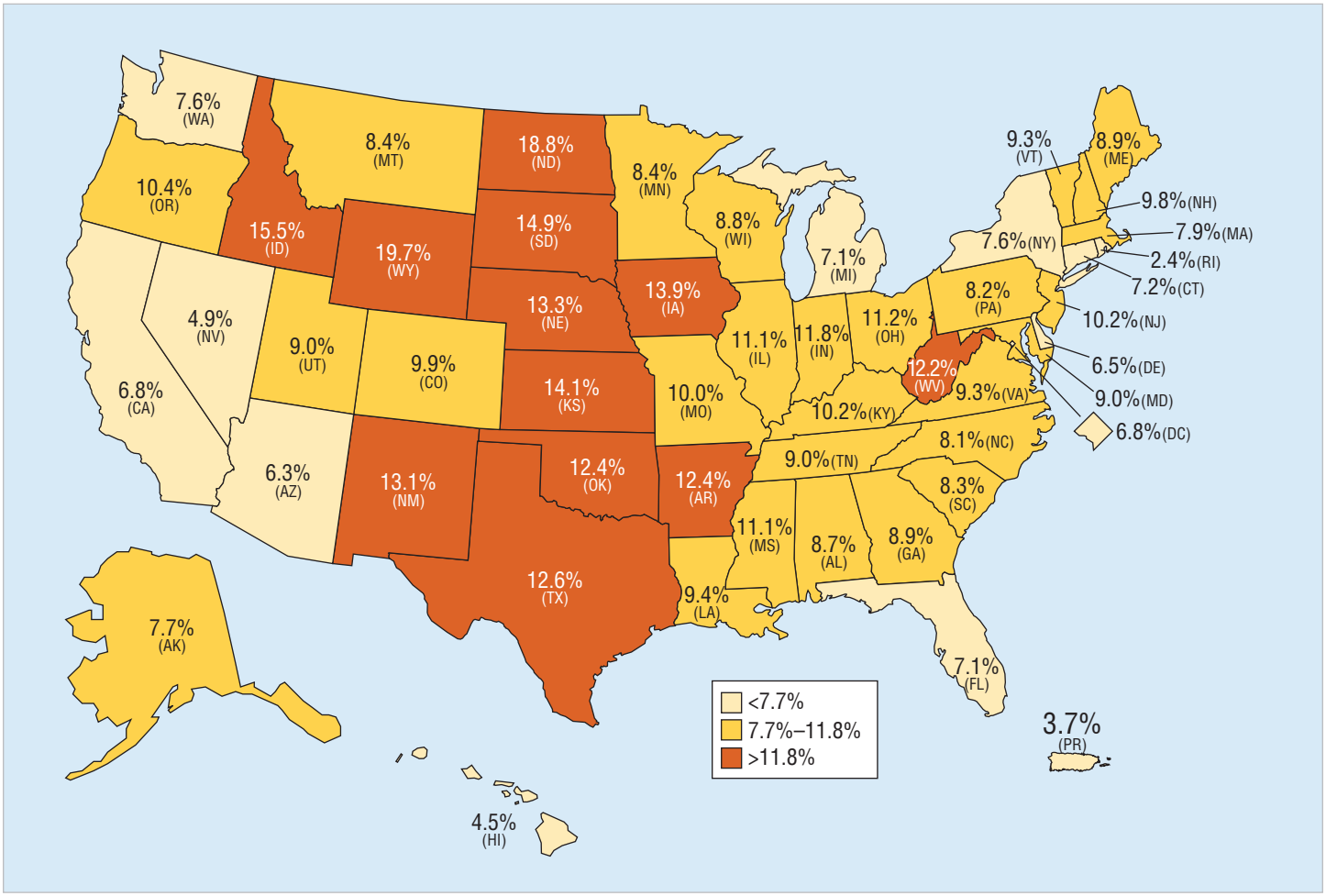
Table 5 presents an overview of the people killed in large-truck crashes for each of the 50 States, District of Columbia, and Puerto Rico, by the person type in 2018. Puerto Rico is not included in the overall U.S. total.

- The number of occupants of other vehicles killed ranged from 2 in the District of Columbia and Rhode Island to 467 in Texas. Nine States each had more than 100 occupants of other vehicles killed in large-truck crashes.
- The highest number of occupants of large trucks killed was 137 in Texas, while the second highest was 53 in Florida.

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

Figure 4

Percentage of Large Trucks Involved in Fatal Traffic Crashes, by State, 2018



Source: FARS 2018 ARF

Table 4

Large Trucks Involved in Fatal Crashes, by State, 2018

State	Total Vehicles Involved in Fatal Crashes	Large Trucks Involved in Fatal Crashes		
		Number	Percentage of Total Vehicles	Percentage of U.S. Total for Large Trucks
Alabama	1,321	115	8.7%	2.4%
Alaska	104	8	7.7%	0.2%
Arizona	1,404	89	6.3%	1.8%
Arkansas	735	91	12.4%	1.9%
California	4,986	339	6.8%	7.0%
Colorado	897	89	9.9%	1.8%
Connecticut	417	30	7.2%	0.6%
Delaware	168	11	6.5%	0.2%
District of Columbia	44	3	6.8%	0.1%
Florida	4,564	325	7.1%	6.7%
Georgia	2,165	193	8.9%	4.0%
Hawaii	157	7	4.5%	0.1%
Idaho	316	49	15.5%	1.0%
Illinois	1,481	165	11.1%	3.4%
Indiana	1,218	144	11.8%	3.0%
Iowa	469	65	13.9%	1.3%
Kansas	568	80	14.1%	1.6%
Kentucky	1,033	105	10.2%	2.2%
Louisiana	1,070	101	9.4%	2.1%
Maine	179	16	8.9%	0.3%
Maryland	741	67	9.0%	1.4%
Massachusetts	491	39	7.9%	0.8%
Michigan	1,480	105	7.1%	2.2%
Minnesota	538	45	8.4%	0.9%
Mississippi	898	100	11.1%	2.1%
Missouri	1,344	135	10.0%	2.8%
Montana	214	18	8.4%	0.4%
Nebraska	353	47	13.3%	1.0%
Nevada	452	22	4.9%	0.5%
New Hampshire	193	19	9.8%	0.4%
New Jersey	782	80	10.2%	1.6%
New Mexico	520	68	13.1%	1.4%
New York	1,291	98	7.6%	2.0%
North Carolina	2,065	168	8.1%	3.5%
North Dakota	144	27	18.8%	0.6%
Ohio	1,576	176	11.2%	3.6%
Oklahoma	975	121	12.4%	2.5%
Oregon	665	69	10.4%	1.4%
Pennsylvania	1,686	139	8.2%	2.9%
Rhode Island	82	2	2.4%	0.0%
South Carolina	1,475	122	8.3%	2.5%
South Dakota	148	22	14.9%	0.5%
Tennessee	1,518	136	9.0%	2.8%
Texas	5,222	658	12.6%	13.5%
Utah	376	34	9.0%	0.7%
Vermont	86	8	9.3%	0.2%
Virginia	1,154	107	9.3%	2.2%
Washington	762	58	7.6%	1.2%
West Virginia	409	50	12.2%	1.0%
Wisconsin	799	70	8.8%	1.4%
Wyoming	137	27	19.7%	0.6%
U.S. Total	**51,872**	**4,862**	**9.4%**	**100.0%**
Puerto Rico	407	15	3.7%	—

Source: FARS 2018 ARF
Note: Percentages may not equal sum of components due to independent rounding.

Table 5

Fatalities in Traffic Crashes Involving Large Trucks, by State and Person Type, 2018

State	Truck Occupants by Crash Type			Other People			Total
	Single Vehicle	Multiple Vehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	
Alabama	18	5	23	96	3	99	122
Alaska	1	1	2	7	1	8	10
Arizona	12	6	18	62	10	72	90
Arkansas	12	14	26	55	5	60	86
California	23	22	45	243	64	307	352
Colorado	7	6	13	68	10	78	91
Connecticut	5	4	9	18	4	22	31
Delaware	0	1	1	13	1	14	15
District of Columbia	0	0	0	2	1	3	3
Florida	28	25	53	208	60	268	321
Georgia	22	12	34	138	15	153	187
Hawaii	0	0	0	4	3	7	7
Idaho	7	5	12	38	3	41	53
Illinois	15	16	31	109	26	135	166
Indiana	14	10	24	109	13	122	146
Iowa	2	6	8	51	4	55	63
Kansas	9	12	21	63	1	64	85
Kentucky	10	7	17	85	4	89	106
Louisiana	10	7	17	70	16	86	103
Maine	0	0	0	14	2	16	16
Maryland	7	2	9	50	11	61	70
Massachusetts	2	6	8	22	7	29	37
Michigan	1	9	10	85	10	95	105
Minnesota	1	3	4	39	1	40	44
Mississippi	12	6	18	83	7	90	108
Missouri	20	11	31	85	13	98	129
Montana	4	2	6	9	2	11	17
Nebraska	6	6	12	35	4	39	51
Nevada	3	0	3	17	4	21	24
New Hampshire	4	3	7	14	1	15	22
New Jersey	11	2	13	61	17	78	91
New Mexico	6	10	16	51	1	52	68
New York	9	1	10	56	33	89	99
North Carolina	19	6	25	132	20	152	177
North Dakota	3	0	3	26	1	27	30
Ohio	13	14	27	137	18	155	182
Oklahoma	22	8	30	80	5	85	115
Oregon	9	3	12	52	7	59	71
Pennsylvania	13	7	20	106	16	122	142
Rhode Island	0	0	0	2	0	2	2
South Carolina	18	3	21	92	9	101	122
South Dakota	4	1	5	20	2	22	27
Tennessee	15	8	23	96	11	107	130
Texas	82	55	137	467	60	527	664
Utah	7	1	8	25	4	29	37
Vermont	2	0	2	9	0	9	11
Virginia	15	10	25	69	13	82	107
Washington	6	3	9	44	9	53	62
West Virginia	10	3	13	33	6	39	52
Wisconsin	8	6	14	57	2	59	73
Wyoming	8	2	10	18	1	19	29
U.S. Total	**535**	**350**	**885**	**3,525**	**541**	**4,066**	**4,951**
Puerto Rico	2	1	3	11	1	12	15

Source: FARS 2018 ARF

Fatality Analysis Reporting System

The Fatality Analysis Reporting System (FARS) contains data on every fatal traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway 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 about a year later. The updated version of the file is aptly 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.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's Annual Report File. For example, along with the release of the 2018 ARF this year, the 2017 Final file was also released to replace the previous year's 2017 ARF. The final fatality count for 2017 is 37,473, which is updated from 37,133 from the 2017 ARF a year ago. The large truck crash fatality count from the 2017 Final file is 4,905 versus 4,761 from the 2017 ARF.

2016 FARS Final File Revision

Due to amendments made to the 2016 FARS Final file, the number of alcohol-impaired-driving fatalities for 2016 changed from 10,996 to 10,967. Also, the number of fatalities involving large trucks changed from 4,369 to 4,678 because of the light pickup truck classification revision.

Light Pickup Truck Classification Issue

NCSA reviewed vehicles coded as a light pickup truck body type in the 2016 data collection year in FARS and, as applicable, reclassified them as an appropriate large truck body type. In all, 329 vehicles that were classified as light pickup trucks were reclassified as large trucks.

These changes are reflected in the FARS 2016 Amended Final file. In addition, the coding of light and large pickup trucks on the FARS 2017 Final file and 2018 Annual Report File (ARF) was reviewed and where applicable, revised in accordance with the FARS 2016 Amended Final file guidelines. Any issues existing in 2015 and earlier year files were not addressed due to a lack of source materials needed to revise the original data. The number of large trucks involved in fatal crashes, by their GVWR is shown below.

Large Trucks Involved in Fatal Traffic Crashes, by GVWR and Crash Year, 2016-2018

GVWR	2016		2017		2018	
	Number	Percent	Number	Percent	Number	Percent
10,001-14,000 lbs.	478	10.5%	592	12.3%	619	12.7%
14,001-16,000 lbs.	116	2.5%	102	2.1%	108	2.2%
16,001-19,500 lbs.	112	2.5%	151	3.1%	170	3.5%
19,501-26,000 lbs.	249	5.5%	246	5.1%	287	5.9%
26,001-33,000 lbs.	225	4.9%	271	5.6%	226	4.6%
33,001 lbs. or greater	3,082	67.6%	3,319	69.1%	3,307	68.0%
Total*	4,562	100.0%	4,804	100.0%	4,862	100.0%

Source: FARS 2016-2017 Final File, FARS 2018 ARF
*Total includes vehicles with an unknown GVWR

Crash Report Sampling System (CRSS) Replaces the National Automotive Sampling System (NASS) General Estimates System (GES)

NHTSA's National Center for Statistics and Analysis redesigned the nationally representative sample of police-reported traffic crashes, which estimates the number of police-reported injury and property-damage-only crashes in the United States. The new system, called CRSS, replaced NASS GES in 2016. For more information on CRSS, see the Additional Resources section of the CRSS web page at www.nhtsa.gov/crash-data-systems/crash-report-sampling-system-crss.

Methodology Change for Estimating Persons Injured

NCSA has changed the methodology of estimating persons nonfatally injured in motor vehicle traffic crashes. The new approach is to combine persons nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting persons nonfatally injured in fatal crashes from FARS with persons nonfatally injured in nonfatal injury crashes from NASS GES/CRSS. The old approach was to extract persons injured from only NASS GES/CRSS by selecting persons nonfatally injured in all crashes, regardless of crash severity. This change in methodology caused some estimates of persons injured to change for some prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2020, March). Large trucks: 2018 data. (Traffic Safety Facts. Report No. DOT HS 812 891). National Highway Traffic Safety Administration.

For more information

Information on traffic fatalities is available from the National Center for Statistics and Analysis (NCSA), NSA-230, 1200 New Jersey Avenue SE, Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can found at www.nhtsa.gov/data. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, Rural/Urban Comparison of Traffic Fatalities, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes,* and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data from the Fatality Analysis Reporting System and the General Estimates System*. The fact sheets and annual Traffic Safety Facts reports can found at https://crashstats.nhtsa.dot.gov/.

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