

Traffic Safety Facts 1993

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



Large Trucks

In 1993, 4,320 large trucks (gross vehicle weight rating greater than 10,000 pounds) were involved in fatal traffic crashes in the United States. A total of 4,849 people died in those crashes—12 percent of the 40,115 traffic fatalities reported in 1993.

Table 1. Involvement in Fatal Crashes and Involvement Rates for Large trucks, 1983-1993

Year	Number of Large Trucks Involved in Fatal Crashes	Number of Large Trucks Registered	Vehicle Involvement Rate *	Vehicle Miles Traveled (millions)	Vehicle Involvement Rate **
1983	4,877	5,508,392	88.5	113,163	4.3
1984	5,124	5,401,075	94.9	123,927	4.1
1985	5,153	5,330,678	96.7	126,580	4.1
1986	5,097	5,249,102	97.1	130,141	3.9
1987	5,108	5,303,094	96.3	135,601	3.8
1988	5,241	5,433,560	96.5	141,397	3.7
1989	4,984	5,692,148	87.6	148,318	3.4
1990	4,776	5,854,337	81.6	149,810	3.2
1991	4,347	5,868,817	74.1	150,729	2.9
1992	4,035	5,970,925	67.6	152,538	2.6
1993	4,320	NA	--	NA	--

* Rate per 100,000 registered vehicles.

** Rate per 100 million vehicle miles traveled.

NA = not available.

Source: Vehicle miles traveled and registered vehicles—Federal Highway Administration.

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Of the fatalities that resulted from crashes involving large trucks, 79 percent were occupants of another vehicle, 8 percent were nonoccupants, and 13 percent were occupants of a large truck.

Table 2. Fatalities in Crashes Involving Large Trucks, 1993

Type of Fatality	Number	Percentage of Total
Occupants of Large Trucks	610	13
Single-Vehicle Crashes	390	8
Multiple-Vehicle Crashes	220	5
Occupants of Other Vehicles in Crashes Involving Large Trucks	3,845	79
Nonoccupants (Pedestrians, Pedalcyclists, etc.)	394	8
Total	4,849	100

Large trucks account for 3 percent of all registered vehicles, 7 percent of total vehicle miles traveled, and 8 percent of all vehicles involved in fatal crashes.

Large trucks were much more likely to be involved in a fatal multi-vehicle crash than were passenger vehicles (84 percent and 57 percent, respectively).

In 31 percent of the two-vehicle fatal crashes involving a large truck and another type of vehicle, both vehicles were impacted in the front. The truck was struck in the rear 3 times as often as the other vehicle (19 percent and 6 percent, respectively).

Table 3. Principal Impact Points in Two-Vehicle Fatal Crashes Involving Large Trucks, 1993

Impact Point on Large Truck	Impact Point on Other Vehicle				
	Front	Left Side	Right Side	Rear	Total
Front	31%	16%	14%	6%	67%
Left Side	7%	1%	<1%	<1%	9%
Right Side	4%	<1%	<1%	<1%	5%
Rear	18%	<1%	<1%	<1%	19%
Total	60%	19%	15%	6%	100%

“In 1993, large trucks were 3 times as likely to be struck in the rear as other vehicles in two-vehicle fatal crashes.”

In almost half of the two-vehicle fatal crashes involving a large truck and another type of vehicle, both vehicles were proceeding straight at the time of the crash. In 9 percent of the crashes, the other vehicle was turning. In 10 percent, either the truck or the other vehicle was negotiating a curve. And in 7 percent, either the truck or the other vehicle was stopped or parked in a traffic lane (6 percent and 1 percent, respectively).

Most of the fatal crashes involving large trucks occurred in rural areas (68 percent), during the daytime (66 percent), and on weekdays (79 percent). During the week, 74 percent of the crashes occurred during the daytime (6:00 AM to 5:59 PM). On weekends, 63 percent occurred at night (6:00 PM to 5:59 AM).

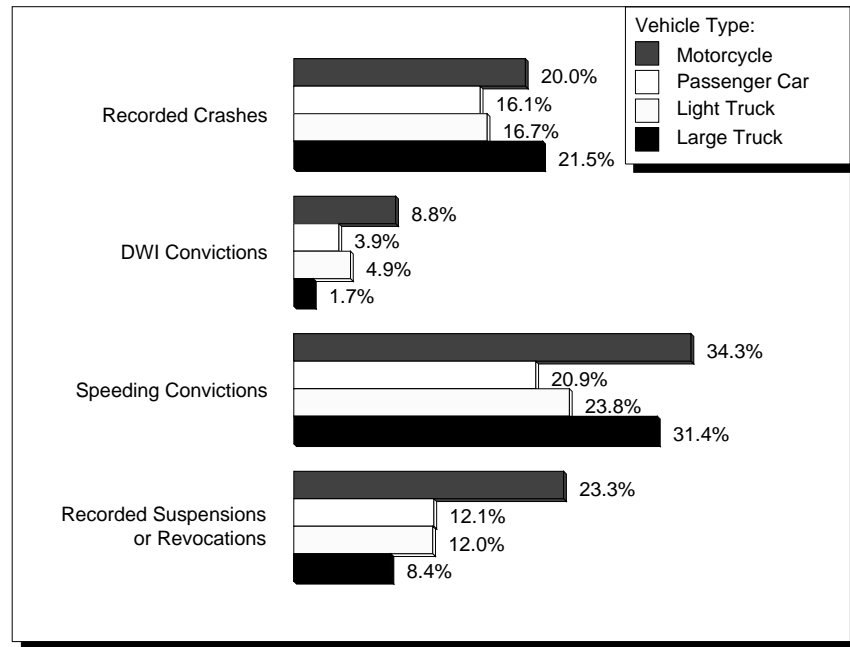
For 42 percent of the drivers of large trucks involved in fatal crashes in 1993, police reported one or more errors or other factors related to the driver's behavior associated with the crash. The factors most often noted in multiple-vehicle crashes were “failure to keep in lane or running off the road,” “failure to yield right of way,” and “driving too fast for conditions or exceeding the speed limit.”

In more than two-thirds (68 percent) of the two-vehicle fatal crashes involving a large truck and another type of vehicle, police reported one or more factors for the other driver and none for the truck driver. In 19 percent, one or more factors were reported for the truck driver and none for the other driver. In 10 percent, factors were reported for both drivers, and in 2 percent no factors were reported for either driver.

Drivers of large trucks were less likely to have a previous license suspension or revocation than were passenger car drivers (8 percent and 12 percent, respectively).

Nearly one-third of all large truck drivers involved in fatal crashes in 1993 had at least one prior speeding conviction, compared to one-fifth of the passenger car drivers involved in fatal crashes.

Figure 1. Previous Driving Records of Drivers Involved in Fatal Traffic Crashes, by Type of Vehicle, 1993



“The intoxication rate for drivers of large trucks involved in fatal crashes in 1993 was 1.7 percent.”

The percentage of large truck drivers involved in fatal crashes who were intoxicated—with blood alcohol concentrations (BAC) of 0.10 grams per deciliter (g/dl) or greater—was 1.7 percent in 1993. These drivers have also shown the largest decrease in intoxication rates since 1983 (62 percent). Intoxication rates for drivers of other types of vehicles involved in fatal crashes in 1993 were 20.7 percent for passenger cars, 24.9 percent for light trucks, and 32.9 percent for motorcycles.

For more information:

Information on large truck traffic fatalities is available from the National Center for Statistics and Analysis, NRD-31, 400 Seventh Street, S.W., Washington, D.C. 20590. Telephone inquiries should be addressed to Ms. Louann Hall at (202) 366-4198. FAX messages should be sent to (202) 366-7078. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Auto Safety Hotline at 1-800-424-9393.

“Serving the Highway Safety Community by the Numbers”

Table 4. Large Truck Involvement in Fatal Crashes by State, 1993

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	1,362	149	10.9	3.4
Alaska	122	3	2.5	0.1
Arizona	1,036	68	6.6	1.6
Arkansas	782	102	13.0	2.4
California	5,473	344	6.3	8.0
Colorado	744	56	7.5	1.3
Connecticut	467	26	5.6	0.6
Delaware	181	21	11.6	0.5
District of Columbia	89	2	2.2	0.0
Florida	3,763	287	7.6	6.6
Georgia	1,906	160	8.4	3.7
Hawaii	182	6	3.3	0.1
Idaho	276	10	3.6	0.2
Illinois	1,903	153	8.0	3.5
Indiana	1,263	133	10.5	3.1
Iowa	641	84	13.1	1.9
Kansas	582	65	11.2	1.5
Kentucky	1,181	101	8.6	2.3
Louisiana	1,093	83	7.6	1.9
Maine	225	21	9.3	0.5
Maryland	856	47	5.5	1.1
Massachusetts	639	34	5.3	0.8
Michigan	1,963	114	5.8	2.6
Minnesota	753	63	8.4	1.5
Mississippi	1,020	81	7.9	1.9
Missouri	1,277	101	7.9	2.3
Montana	217	12	5.5	0.3
Nebraska	341	57	16.7	1.3
Nevada	352	25	7.1	0.6
New Hampshire	149	8	5.4	0.2
New Jersey	1,046	71	6.8	1.6
New Mexico	517	35	6.8	0.8
New York	2,370	139	5.9	3.2
North Carolina	1,860	197	10.6	4.6
North Dakota	124	17	13.7	0.4
Ohio	2,014	188	9.3	4.4
Oklahoma	904	83	9.2	1.9
Oregon	687	62	9.0	1.4
Pennsylvania	2,173	192	8.8	4.4
Rhode Island	93	8	8.6	0.2
South Carolina	1,087	91	8.4	2.1
South Dakota	169	17	10.1	0.4
Tennessee	1,598	123	7.7	2.8
Texas	4,055	347	8.6	8.0
Utah	380	26	6.8	0.6
Vermont	143	13	9.1	0.3
Virginia	1,176	91	7.7	2.1
Washington	838	61	7.3	1.4
West Virginia	537	41	7.6	0.9
Wisconsin	967	90	9.3	2.1
Wyoming	141	12	8.5	0.3
U.S. Total	53,717	4,320	8.0	100.0
Puerto Rico	761	29	3.8	--

Note: Totals may not equal sum of components due to independent rounding.