Traffic Safety Facts
2019 Data

May 2021

DOT HS 813 110

NHTSA

Large Trucks

In this fact sheet for 2019 the information is presented as follows.

A large truck as defined in this fact sheet is any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. These large trucks include both commercial and non-commercial vehicles. In 2019 seventy-five percent of the large trucks involved in fatal traffic crashes were heavy large trucks (GVWR > 26,000 lbs.).

Key Findings

- In 2019 there were 5,005 people killed in crashes involving large trucks. This number was almost the same as in 2018 (5,006).
- Seventy-one percent of people killed in large-truck crashes in 2019 were occupants of other vehicles.
- Seventy-seven percent of the fatal crashes involving large trucks in 2019 occurred on weekdays (6 a.m. Monday to 5:59 p.m. Friday).
- Two percent of the drivers of large trucks involved in fatal crashes in 2019 had blood alcohol concentrations (BACs) of .08 grams per deciliter (g/dL) or higher, much lower than drivers of other vehicle types (29% for motorcycles, 20% for passenger cars, and 19% for light trucks).
- In 2019 drivers of large trucks in fatal crashes were less likely than drivers of passenger cars to have previous license suspensions or revocations.
- Large-truck drivers involved in fatal crashes in 2019 had a higher percentage (22.9%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 22.0%; passenger cars, 18.9%; and light trucks, 17.8%).

This fact sheet contains information on fatal motor vehicle traffic crashes based on data from the Fatality Analysis Reporting System (FARS) and non-fatal motor vehicle traffic crashes from the National Automotive Sampling System (NASS) General Estimates System (GES) and Crash Report Sampling System (CRSS). Refer to the end of this publication for more information on FARS, NASS GES, and CRSS.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably.

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Overview

In 2019 there were 5,005 people killed and an estimated 159,000 people injured in crashes involving large trucks. An estimated 538,000 large trucks were involved in police-reported traffic crashes nationwide during 2019.

Table 1 provides an overview of people killed and injured in crashes involving large trucks from 2010 to 2019.

Fatalities in crashes involving large trucks increased by 2 percent from 2017 to 2018, and remained relatively the same from 2018 to 2019. Of the fatalities in 2019:

- 71 percent (3,544) were occupants of other vehicles;
- 18 percent (892) were occupants of large trucks; and
- 11 percent (569) were nonoccupants (pedestrians, pedalcyclists, etc.).

From 2018 to 2019 there was a 1-percent decrease in the number of occupants of other vehicles killed, and a 3-percent increase in the number of nonoccupants killed. This is the highest number of nonoccupants killed in the most recent 10-year period (2010 to 2019), and the second highest number of occupants of other vehicles killed in that 10-year period.

In 2019 there were an estimated 159,000 people injured in crashes involving large trucks—an increase of 5 percent from an estimated 151,000 in 2018. Of the people injured in 2019:

- 69 percent (110,000) were occupants of other vehicles;
- 29 percent (46,000) were occupants of large trucks; and
- 3 percent (4,000) were nonoccupants (pedestrians, pedalcyclists, etc.).

From 2018 to 2019 there was a 17-percent increase in the number of injured large-truck occupants in large-truck crashes, and a 19-percent increase in the number of nonoccupants injured. There was a 1-percent increase in the number of occupants of other vehicles injured in those same crashes.

Table 1

People Killed and Injured in Crashes Involving Large Trucks, by Person Type and Crash Type, 2010–2019

	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													
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%	3,535	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	495	10%	397	8%	892	18%	3,544	71%	569	11%	4,113	82%	5,005
Injured													
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
2019†	15,000	10%	30,000	19%	46,000	29%	110,000	69%	4,000	3%	114,000	71%	159,000

Sources: FARS 2010–2018 Final File, 2019 Annual Report File (ARF); NASS GES 2010–2015; CRSS 2016–2019
†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 2019 large trucks accounted for 10 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 2019. In comparison, passenger vehicles (passenger cars, SUVs, pickup trucks, and vans) accounted for 92 percent of all registered vehicles and 90 percent of the total VMT in 2019.

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 VMT, and the involvement rates for every 100 million large-truck VMT from 2010 to 2019.

Table 2

Large Trucks Involved in Fatal and Injury Crashes, and Involvement Rates, 2010–2019

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					
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	4,805	12,229,216	39.29	297,593	1.61
2018	4,909	13,233,910	37.09	304,864	1.61
2019	5,005	13,085,643	38.25	300,050	1.67
Injury Crashes					
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
2019†	119,000	13,085,643	906	300,050	40

Sources: FARS 2010–2018 Final File, 2019 ARF; NASS GES 2010–2015; CRSS 2016–2019; VMT 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 2019 large trucks were more likely to be involved in fatal multiple-vehicle crashes as opposed to fatal single-vehicle crashes than were passenger vehicles. Eighty-one percent of large trucks involved in fatal crashes were in multiple-vehicle crashes, compared with 62 percent for 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 2019. The large truck and the other vehicle were both struck on the front of the vehicle 31 percent of the time. The large trucks were struck in the rear almost 4 times more often than the other vehicles (23% and 6%, respectively).

Table 3

Percentage of Two-Vehicle Fatal Crashes Involving Large Trucks, by Initial Impact Point, 2019

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	31%	14%	10%	6%	**61%**
Left Side	8%	1%	0%	0%	**10%**
Right Side	6%	1%	0%	0%	**7%**
Rear	22%	0%	1%	0%	**23%**
Total	**68%**	**16%**	**11%**	**6%**	**100%**

Source: FARS 2019 ARF
Note: Totals may not equal sum of components due to independent rounding.

According to FARS data in Table 4, both the large truck and the other vehicle were proceeding straight at the time of the crash in 41 percent of the two-vehicle fatal crashes. In 10 percent of these two-vehicle crashes, the other vehicle was turning left regardless of the large-truck maneuver. In 10 percent of these crashes the truck and the other vehicle were navigating a curve. In 8 percent of the two-vehicle fatal crashes, either the truck or the other vehicle was stopped in a traffic lane (7% and 1%, respectively).

Table 4

Percentage of Vehicle Maneuvers in Two-Vehicle Fatal Crashes Involving a Large Truck, by Maneuver of the Large Truck and Maneuver of the Other Vehicle, 2019

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	41%	1%	1%	8%	1%	9%	**61%**
Stopped in Road	6%	–	0%	0%	0%	1%	**7%**
Turning Right	1%	–	–	–	–	0%	**1%**
Turning Left	6%	0%	–	0%	1%	1%	**8%**
Negotiating a Curve	1%	0%	0%	1%	10%	1%	**13%**
Other/Unknown Maneuver	8%	0%	0%	0%	1%	1%	**10%**
Total	**63%**	**1%**	**1%**	**10%**	**12%**	**13%**	**100%**

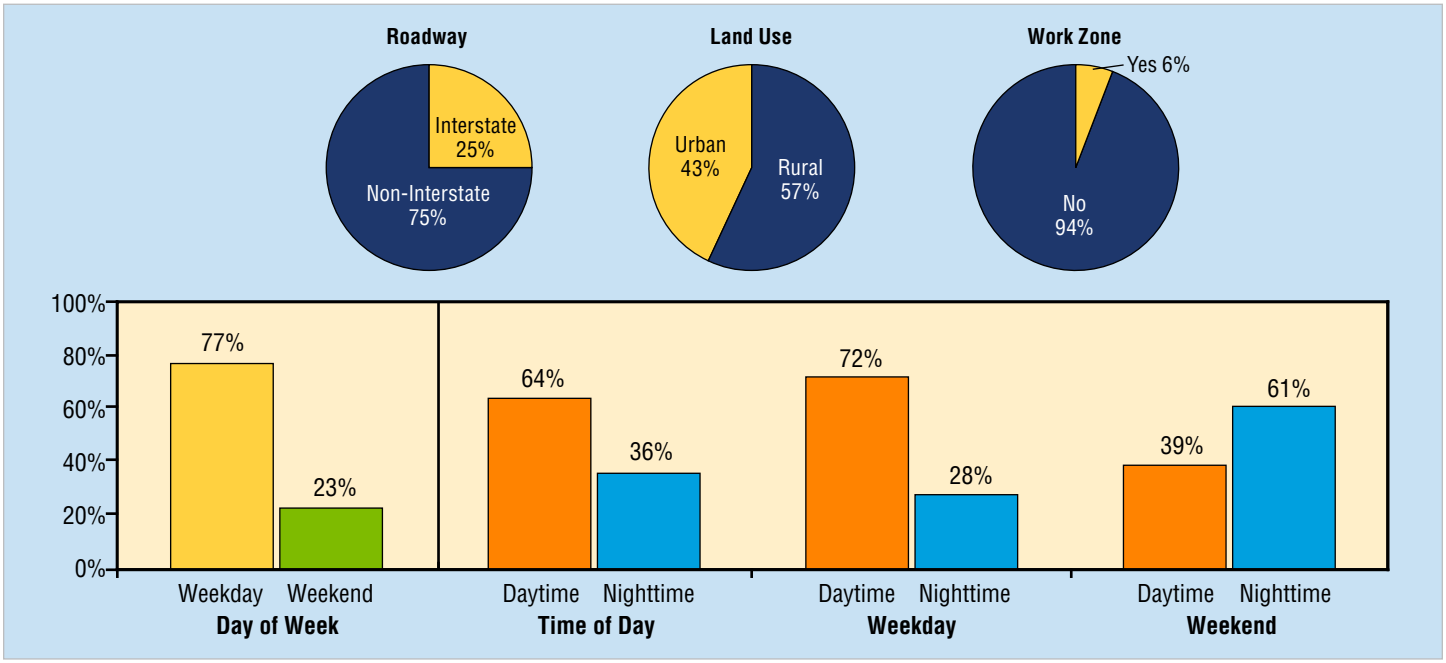
Source: FARS 2019 ARF
Note: Totals may not equal sum of components due to independent rounding.

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 2019.

- One out of 4 fatal large-truck crashes (25%) occurred on interstates.
- Fifty-seven percent of fatal crashes involving large trucks occurred in rural areas.
- Only 6 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 large-truck fatal crashes during weekdays, 72 percent occurred during the daytime hours from 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, 2019



Source: FARS 2019 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.

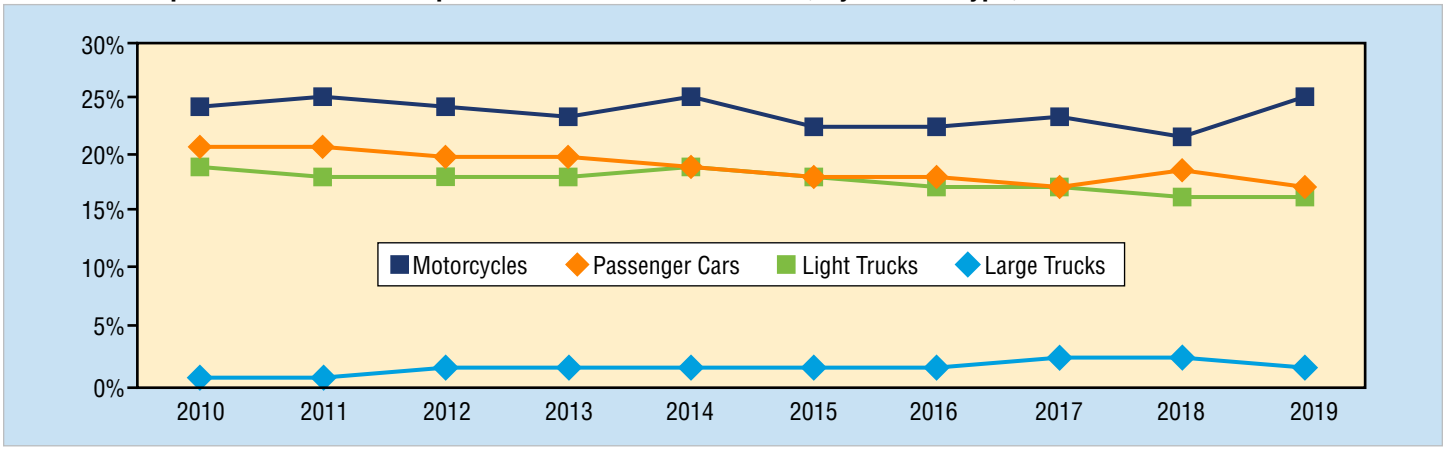
Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.

Drivers

Drivers are considered to be alcohol-impaired when their BACs are .08 g/dL or higher. Figure 2 displays the proportions of alcohol-impaired drivers in fatal crashes by vehicle types (large trucks, passenger cars, light trucks, and motorcycles) over the last 10 years. The percentage of large-truck drivers involved in fatal crashes who were alcohol-impaired was 2 percent in 2019. For drivers of other types of vehicles involved in fatal crashes in 2019, the percentages of alcohol-impaired drivers were 29 percent for motorcycles, 20 percent for passenger cars, and 19 percent for light trucks.

Figure 2

Estimated Proportions of Alcohol-Impaired Drivers in Fatal Crashes, by Vehicle Type, 2010–2019



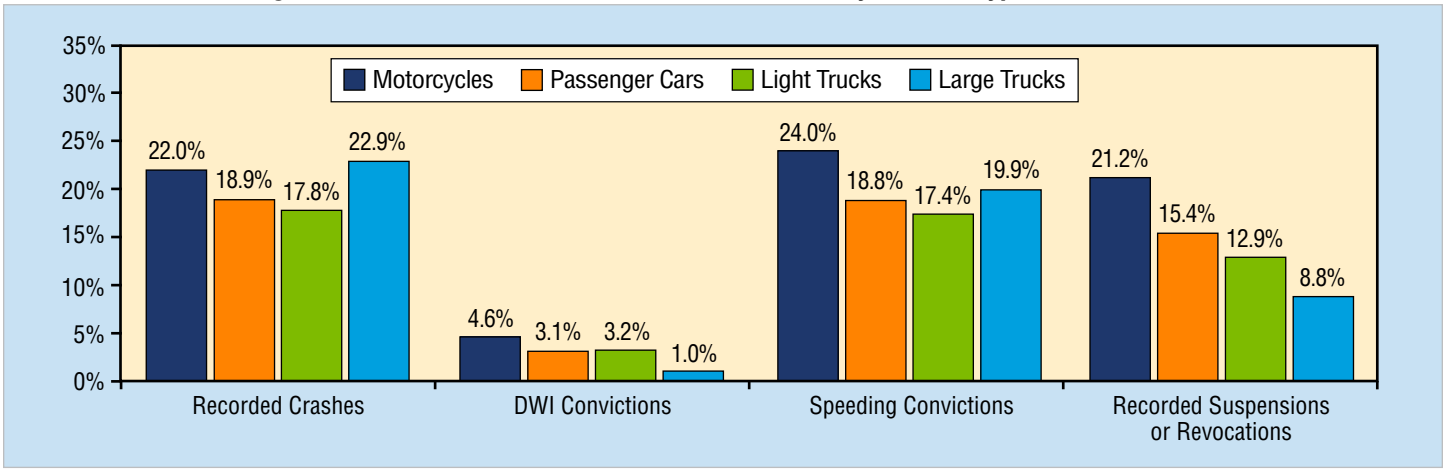
Source: FARS 2010–2018 Final File, FARS 2019 ARF

Figure 3 presents the percentages of drivers involved in fatal 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 (motorcycles, passenger cars, light trucks, and large trucks) in 2019.

- Large-truck drivers have a higher percentage (22.9%) of previously recorded crashes compared to drivers of other vehicle types (motorcycles, 22.0%; passenger cars, 18.9%; and light trucks, 17.8%).
- Almost 20 percent of all large-truck drivers involved in fatal crashes had at least one prior speeding conviction, slightly higher than passenger car drivers (19.9% vs 18.8%) 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 (8.8% and 15.4%, respectively).
- Large-truck drivers had the lowest percentage (1.0%) of previous DWI convictions compared to drivers of other vehicle types (motorcycles, 4.6%; passenger cars, 3.1%; and light trucks, 3.2%).

Figure 3

Previous 5-Year Driving Records of Drivers Involved in Fatal Crashes, by Vehicle Type, 2019



Source: FARS 2019 ARF
Note: Excludes all drivers with previous records that were unknown.

State

Figure 4 is a map that displays the percentages of large trucks involved in fatal crashes by State. Table 5 presents the large-truck involvement in fatal crashes in 2019 for the 50 States, the District of Columbia, and Puerto Rico. Puerto Rico is not included in the overall U.S. total.

- On average nationwide, 9.8 percent of all vehicles involved in fatal crashes were large trucks.
- The percentage of large trucks involved in fatal crashes, as a proportion of all vehicles, ranged from 2.0 percent in Hawaii to 25.0 percent in Wyoming. There were no large trucks involved in fatal crashes in the District of Columbia.
- The percentage of large trucks involved in fatal crashes was 10 percent or higher in 26 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 higher percentages of large trucks involved in fatal crashes are in the middle of the country as compared to the eastern and western portions of the country.

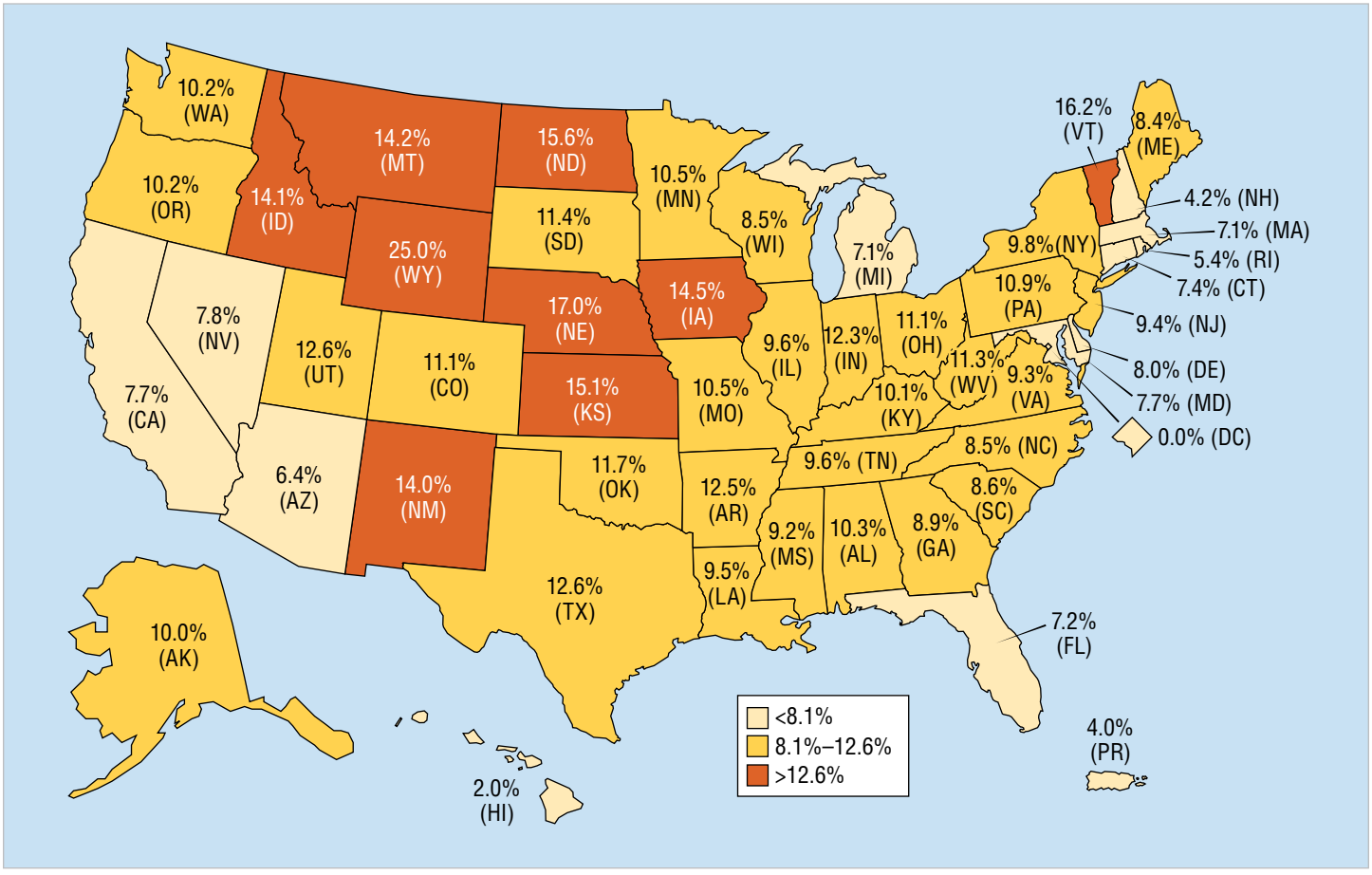
Table 6 shows the number of people killed in large-truck crashes for each of the 50 States, the District of Columbia, and Puerto Rico, by person type in 2019. Puerto Rico is not included in the overall U.S. total.

- The highest number of occupants of large trucks killed was 146 in Texas, followed by 56 in California.
- The number of occupants of other vehicles killed ranged from 3 in Hawaii and Rhode Island to 433 in Texas. Ten States each had more than 100 occupants of other vehicles killed in large-truck crashes.
- Texas had the highest number of nonoccupants killed in large-truck crashes at 73. Three other States (California, Florida, New York) had 50 or more nonoccupants killed in large-truck crashes.

Additional data visualization tools for fact sheets can be found at https://cdan.dot.gov/DataVisualization/DataVisualization.htm#

Figure 4

Percentage of Large Trucks Involved in Fatal Crashes, by State, 2019



Source: FARS 2019 ARF

Table 5

Large Trucks Involved in Fatal Crashes, by State, 2019

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	1,316	136	10.3%	2.7%
Alaska	90	9	10.0%	0.2%
Arizona	1,356	87	6.4%	1.7%
Arkansas	705	88	12.5%	1.8%
California	5,029	385	7.7%	7.7%
Colorado	870	97	11.1%	1.9%
Connecticut	339	25	7.4%	0.5%
Delaware	187	15	8.0%	0.3%
District of Columbia	34	0	0.0%	0.0%
Florida	4,745	340	7.2%	6.8%
Georgia	2,197	195	8.9%	3.9%
Hawaii	147	3	2.0%	0.1%
Idaho	305	43	14.1%	0.9%
Illinois	1,462	141	9.6%	2.8%
Indiana	1,210	149	12.3%	3.0%
Iowa	470	68	14.5%	1.4%
Kansas	551	83	15.1%	1.7%
Kentucky	1,056	107	10.1%	2.1%
Louisiana	1,022	97	9.5%	1.9%
Maine	191	16	8.4%	0.3%
Maryland	765	59	7.7%	1.2%
Massachusetts	453	32	7.1%	0.6%
Michigan	1,409	100	7.1%	2.0%
Minnesota	523	55	10.5%	1.1%
Mississippi	849	78	9.2%	1.6%
Missouri	1,236	130	10.5%	2.6%
Montana	219	31	14.2%	0.6%
Nebraska	352	60	17.0%	1.2%
Nevada	462	36	7.8%	0.7%
New Hampshire	144	6	4.2%	0.1%
New Jersey	779	73	9.4%	1.5%
New Mexico	564	79	14.0%	1.6%
New York	1,218	119	9.8%	2.4%
North Carolina	1,950	166	8.5%	3.3%
North Dakota	128	20	15.6%	0.4%
Ohio	1,661	184	11.1%	3.7%
Oklahoma	888	104	11.7%	2.1%
Oregon	655	67	10.2%	1.3%
Pennsylvania	1,616	176	10.9%	3.5%
Rhode Island	74	4	5.4%	0.1%
South Carolina	1,397	120	8.6%	2.4%
South Dakota	132	15	11.4%	0.3%
Tennessee	1,607	154	9.6%	3.1%
Texas	5,208	658	12.6%	13.1%
Utah	350	44	12.6%	0.9%
Vermont	68	11	16.2%	0.2%
Virginia	1,139	106	9.3%	2.1%
Washington	784	80	10.2%	1.6%
West Virginia	355	40	11.3%	0.8%
Wisconsin	796	68	8.5%	1.4%
Wyoming	184	46	25.0%	0.9%
U.S. Total	**51,247**	**5,005**	**9.8%**	**100.0%**
Puerto Rico	378	15	4.0%	100.0%

Source: FARS 2019 ARF
Note: Percentages may not equal sum of components due to independent rounding.

Table 6

Fatalities in Traffic Crashes Involving Large Trucks, by State and Person Type, 2019

State	Truck Occupants by Crash Type			Other People			Total
	Single Vehicle	Multiple Vehicle	Total	Occupants of Other Vehicles	Nonoccupants	Total	
Alabama	12	8	20	107	10	117	137
Alaska	3	0	3	5	1	6	9
Arizona	5	7	12	69	6	75	87
Arkansas	8	7	15	63	4	67	82
California	29	27	56	287	65	352	408
Colorado	11	9	20	77	6	83	103
Connecticut	3	2	5	14	2	16	21
Delaware	0	1	1	15	0	15	16
District of Columbia	0	0	0	0	0	0	0
Florida	20	32	52	241	56	297	349
Georgia	20	11	31	161	12	173	204
Hawaii	0	0	0	3	0	3	3
Idaho	4	1	5	38	1	39	44
Illinois	9	14	23	106	14	120	143
Indiana	10	10	20	114	6	120	140
Iowa	6	5	11	54	4	58	69
Kansas	12	7	19	66	1	67	86
Kentucky	12	2	14	91	9	100	114
Louisiana	14	6	20	56	13	69	89
Maine	4	0	4	9	4	13	17
Maryland	7	3	10	39	11	50	60
Massachusetts	4	1	5	21	5	26	31
Michigan	7	9	16	76	10	86	102
Minnesota	4	6	10	46	2	48	58
Mississippi	8	3	11	72	7	79	90
Missouri	17	9	26	92	17	109	135
Montana	8	2	10	19	5	24	34
Nebraska	3	3	6	54	4	58	64
Nevada	6	3	9	21	6	27	36
New Hampshire	0	0	0	6	1	7	7
New Jersey	8	3	11	49	18	67	78
New Mexico	5	21	26	42	9	51	77
New York	12	5	17	51	50	101	118
North Carolina	17	11	28	118	14	132	160
North Dakota	2	3	5	16	0	16	21
Ohio	18	12	30	133	9	142	172
Oklahoma	12	9	21	68	12	80	101
Oregon	12	6	18	38	11	49	67
Pennsylvania	18	9	27	98	10	108	135
Rhode Island	0	0	0	3	1	4	4
South Carolina	12	11	23	84	15	99	122
South Dakota	3	1	4	10	2	12	16
Tennessee	12	15	27	112	13	125	152
Texas	69	77	146	433	73	506	652
Utah	4	1	5	33	5	38	43
Vermont	2	0	2	8	0	8	10
Virginia	19	5	24	73	12	85	109
Washington	4	2	6	55	17	72	78
West Virginia	8	4	12	26	5	31	43
Wisconsin	6	7	13	50	7	57	70
Wyoming	6	7	13	22	4	26	39
U.S. Total	**495**	**397**	**892**	**3,544**	**569**	**4,113**	**5,005**
Puerto Rico	1	1	2	9	4	13	15

Source: FARS 2019 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 public trafficway that results 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 2019 ARF, the 2018 Final File was released to replace the 2018 ARF. The final fatality count in motor vehicle traffic crashes for 2018 was 36,835, which was updated from 36,560 in the 2018 ARF. The number of large-truck crash fatalities from the 2018 Final File was 5,006, which was updated from 4,951 from the 2018 ARF.

The 2016 and 2017 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities. However, the number of large-truck fatalities from the 2017 amended Final File was 4,906, which was updated from 4,905 from the 2017 Final File.

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. The new system, called 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.

Methodology Change for Estimating People Injured

NCSA changed the methodology of estimating people nonfatally injured in motor vehicle traffic crashes. The new approach combines people nonfatally injured from both FARS and NASS GES/CRSS. This is done by extracting people nonfatally injured in fatal crashes from FARS with people nonfatally injured in police-reported injury crashes from NASS GES/CRSS. The old approach extracted people nonfatally injured from only NASS GES/CRSS, regardless of crash severity. This change in methodology caused some estimates of people injured to change for prior years.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2021, May). *Large trucks: 2019 data.* (Traffic Safety Facts. Report No. DOT HS 813 110). National Highway Traffic Safety Administration.

For more information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. Additional data tools, such as the State Traffic Safety Information (STSI), Fatality and Injury Reporting System Tool (FIRST), and more can be found at https://cdan.nhtsa.gov/. 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-odi.nhtsa.dot.gov/VehicleComplaint/.

Other fact sheets available from NCSA 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*. The fact sheets and Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

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