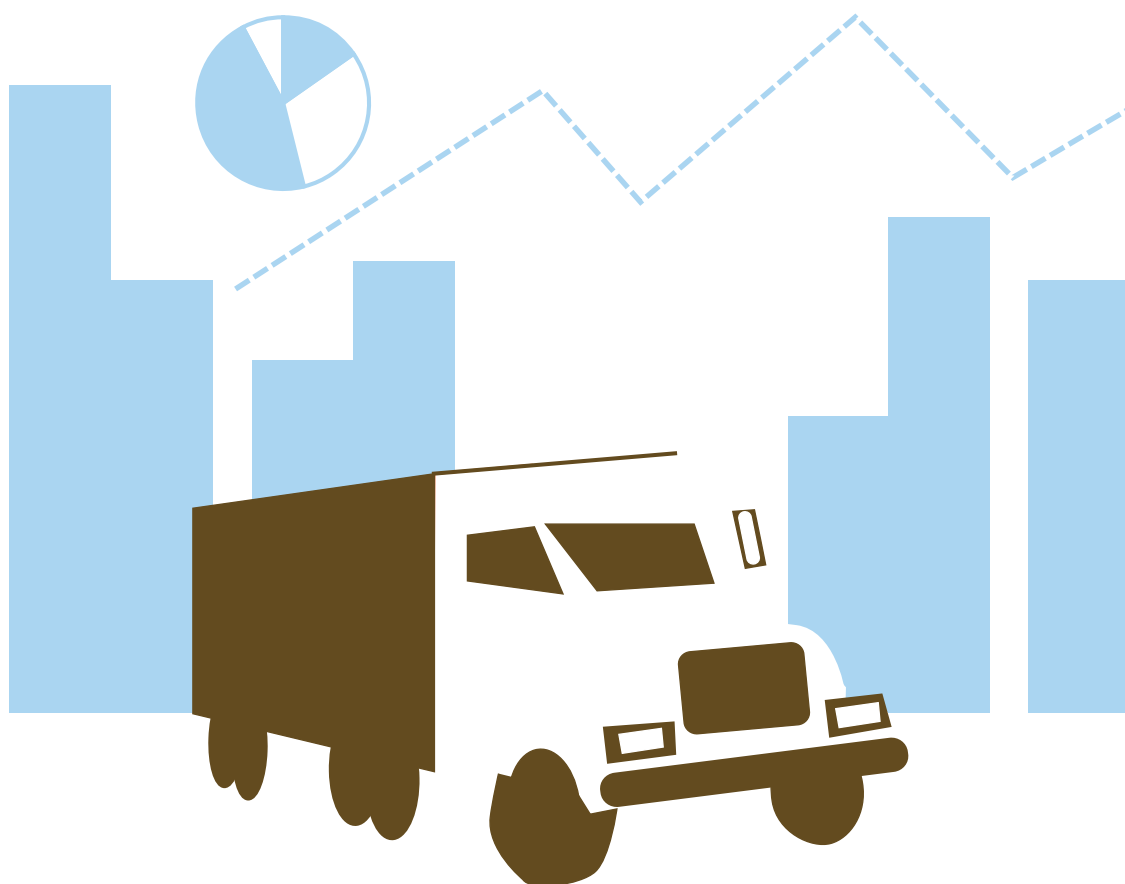


TRUCKS INVOLVED IN FATAL ACCIDENTS FACTBOOK 2006



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TRUCKS INVOLVED IN FATAL ACCIDENTS FACTBOOK 2006

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August 2008

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| 16. Abstract <p>This document presents aggregate statistics on trucks involved in traffic accidents in 2006. The statistics are derived from the Trucks Involved in Fatal Accidents (TIFA) file, compiled by the University of Michigan Transportation Research Institute. The TIFA database provides coverage of all medium and heavy trucks recorded in the Fatality Analysis Reporting System (FARS) file. TIFA combines vehicle, accident, and occupant records from FARS with information about the physical configuration and operating authority of the truck from the TIFA survey.</p> | | | | | |
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SI* (MODERN METRIC) CONVERSION FACTORS

| APPROXIMATE CONVERSIONS TO SI UNITS | | | | | APPROXIMATE CONVERSIONS FROM SI UNITS | | | | |
|--|----------------------------|----------------------------|--------------------------------|-------------------|---------------------------------------|--------------------------------|-------------|----------------------------|---------------------|
| Symbol | When You Know | Multiply By | To Find | Symbol | Symbol | When You Know | Multiply By | To Find | Symbol |
| LENGTH | | | | | LENGTH | | | | |
| | inches | 25.4 | millimeters | mm | mm | millimeters | 0.039 | inches | in |
| in | | | | | m | meters | 3.28 | feet | ft |
| ft | feet | 0.305 | meters | m | m | meters | 1.09 | yards | yd |
| yd | yards | 0.914 | meters | m | km | kilometers | 0.621 | miles | mi |
| mi | miles | 1.61 | kilometers | km | | | | | |
| AREA | | | | | AREA | | | | |
| in ² | square inches | 645.2 | square millimeters | mm ² | mm ² | square millimeters | 0.0016 | square inches | in ² |
| ft ² | square feet | 0.093 | square meters | m ² | m ² | square meters | 10.764 | square feet | ft ² |
| yd ² | square yards | 0.836 | square meters | m ² | m ² | square meters | 1.195 | square yards | yd ² |
| ac | acres | 0.405 | hectares | ha | ha | hectares | 2.47 | acres | ac |
| mi ² | square miles | 2.59 | square kilometers | km ² | km ² | square kilometers | 0.386 | square miles | mi ² |
| VOLUME | | | | | VOLUME | | | | |
| fl oz | fluid ounces | 29.57 | milliliters | mL | mL | milliliters | 0.034 | fluid ounces | fl oz |
| gal | gallons | 3.785 | liters | L | L | liters | 0.264 | gallons | gal |
| ft ³ | cubic feet | 0.028 | cubic meters | m ³ | m ³ | cubic meters | 35.71 | cubic feet | ft ³ |
| yd ³ | cubic yards | 0.765 | cubic meters | m ³ | m ³ | cubic meters | 1.307 | cubic yards | yd ³ |
| NOTE: Volumes greater than 1000 L shall be shown in m ³ . | | | | | | | | | |
| MASS | | | | | MASS | | | | |
| oz | ounces | 28.35 | grams | g | g | grams | 0.035 | ounces | oz |
| lb | pounds | 0.454 | kilograms | kg | kg | kilograms | 2.202 | pounds | lb |
| T | short tons (2000 lb) | 0.907 | megagrams (or "metric ton") | Mg (or "t") | Mg (or "t") | megagrams (or "metric ton") | 1.103 | short tons (2000 lb) | T |
| TEMPERATURE (exact) | | | | | TEMPERATURE (exact) | | | | |
| °F | Fahrenheit temperature | 5(F-32)/9 or (F-32)/1.8 | Celcius temperature | °C | °C | Celcius temperature | 1.8C + 32 | Fahrenheit temperature | °F |
| ILLUMINATION | | | | | ILLUMINATION | | | | |
| fc | foot-candles | 10.76 | lux | lx | lx | lux | 0.0929 | foot-candles | fc |
| fl | foot-Lamberts | 3.426 | candela/m ² | cd/m ² | cd/m ² | candela/m ² | 0.2919 | foot-lamberts | fl |
| FORCE and PRESSURE or STRESS | | | | | FORCE and PRESSURE or STRESS | | | | |
| lbf | poundforce | 4.45 | newtons | N | N | newtons | 0.225 | poundforce | lbf |
| lbf/in ² | poundforce per square inch | 6.89 | kilopascals | kPa | kPa | kilopascals | 0.145 | poundforce per square inch | lbf/in ² |

* SI is the symbol for the International System of Units. Appropriate rounding should be made to comply with Section 4 of ASTM E380.

(Revised September 1993)

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The TIFA Survey is conducted by the Center for National Truck and Bus Statistics at the University of Michigan Transportation Research Institute with support from the Federal Motor Carrier Safety Administration. The National Highway Traffic Safety Administration's National Center for Statistics and Analysis and FARS analysts in the states provided assistance in acquiring police reports from the respective states. We are sincerely grateful for their efforts.

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Introduction

This report, *Trucks Involved in Fatal Accidents Factbook, 2006*, provides descriptive statistics about medium and heavy trucks involved in fatal accidents. The data come from the Trucks Involved in Fatal Accidents (TIFA) survey program of the Center for National Truck and Bus Statistics (CNTBS) at the University of Michigan Transportation Research Institute (UMTRI). All records in the TIFA file are for trucks with a Gross Vehicle Weight Rating (GVWR) over 10,000 pounds.

The TIFA file is produced annually from a survey of truck records extracted from the Fatality Analysis Reporting System (FARS) file, compiled by the National Center for Statistics and Analysis at the National Highway Traffic Safety Administration. Accident, vehicle, and driver records that appear to involve a medium or heavy truck are selected from the FARS file. Police reports for each accident represented are requested from the appropriate states. The 2006 TIFA file is a census file, meaning there is one record for each of the 5,250 medium and heavy trucks involved in a fatal accident that year.

Trained and experienced interviewers contact individuals knowledgeable about the truck, including drivers, safety officers, police officers, emergency personnel, and witnesses. The interviewers verify that the vehicle is a truck and then collect information about the truck, truck driver, and the motor carrier that operated the truck. The interview produces a detailed description of the physical configuration of the truck, the operating authority of the truck, and the trip the truck was on at the time of the accident. Editors review each case to ensure accuracy and consistency.

The TIFA file combines the detailed physical description of the vehicle from the TIFA survey with matching accident, driver, and vehicle data from the FARS file. Almost all variables in FARS describing the accident, vehicle, and driver are included in the TIFA file. No FARS data are altered or corrected. The TIFA variables supplement the FARS data with extensive detail on the truck, including cab style; axle counts for each unit in the truck configuration; cargo body and cargo type for each unit; truck operating authority; type of trip; hours driving; and the truck's role in the accident. The methodology, as well as a complete list of variables and data in the TIFA survey, is fully documented in *Trucks Involved in Fatal Accidents Codebook, 2006*.

Report overview

This report consists of six sections. The "Trends" section provides data on fatalities and fatal accident involvements from 2002 through 2006. The "Accident conditions" section provides information about the accidents the trucks were involved in, including distributions of truck fatal involvements across states, and information about the weather, road type, and roadway condition at the time of the accident. The "Vehicle" section includes information

about truck configuration, cargo body type and cargo carried, and axle counts of the trucks. The "Driver" section includes information about truck driver injury, licensing, type of compensation, previous driving record, age, sex, and other driver characteristics. The "Straight trucks" section focuses on the characteristics of straight trucks, providing more detail about truck configuration, accident environment, and the truck's role in the accident. Finally, the "Tractors" section provides similar data on tractor combinations involved in fatal accidents.

Virtually all tables present counts of involvements; that is, counts of the trucks involved in a fatal accident by various factors and conditions of interest.

Trends, 2002-2006

This section contains tables displaying trends in truck involvements in fatal traffic accidents and in the number of persons killed in those accidents. The trends are presented by truck configuration, state, and person type. The truck configurations include straight trucks with no trailers, straight trucks pulling a single trailer, bobtails (tractors with no trailers), tractors with one semitrailer, tractors with two trailers (doubles), and all other truck configurations. The “other combinations” includes both straight truck and tractor configurations that do not fit into any of the previous categories.

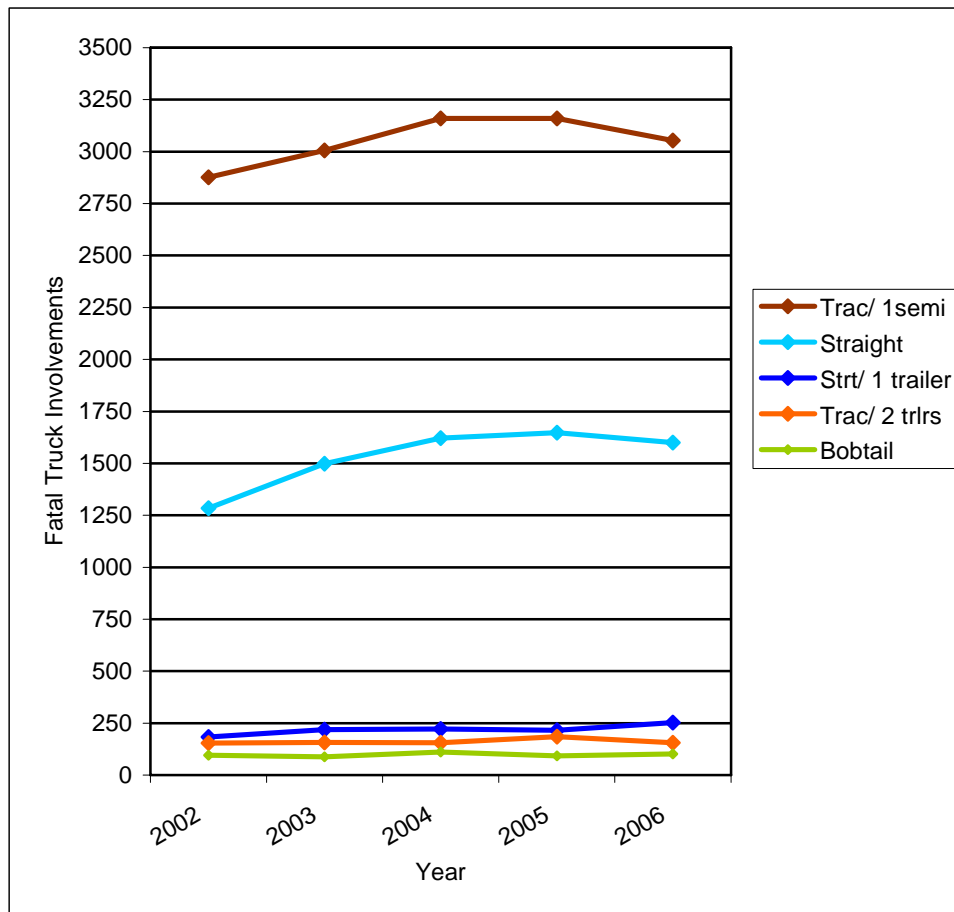
- An average of about 5,200 trucks are involved in a fatal traffic accident each year.
- Tractors pulling one semitrailer are the most common truck configuration involved, accounting for about 60% of all trucks involved in a fatal accident.
- Texas, California, and Florida had the greatest number of truck involvements over the period 2002 to 2006.
- The number of persons killed in accidents involving a truck increased from 5,314 in 2002 to 5,537 in 2006.
- The number of truck drivers killed in traffic accidents increased from 664 in 2002 to 784 in 2006.
- An average of 363 pedestrians and 79 cyclists (bicycles, unicycles, tricycles) are killed each year in traffic accidents involving trucks.

Annual fatal involvements

Table 1-1
Fatal Truck Involvements by Year and Truck Configuration

| Accident year | Strt truck | Strt/1 trailer | Bobtail | Trac/1 semi | Trac/2 trlrs | Other combs | Unk. | Total |
|---------------|------------|----------------|---------|-------------|--------------|-------------|------|-------|
| | No. | No. | No. | No. | No. | No. | No. | No. |
| 2002 | 1284 | 183 | 95 | 2877 | 154 | 36 | 321 | 4950 |
| 2003 | 1499 | 218 | 87 | 3005 | 157 | 38 | 100 | 5104 |
| 2004 | 1622 | 221 | 111 | 3160 | 156 | 33 | 10 | 5313 |
| 2005 | 1647 | 215 | 93 | 3159 | 185 | 32 | 12 | 5343 |
| 2006 | 1600 | 252 | 102 | 3054 | 156 | 36 | 50 | 5250 |
| Total | 7652 | 1089 | 488 | 15255 | 808 | 175 | 493 | 25960 |

Figure 1-1
Fatal Truck Involvements by Year and Truck Configuration



**Table 1-2
Fatal Truck Involvements by Year and All Truck Configurations**

| Configuration | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|--------------------------------------|-------------|-------------|-------------|-------------|-------------|--------------|
| | No. | No. | No. | No. | No. | No. |
| Straight only | 1284 | 1499 | 1622 | 1647 | 1600 | 7652 |
| Straight + full trailer | 44 | 37 | 41 | 38 | 40 | 200 |
| Straight + other | 97 | 122 | 138 | 129 | 164 | 650 |
| Straight + other, gooseneck hitch | 42 | 59 | 42 | 48 | 48 | 239 |
| Wrecker + tow | 11 | 19 | 11 | 11 | 5 | 57 |
| Straight, unknown if trailer | 2 | 4 | 11 | 5 | 10 | 32 |
| Straight + 2 full trailers | 1 | 0 | 0 | 1 | 0 | 2 |
| Straight + other (gooseneck) + other | 0 | 0 | 1 | 0 | 0 | 1 |
| Bobtail tractor | 87 | 83 | 98 | 90 | 95 | 453 |
| Tractor carrying cargo | 8 | 4 | 13 | 3 | 7 | 35 |
| Tractor and semitrailer | 2877 | 3005 | 3160 | 3159 | 3054 | 15255 |
| Tractor + other | 12 | 8 | 5 | 11 | 7 | 43 |
| Tractor + semi + A dolly | 0 | 1 | 0 | 0 | 2 | 3 |
| Tractor + full trailer | 0 | 1 | 0 | 0 | 1 | 2 |
| Tractor + gooseneck + other | 0 | 0 | 0 | 0 | 5 | 5 |
| Double with A dolly | 75 | 99 | 81 | 124 | 86 | 465 |
| Double, B train | 6 | 3 | 2 | 1 | 2 | 14 |
| Double with C dolly | 0 | 0 | 4 | 0 | 2 | 6 |
| Double with unknown dolly type | 1 | 2 | 7 | 6 | 6 | 22 |
| Tractor + semi + full | 72 | 51 | 58 | 53 | 59 | 293 |
| Tractor + semi + other | 0 | 0 | 1 | 0 | 1 | 2 |
| Tractor + semi + unknown | 0 | 2 | 3 | 1 | 0 | 6 |
| Triple with A dollies | 1 | 1 | 0 | 3 | 2 | 7 |
| Tractor + jeep + semi + jeep | 1 | 1 | 1 | 0 | 0 | 3 |
| Tractor + semi + jeep | 1 | 1 | 1 | 0 | 1 | 4 |
| Tractor + jeep + semi | 3 | 0 | 2 | 0 | 1 | 6 |
| Tractor + jeep + semtrailer + other | 0 | 0 | 0 | 0 | 2 | 2 |
| Tractor + 1 saddlemount tractor | 2 | 0 | 0 | 0 | 0 | 2 |
| Tractor + 2 saddlemount tractors | 2 | 1 | 1 | 0 | 0 | 4 |
| Tractor + 3 saddlemount tractors | 0 | 0 | 0 | 1 | 0 | 1 |
| Straight + 2 saddlemount straights | 0 | 1 | 0 | 0 | 0 | 1 |
| Unknown | 321 | 100 | 10 | 12 | 50 | 493 |
| Total | 4950 | 5104 | 5313 | 5343 | 5250 | 25960 |

**Table 1-3
Fatal Truck Involvements by Year and State**

| State | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|------------------|------|------|------|------|------|-------|
| | No. | No. | No. | No. | No. | No. |
| Alabama | 128 | 155 | 150 | 125 | 136 | 694 |
| Alaska | 5 | 5 | 15 | 4 | 7 | 36 |
| Arizona | 96 | 112 | 111 | 95 | 144 | 558 |
| Arkansas | 85 | 106 | 99 | 142 | 111 | 543 |
| California | 374 | 360 | 405 | 385 | 403 | 1927 |
| Colorado | 60 | 63 | 78 | 71 | 83 | 355 |
| Connecticut | 17 | 25 | 30 | 20 | 29 | 121 |
| Delaware | 19 | 17 | 19 | 8 | 20 | 83 |
| Dist of Columbia | 1 | 0 | 6 | 3 | 2 | 12 |
| Florida | 390 | 380 | 399 | 431 | 368 | 1968 |
| Georgia | 214 | 228 | 256 | 253 | 251 | 1202 |
| Hawaii | 4 | 5 | 7 | 5 | 8 | 29 |
| Idaho | 32 | 38 | 32 | 32 | 27 | 161 |
| Illinois | 172 | 192 | 163 | 203 | 169 | 899 |
| Indiana | 131 | 174 | 175 | 146 | 146 | 772 |
| Iowa | 76 | 66 | 64 | 71 | 80 | 357 |
| Kansas | 80 | 79 | 86 | 77 | 70 | 392 |
| Kentucky | 121 | 130 | 132 | 120 | 121 | 624 |
| Louisiana | 107 | 121 | 108 | 138 | 114 | 588 |
| Maine | 26 | 16 | 19 | 18 | 22 | 101 |
| Maryland | 66 | 69 | 82 | 66 | 69 | 352 |
| Massachusetts | 25 | 37 | 40 | 27 | 36 | 165 |
| Michigan | 136 | 121 | 126 | 115 | 123 | 621 |
| Minnesota | 86 | 68 | 69 | 62 | 63 | 348 |
| Mississippi | 78 | 81 | 90 | 92 | 91 | 432 |
| Missouri | 167 | 161 | 159 | 169 | 145 | 801 |
| Montana | 30 | 26 | 18 | 24 | 27 | 125 |
| Nebraska | 61 | 55 | 43 | 53 | 29 | 241 |
| Nevada | 39 | 42 | 33 | 53 | 50 | 217 |
| New Hampshire | 18 | 14 | 13 | 13 | 7 | 65 |
| New Jersey | 55 | 68 | 99 | 115 | 83 | 420 |
| New Mexico | 60 | 44 | 66 | 63 | 74 | 307 |
| New York | 143 | 156 | 141 | 147 | 173 | 760 |
| North Carolina | 177 | 175 | 194 | 213 | 159 | 918 |
| North Dakota | 18 | 15 | 17 | 12 | 17 | 79 |
| Ohio | 194 | 158 | 191 | 180 | 162 | 885 |
| Oklahoma | 126 | 126 | 120 | 128 | 156 | 656 |
| Oregon | 47 | 56 | 55 | 64 | 58 | 280 |
| Pennsylvania | 192 | 221 | 220 | 203 | 198 | 1034 |
| Rhode Island | 5 | 7 | 4 | 1 | 8 | 25 |
| South Carolina | 101 | 100 | 108 | 131 | 104 | 544 |
| South Dakota | 16 | 17 | 20 | 16 | 21 | 90 |
| Tennessee | 136 | 123 | 151 | 149 | 148 | 707 |
| Texas | 445 | 507 | 482 | 512 | 512 | 2458 |
| Utah | 40 | 23 | 29 | 32 | 37 | 161 |
| Vermont | 11 | 13 | 14 | 9 | 12 | 59 |
| Virginia | 90 | 132 | 110 | 125 | 117 | 574 |
| Washington | 57 | 42 | 55 | 60 | 78 | 292 |
| West Virginia | 59 | 55 | 63 | 50 | 48 | 275 |
| Wisconsin | 105 | 90 | 97 | 86 | 79 | 457 |
| Wyoming | 29 | 30 | 50 | 26 | 55 | 190 |
| Total | 4950 | 5104 | 5313 | 5343 | 5250 | 25960 |

**Table 1-4
Fatal Truck Involvements by Year and State – STRAIGHT TRUCKS ONLY**

| State | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|------------------|------|------|------|------|------|-------|
| | No. | No. | No. | No. | No. | No. |
| Alabama | 31 | 36 | 51 | 40 | 43 | 201 |
| Alaska | 2 | 3 | 4 | 2 | 4 | 15 |
| Arizona | 30 | 36 | 44 | 32 | 51 | 193 |
| Arkansas | 15 | 25 | 18 | 34 | 30 | 122 |
| California | 122 | 147 | 152 | 147 | 152 | 720 |
| Colorado | 27 | 13 | 35 | 27 | 25 | 127 |
| Connecticut | 8 | 11 | 18 | 13 | 15 | 65 |
| Delaware | 7 | 6 | 9 | 5 | 11 | 38 |
| Dist of Columbia | 1 | 0 | 4 | 1 | 2 | 8 |
| Florida | 116 | 163 | 160 | 204 | 160 | 803 |
| Georgia | 68 | 76 | 92 | 81 | 77 | 394 |
| Hawaii | 2 | 3 | 5 | 3 | 8 | 21 |
| Idaho | 13 | 13 | 12 | 13 | 13 | 64 |
| Illinois | 41 | 47 | 50 | 49 | 38 | 225 |
| Indiana | 41 | 41 | 47 | 40 | 40 | 209 |
| Iowa | 17 | 21 | 18 | 17 | 24 | 97 |
| Kansas | 20 | 24 | 21 | 18 | 19 | 102 |
| Kentucky | 48 | 48 | 43 | 35 | 48 | 222 |
| Louisiana | 31 | 33 | 26 | 49 | 35 | 174 |
| Maine | 13 | 8 | 8 | 5 | 8 | 42 |
| Maryland | 30 | 34 | 41 | 34 | 37 | 176 |
| Massachusetts | 13 | 21 | 23 | 9 | 18 | 84 |
| Michigan | 59 | 48 | 49 | 49 | 46 | 251 |
| Minnesota | 32 | 25 | 26 | 22 | 26 | 131 |
| Mississippi | 7 | 6 | 15 | 23 | 22 | 73 |
| Missouri | 63 | 52 | 48 | 61 | 53 | 277 |
| Montana | 15 | 9 | 8 | 10 | 11 | 53 |
| Nebraska | 8 | 12 | 11 | 18 | 5 | 54 |
| Nevada | 6 | 12 | 10 | 13 | 11 | 52 |
| New Hampshire | 7 | 7 | 5 | 6 | 4 | 29 |
| New Jersey | 15 | 13 | 57 | 49 | 39 | 173 |
| New Mexico | 13 | 4 | 11 | 13 | 14 | 55 |
| New York | 49 | 80 | 78 | 80 | 88 | 375 |
| North Carolina | 61 | 63 | 73 | 83 | 63 | 343 |
| North Dakota | 4 | 5 | 8 | 6 | 7 | 30 |
| Ohio | 44 | 55 | 67 | 50 | 52 | 268 |
| Oklahoma | 21 | 46 | 42 | 41 | 47 | 197 |
| Oregon | 14 | 17 | 29 | 20 | 19 | 99 |
| Pennsylvania | 48 | 87 | 73 | 73 | 79 | 360 |
| Rhode Island | 2 | 2 | 2 | 1 | 5 | 12 |
| South Carolina | 31 | 33 | 38 | 44 | 33 | 179 |
| South Dakota | 3 | 6 | 8 | 4 | 11 | 32 |
| Tennessee | 43 | 37 | 42 | 49 | 54 | 225 |
| Texas | 87 | 164 | 146 | 153 | 166 | 716 |
| Utah | 4 | 8 | 10 | 13 | 11 | 46 |
| Vermont | 4 | 5 | 5 | 5 | 5 | 24 |
| Virginia | 33 | 48 | 43 | 52 | 41 | 217 |
| Washington | 31 | 21 | 20 | 27 | 42 | 141 |
| West Virginia | 21 | 23 | 17 | 17 | 14 | 92 |
| Wisconsin | 48 | 37 | 38 | 32 | 28 | 183 |
| Wyoming | 11 | 7 | 6 | 7 | 13 | 44 |
| Total | 1480 | 1741 | 1866 | 1879 | 1867 | 8833 |

Table includes all truck combinations where the power unit was a straight truck.

Table 1-5
Fatal Truck Involvements by Year and State – TRACTOR-SEMITRAILERS ONLY

| State | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|------------------|------|------|------|------|------|-------|
| | No. | No. | No. | No. | No. | No. |
| Alabama | 88 | 110 | 94 | 82 | 87 | 461 |
| Alaska | 2 | 1 | 8 | 1 | 2 | 14 |
| Arizona | 61 | 67 | 59 | 61 | 79 | 327 |
| Arkansas | 66 | 75 | 76 | 102 | 75 | 394 |
| California | 182 | 156 | 194 | 183 | 193 | 908 |
| Colorado | 31 | 48 | 41 | 38 | 51 | 209 |
| Connecticut | 9 | 6 | 10 | 6 | 13 | 44 |
| Delaware | 11 | 11 | 9 | 3 | 9 | 43 |
| Dist of Columbia | 0 | 0 | 2 | 2 | 0 | 4 |
| Florida | 224 | 201 | 230 | 210 | 203 | 1068 |
| Georgia | 133 | 147 | 155 | 164 | 164 | 763 |
| Hawaii | 2 | 2 | 2 | 2 | 0 | 8 |
| Idaho | 16 | 21 | 17 | 15 | 11 | 80 |
| Illinois | 81 | 131 | 105 | 141 | 122 | 580 |
| Indiana | 82 | 129 | 113 | 101 | 97 | 522 |
| Iowa | 43 | 42 | 44 | 53 | 53 | 235 |
| Kansas | 57 | 49 | 61 | 49 | 51 | 267 |
| Kentucky | 69 | 79 | 84 | 80 | 67 | 379 |
| Louisiana | 69 | 86 | 74 | 82 | 71 | 382 |
| Maine | 13 | 8 | 10 | 12 | 14 | 57 |
| Maryland | 34 | 33 | 37 | 32 | 31 | 167 |
| Massachusetts | 10 | 14 | 16 | 17 | 11 | 68 |
| Michigan | 67 | 65 | 68 | 56 | 68 | 324 |
| Minnesota | 47 | 37 | 43 | 37 | 34 | 198 |
| Mississippi | 40 | 36 | 73 | 67 | 63 | 279 |
| Missouri | 95 | 104 | 104 | 98 | 86 | 487 |
| Montana | 11 | 11 | 8 | 12 | 11 | 53 |
| Nebraska | 46 | 43 | 31 | 32 | 22 | 174 |
| Nevada | 17 | 26 | 13 | 30 | 33 | 119 |
| New Hampshire | 11 | 7 | 6 | 7 | 3 | 34 |
| New Jersey | 12 | 22 | 42 | 62 | 40 | 178 |
| New Mexico | 44 | 28 | 48 | 45 | 52 | 217 |
| New York | 63 | 73 | 58 | 60 | 82 | 336 |
| North Carolina | 110 | 102 | 110 | 125 | 84 | 531 |
| North Dakota | 12 | 10 | 8 | 5 | 8 | 43 |
| Ohio | 128 | 98 | 117 | 127 | 104 | 574 |
| Oklahoma | 86 | 77 | 72 | 82 | 104 | 421 |
| Oregon | 26 | 29 | 22 | 37 | 29 | 143 |
| Pennsylvania | 105 | 123 | 141 | 114 | 111 | 594 |
| Rhode Island | 3 | 5 | 2 | 0 | 3 | 13 |
| South Carolina | 66 | 62 | 66 | 79 | 64 | 337 |
| South Dakota | 11 | 10 | 10 | 10 | 10 | 51 |
| Tennessee | 87 | 79 | 100 | 94 | 84 | 444 |
| Texas | 291 | 329 | 319 | 336 | 319 | 1594 |
| Utah | 30 | 11 | 18 | 15 | 21 | 95 |
| Vermont | 7 | 8 | 9 | 4 | 5 | 33 |
| Virginia | 56 | 80 | 63 | 68 | 70 | 337 |
| Washington | 19 | 16 | 28 | 25 | 23 | 111 |
| West Virginia | 33 | 30 | 46 | 31 | 33 | 173 |
| Wisconsin | 55 | 48 | 57 | 52 | 48 | 260 |
| Wyoming | 16 | 20 | 37 | 13 | 36 | 122 |
| Total | 2877 | 3005 | 3160 | 3159 | 3054 | 15255 |

**Table 1-6
Fatal Truck Involvements by Year and State – DOUBLES ONLY**

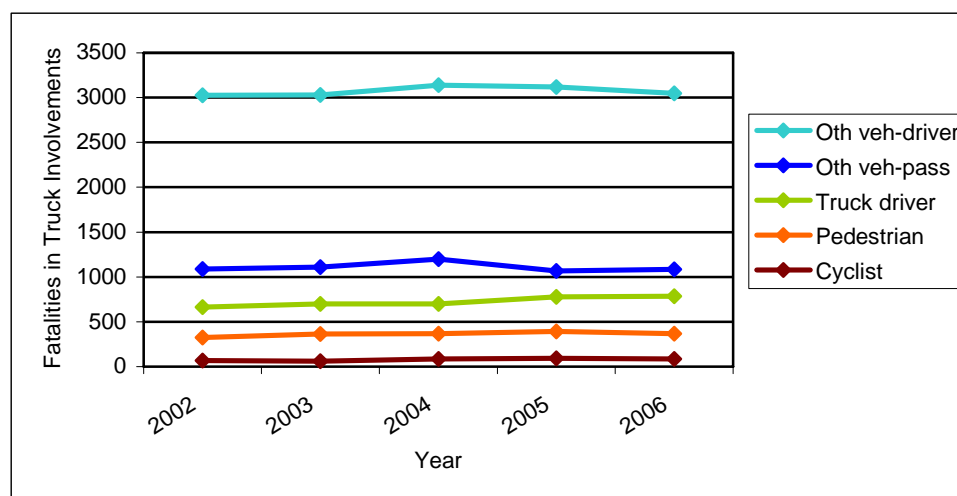
| State | 2002 | 2003 | 2004 | 2005 | 2006 | Total |
|------------------|------|------|------|------|------|-------|
| | No. | No. | No. | No. | No. | No. |
| Alabama | 3 | 5 | 2 | 1 | 1 | 12 |
| Alaska | 0 | 1 | 2 | 1 | 0 | 4 |
| Arizona | 3 | 8 | 4 | 1 | 7 | 23 |
| Arkansas | 3 | 3 | 2 | 3 | 5 | 16 |
| California | 59 | 43 | 45 | 49 | 45 | 241 |
| Colorado | 1 | 1 | 0 | 3 | 2 | 7 |
| Connecticut | 0 | 1 | 0 | 1 | 0 | 2 |
| Delaware | 0 | 0 | 0 | 0 | 0 | 0 |
| Dist of Columbia | 0 | 0 | 0 | 0 | 0 | 0 |
| Florida | 2 | 4 | 1 | 6 | 3 | 16 |
| Georgia | 3 | 3 | 2 | 5 | 3 | 16 |
| Hawaii | 0 | 0 | 0 | 0 | 0 | 0 |
| Idaho | 2 | 2 | 2 | 3 | 3 | 12 |
| Illinois | 1 | 2 | 4 | 8 | 4 | 19 |
| Indiana | 4 | 3 | 9 | 3 | 2 | 21 |
| Iowa | 1 | 0 | 0 | 1 | 0 | 2 |
| Kansas | 0 | 3 | 3 | 5 | 0 | 11 |
| Kentucky | 1 | 1 | 2 | 2 | 4 | 10 |
| Louisiana | 4 | 1 | 2 | 1 | 3 | 11 |
| Maine | 0 | 0 | 0 | 0 | 0 | 0 |
| Maryland | 0 | 0 | 1 | 0 | 0 | 1 |
| Massachusetts | 0 | 0 | 1 | 0 | 2 | 3 |
| Michigan | 7 | 7 | 8 | 8 | 3 | 33 |
| Minnesota | 0 | 2 | 0 | 1 | 2 | 5 |
| Mississippi | 0 | 2 | 0 | 1 | 2 | 5 |
| Missouri | 6 | 3 | 2 | 3 | 2 | 16 |
| Montana | 2 | 4 | 1 | 2 | 4 | 13 |
| Nebraska | 3 | 0 | 0 | 1 | 0 | 4 |
| Nevada | 2 | 3 | 9 | 9 | 4 | 27 |
| New Hampshire | 0 | 0 | 0 | 0 | 0 | 0 |
| New Jersey | 1 | 1 | 0 | 2 | 1 | 5 |
| New Mexico | 2 | 2 | 5 | 3 | 2 | 14 |
| New York | 3 | 1 | 2 | 4 | 0 | 10 |
| North Carolina | 1 | 8 | 6 | 1 | 3 | 19 |
| North Dakota | 0 | 0 | 1 | 1 | 1 | 3 |
| Ohio | 4 | 4 | 5 | 2 | 3 | 18 |
| Oklahoma | 1 | 1 | 1 | 2 | 3 | 8 |
| Oregon | 5 | 5 | 3 | 4 | 4 | 21 |
| Pennsylvania | 3 | 6 | 3 | 9 | 4 | 25 |
| Rhode Island | 0 | 0 | 0 | 0 | 0 | 0 |
| South Carolina | 0 | 0 | 1 | 0 | 2 | 3 |
| South Dakota | 1 | 1 | 2 | 1 | 0 | 5 |
| Tennessee | 4 | 4 | 4 | 3 | 2 | 17 |
| Texas | 7 | 9 | 7 | 15 | 13 | 51 |
| Utah | 4 | 4 | 1 | 3 | 4 | 16 |
| Vermont | 0 | 0 | 0 | 0 | 0 | 0 |
| Virginia | 1 | 1 | 1 | 2 | 2 | 7 |
| Washington | 5 | 2 | 5 | 7 | 7 | 26 |
| West Virginia | 2 | 1 | 0 | 1 | 0 | 4 |
| Wisconsin | 1 | 2 | 1 | 2 | 0 | 6 |
| Wyoming | 2 | 3 | 6 | 5 | 4 | 20 |
| Total | 154 | 157 | 156 | 185 | 156 | 808 |

Annual fatalities

Table 1-7
Fatalities in Truck Involvements by Year and Person Type

| Vehicle/Person type | 2002 | | 2003 | | 2004 | | 2005 | | 2006 | |
|----------------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Truck | | | | | | | | | | |
| Driver | 664 | 12.5 | 700 | 12.9 | 700 | 12.4 | 778 | 13.8 | 784 | 14.2 |
| Passenger | 124 | 2.3 | 123 | 2.3 | 156 | 2.8 | 147 | 2.6 | 142 | 2.6 |
| Unk occ type | 1 | 0.0 | 2 | 0.0 | 2 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Truck total | 789 | 14.8 | 825 | 15.3 | 858 | 15.2 | 925 | 16.5 | 928 | 16.8 |
| Other vehicle | | | | | | | | | | |
| Drivers | 3026 | 56.9 | 3029 | 56.0 | 3138 | 55.4 | 3120 | 55.5 | 3046 | 55.0 |
| Passengers | 1087 | 20.5 | 1110 | 20.5 | 1198 | 21.2 | 1065 | 18.9 | 1085 | 19.6 |
| Unk occ type | 4 | 0.1 | 10 | 0.2 | 3 | 0.1 | 2 | 0.0 | 7 | 0.1 |
| Other vehicle total | 4117 | 77.5 | 4149 | 76.7 | 4339 | 76.6 | 4187 | 74.5 | 4138 | 74.7 |
| Non-motorists | | | | | | | | | | |
| In parked vehicle | 12 | 0.2 | 9 | 0.2 | 7 | 0.1 | 25 | 0.4 | 17 | 0.3 |
| Pedestrian | 325 | 6.1 | 364 | 6.7 | 366 | 6.5 | 392 | 7.0 | 366 | 6.6 |
| Cyclists | 69 | 1.3 | 59 | 1.1 | 87 | 1.5 | 94 | 1.7 | 84 | 1.5 |
| Other/unknown | 2 | 0.0 | 3 | 0.1 | 6 | 0.1 | 0 | 0.0 | 4 | 0.1 |
| Non-motorist total | 408 | 7.7 | 435 | 8.0 | 466 | 8.2 | 511 | 9.1 | 471 | 8.5 |
| Total | 5314 | 100.0 | 5409 | 100.0 | 5663 | 100.0 | 5623 | 100.0 | 5537 | 100.0 |

Figure 1-2
Fatalities in Truck Involvements by Year and Person Type



Accident conditions

This section provides statistics that describe conditions at the scene of fatal traffic accidents involving trucks. Tables present various accident characteristics, including the geographic distribution of truck involvements, temporal and environmental conditions, as well as distributions of collision type and the truck's role in the accident. Though the tables focus on accident-level characteristics, all tables show counts of trucks involved in fatal accidents, rather than counts of accidents. Some fatal traffic accidents include more than one truck.

- October had the greatest number of fatal involvements with 522, while January had the fewest with 389.
- Almost two-thirds of fatal accident involvements occur in rural areas, and in daylight.
- 84.2% of fatal accident involvements occur on dry roads.
- 87.1% of fatal accident involvements occur in “normal” (i.e., no precipitation) weather conditions.
- 30.2% of fatal involvements occur on state highways, 23.0% on U.S. highways, and 25.7% on Interstate highways.
- In 11.0% of fatal involvements, the other vehicle crossed the center line of the road and struck the truck head on.

Geographic distributions

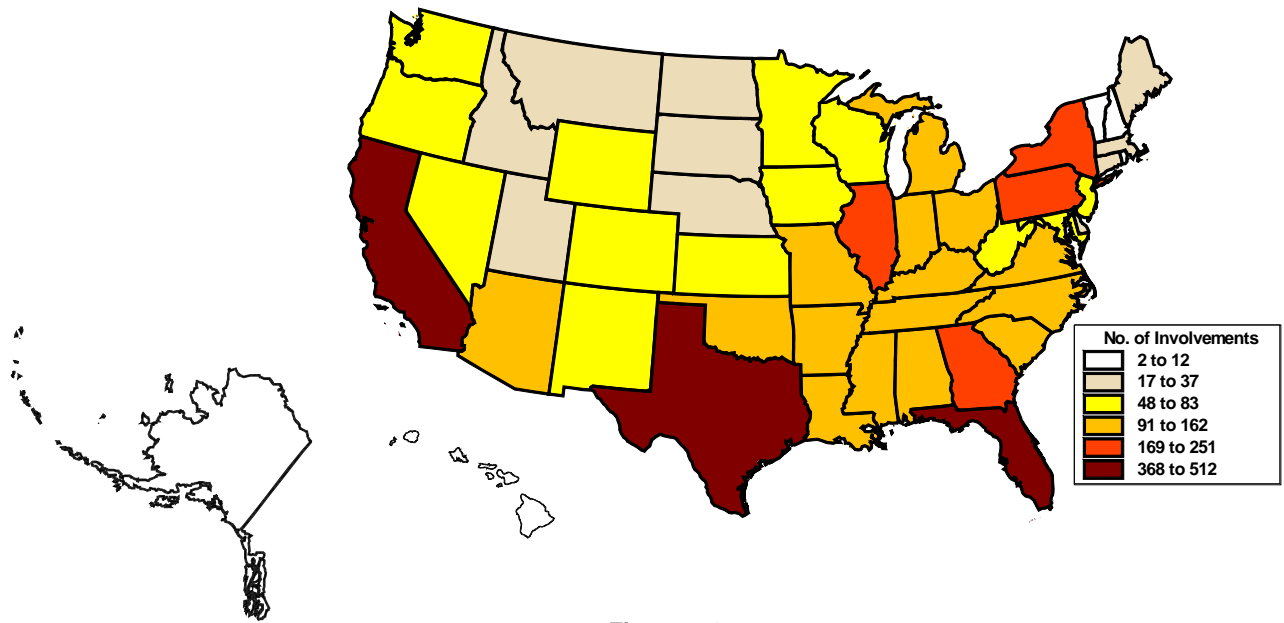


Figure 2-1
Fatal Truck Involvements by State

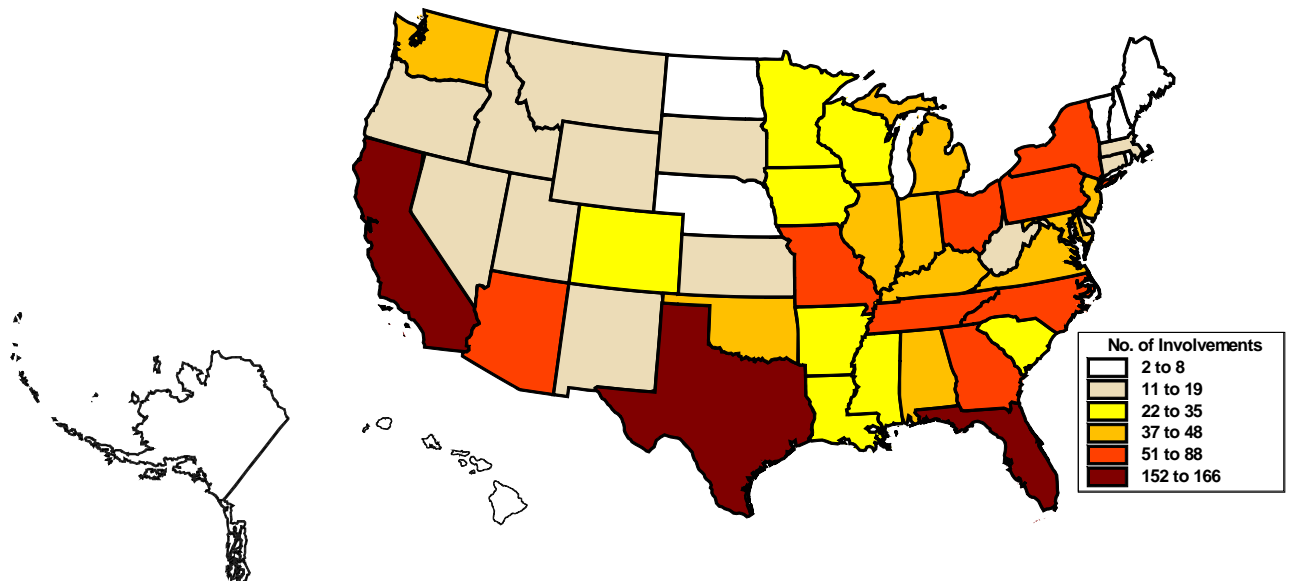


Figure 2-2
Fatal Truck Involvements by State – STRAIGHT TRUCKS ONLY

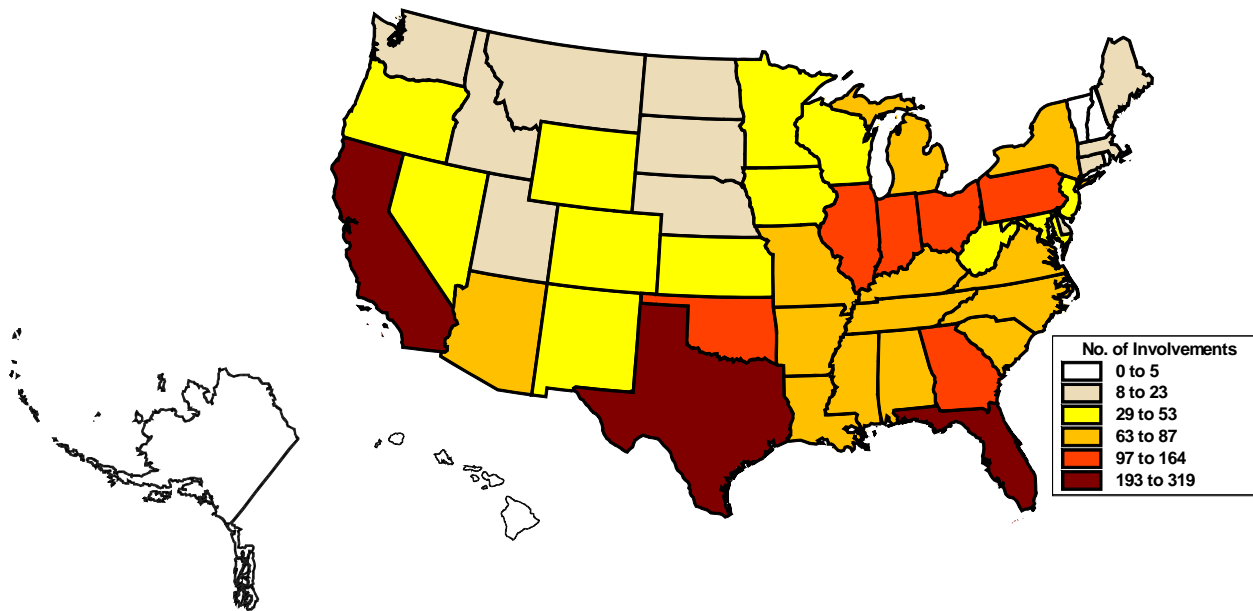


Figure 2-3
Fatal Truck Involvements by State – TRACTOR-SEMITRAILERS ONLY

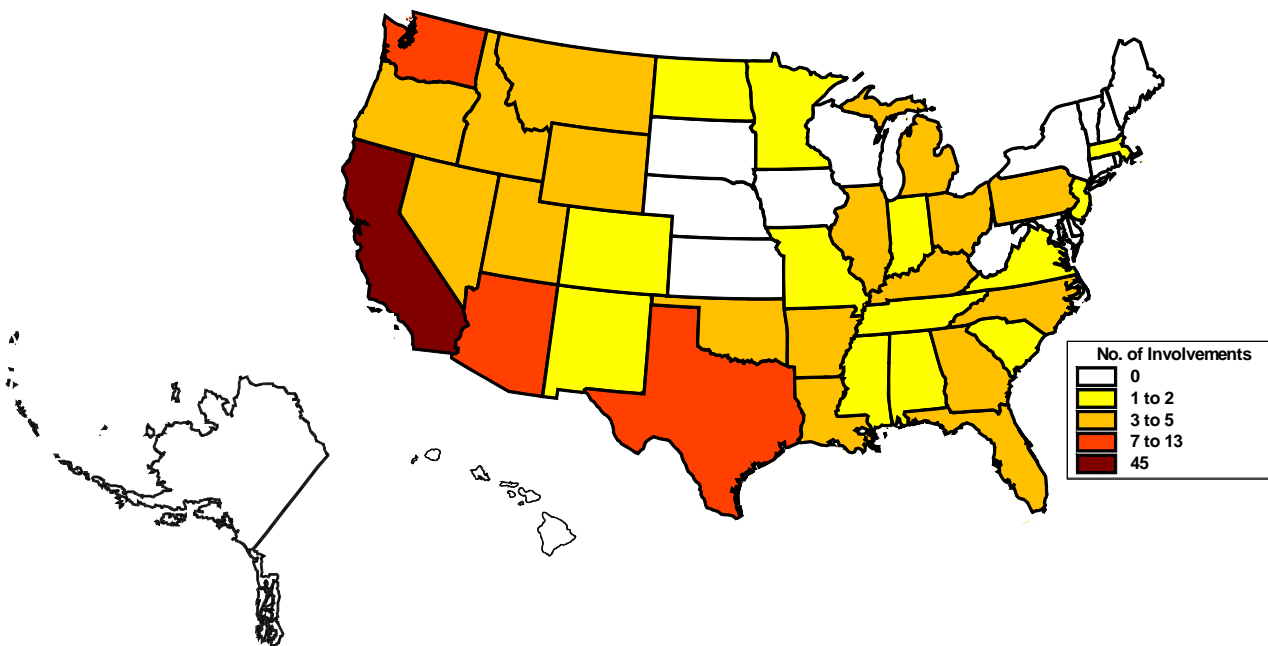


Figure 2-4
Fatal Truck Involvements by State – DOUBLES ONLY

**Table 2-1
Fatal Truck Involvements by State and Truck Configuration**

| State | Strt Truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Alabama | 37 | 2.3 | 6 | 2.4 | 4 | 3.9 | 87 | 2.8 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 136 | 2.6 |
| Alaska | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 7 | 0.1 |
| Arizona | 38 | 2.4 | 13 | 5.2 | 3 | 2.9 | 79 | 2.6 | 7 | 4.5 | 1 | 2.8 | 3 | 6.0 | 144 | 2.7 |
| Arkansas | 25 | 1.6 | 5 | 2.0 | 0 | 0.0 | 75 | 2.5 | 5 | 3.2 | 1 | 2.8 | 0 | 0.0 | 111 | 2.1 |
| California | 126 | 7.9 | 25 | 9.9 | 10 | 9.8 | 193 | 6.3 | 45 | 28.8 | 3 | 8.3 | 1 | 2.0 | 403 | 7.7 |
| Colorado | 22 | 1.4 | 3 | 1.2 | 0 | 0.0 | 51 | 1.7 | 2 | 1.3 | 1 | 2.8 | 4 | 8.0 | 83 | 1.6 |
| Connecticut | 15 | 0.9 | 0 | 0.0 | 0 | 0.0 | 13 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 29 | 0.6 |
| Delaware | 11 | 0.7 | 0 | 0.0 | 0 | 0.0 | 9 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 20 | 0.4 |
| Dist of Columbia | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Florida | 143 | 8.9 | 13 | 5.2 | 1 | 1.0 | 203 | 6.6 | 3 | 1.9 | 4 | 11.1 | 1 | 2.0 | 368 | 7.0 |
| Georgia | 71 | 4.4 | 6 | 2.4 | 5 | 4.9 | 164 | 5.4 | 3 | 1.9 | 1 | 2.8 | 1 | 2.0 | 251 | 4.8 |
| Hawaii | 7 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 8 | 0.2 |
| Idaho | 11 | 0.7 | 1 | 0.4 | 0 | 0.0 | 11 | 0.4 | 3 | 1.9 | 1 | 2.8 | 0 | 0.0 | 27 | 0.5 |
| Illinois | 34 | 2.1 | 4 | 1.6 | 3 | 2.9 | 122 | 4.0 | 4 | 2.6 | 0 | 0.0 | 2 | 4.0 | 169 | 3.2 |
| Indiana | 37 | 2.3 | 3 | 1.2 | 3 | 2.9 | 97 | 3.2 | 2 | 1.3 | 2 | 5.6 | 2 | 4.0 | 146 | 2.8 |
| Iowa | 18 | 1.1 | 5 | 2.0 | 3 | 2.9 | 53 | 1.7 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 80 | 1.5 |
| Kansas | 14 | 0.9 | 5 | 2.0 | 0 | 0.0 | 51 | 1.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 70 | 1.3 |
| Kentucky | 40 | 2.5 | 8 | 3.2 | 2 | 2.0 | 67 | 2.2 | 4 | 2.6 | 0 | 0.0 | 0 | 0.0 | 121 | 2.3 |
| Louisiana | 28 | 1.8 | 7 | 2.8 | 3 | 2.9 | 71 | 2.3 | 3 | 1.9 | 0 | 0.0 | 2 | 4.0 | 114 | 2.2 |
| Maine | 8 | 0.5 | 0 | 0.0 | 0 | 0.0 | 14 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 22 | 0.4 |
| Maryland | 35 | 2.2 | 2 | 0.8 | 0 | 0.0 | 31 | 1.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 69 | 1.3 |
| Massachusetts | 17 | 1.1 | 1 | 0.4 | 3 | 2.9 | 11 | 0.4 | 2 | 1.3 | 0 | 0.0 | 2 | 4.0 | 36 | 0.7 |
| Michigan | 38 | 2.4 | 8 | 3.2 | 3 | 2.9 | 68 | 2.2 | 3 | 1.9 | 1 | 2.8 | 2 | 4.0 | 123 | 2.3 |
| Minnesota | 22 | 1.4 | 3 | 1.2 | 0 | 0.0 | 34 | 1.1 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 63 | 1.2 |
| Mississippi | 16 | 1.0 | 5 | 2.0 | 3 | 2.9 | 63 | 2.1 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 91 | 1.7 |
| Missouri | 46 | 2.9 | 6 | 2.4 | 4 | 3.9 | 86 | 2.8 | 2 | 1.3 | 1 | 2.8 | 0 | 0.0 | 145 | 2.8 |
| Montana | 11 | 0.7 | 0 | 0.0 | 1 | 1.0 | 11 | 0.4 | 4 | 2.6 | 0 | 0.0 | 0 | 0.0 | 27 | 0.5 |
| Nebraska | 5 | 0.3 | 0 | 0.0 | 1 | 1.0 | 22 | 0.7 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 29 | 0.6 |
| Nevada | 9 | 0.6 | 2 | 0.8 | 0 | 0.0 | 33 | 1.1 | 4 | 2.6 | 1 | 2.8 | 1 | 2.0 | 50 | 1.0 |
| New Hampshire | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| New Jersey | 35 | 2.2 | 4 | 1.6 | 0 | 0.0 | 40 | 1.3 | 1 | 0.6 | 0 | 0.0 | 3 | 6.0 | 83 | 1.6 |
| New Mexico | 12 | 0.8 | 1 | 0.4 | 0 | 0.0 | 52 | 1.7 | 2 | 1.3 | 3 | 8.3 | 4 | 8.0 | 74 | 1.4 |
| New York | 84 | 5.3 | 4 | 1.6 | 3 | 2.9 | 82 | 2.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 173 | 3.3 |
| North Carolina | 57 | 3.6 | 6 | 2.4 | 7 | 6.9 | 84 | 2.8 | 3 | 1.9 | 0 | 0.0 | 2 | 4.0 | 159 | 3.0 |
| North Dakota | 4 | 0.3 | 3 | 1.2 | 1 | 1.0 | 8 | 0.3 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 17 | 0.3 |
| Ohio | 44 | 2.8 | 8 | 3.2 | 2 | 2.0 | 104 | 3.4 | 3 | 1.9 | 0 | 0.0 | 1 | 2.0 | 162 | 3.1 |
| Oklahoma | 36 | 2.3 | 11 | 4.4 | 2 | 2.0 | 104 | 3.4 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 156 | 3.0 |
| Oregon | 16 | 1.0 | 3 | 1.2 | 2 | 2.0 | 29 | 0.9 | 4 | 2.6 | 1 | 2.8 | 3 | 6.0 | 58 | 1.1 |
| Pennsylvania | 72 | 4.5 | 7 | 2.8 | 4 | 3.9 | 111 | 3.6 | 4 | 2.6 | 0 | 0.0 | 0 | 0.0 | 198 | 3.8 |
| Rhode Island | 5 | 0.3 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| South Carolina | 25 | 1.6 | 8 | 3.2 | 2 | 2.0 | 64 | 2.1 | 2 | 1.3 | 1 | 2.8 | 2 | 4.0 | 104 | 2.0 |
| South Dakota | 7 | 0.4 | 4 | 1.6 | 0 | 0.0 | 10 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 21 | 0.4 |
| Tennessee | 45 | 2.8 | 8 | 3.2 | 5 | 4.9 | 84 | 2.8 | 2 | 1.3 | 2 | 5.6 | 2 | 4.0 | 148 | 2.8 |
| Texas | 137 | 8.6 | 28 | 11.1 | 10 | 9.8 | 319 | 10.4 | 13 | 8.3 | 4 | 11.1 | 1 | 2.0 | 512 | 9.8 |
| Utah | 8 | 0.5 | 3 | 1.2 | 0 | 0.0 | 21 | 0.7 | 4 | 2.6 | 0 | 0.0 | 1 | 2.0 | 37 | 0.7 |
| Vermont | 5 | 0.3 | 0 | 0.0 | 1 | 1.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 12 | 0.2 |
| Virginia | 36 | 2.3 | 5 | 2.0 | 2 | 2.0 | 70 | 2.3 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 117 | 2.2 |
| Washington | 30 | 1.9 | 11 | 4.4 | 4 | 3.9 | 23 | 0.8 | 7 | 4.5 | 1 | 2.8 | 2 | 4.0 | 78 | 1.5 |
| West Virginia | 13 | 0.8 | 1 | 0.4 | 1 | 1.0 | 33 | 1.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 48 | 0.9 |
| Wisconsin | 25 | 1.6 | 3 | 1.2 | 3 | 2.9 | 48 | 1.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 79 | 1.5 |
| Wyoming | 10 | 0.6 | 3 | 1.2 | 1 | 1.0 | 36 | 1.2 | 4 | 2.6 | 0 | 0.0 | 1 | 2.0 | 55 | 1.0 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Temporal distributions

Table 2-2
Fatal Truck Involvements by Month and Truck Configuration

| Month of accident | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------|-------------|--------------|----------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| January | 117 | 7.3 | 11 | 4.4 | 8 | 7.8 | 234 | 7.7 | 12 | 7.7 | 1 | 2.8 | 6 | 12.0 | 389 | 7.4 |
| February | 130 | 8.1 | 11 | 4.4 | 9 | 8.8 | 225 | 7.4 | 10 | 6.4 | 3 | 8.3 | 5 | 10.0 | 393 | 7.5 |
| March | 105 | 6.6 | 21 | 8.3 | 7 | 6.9 | 261 | 8.5 | 14 | 9.0 | 3 | 8.3 | 2 | 4.0 | 413 | 7.9 |
| April | 135 | 8.4 | 28 | 11.1 | 9 | 8.8 | 224 | 7.3 | 15 | 9.6 | 2 | 5.6 | 1 | 2.0 | 414 | 7.9 |
| May | 149 | 9.3 | 21 | 8.3 | 11 | 10.8 | 266 | 8.7 | 12 | 7.7 | 6 | 16.7 | 2 | 4.0 | 467 | 8.9 |
| June | 151 | 9.4 | 23 | 9.1 | 5 | 4.9 | 303 | 9.9 | 7 | 4.5 | 4 | 11.1 | 4 | 8.0 | 497 | 9.5 |
| July | 119 | 7.4 | 29 | 11.5 | 7 | 6.9 | 238 | 7.8 | 13 | 8.3 | 6 | 16.7 | 6 | 12.0 | 418 | 8.0 |
| August | 149 | 9.3 | 28 | 11.1 | 9 | 8.8 | 281 | 9.2 | 22 | 14.1 | 2 | 5.6 | 3 | 6.0 | 494 | 9.4 |
| September | 138 | 8.6 | 26 | 10.3 | 8 | 7.8 | 248 | 8.1 | 13 | 8.3 | 1 | 2.8 | 1 | 2.0 | 435 | 8.3 |
| October | 170 | 10.6 | 22 | 8.7 | 15 | 14.7 | 283 | 9.3 | 22 | 14.1 | 3 | 8.3 | 7 | 14.0 | 522 | 9.9 |
| November | 121 | 7.6 | 17 | 6.7 | 5 | 4.9 | 256 | 8.4 | 8 | 5.1 | 2 | 5.6 | 7 | 14.0 | 416 | 7.9 |
| December | 116 | 7.3 | 15 | 6.0 | 9 | 8.8 | 235 | 7.7 | 8 | 5.1 | 3 | 8.3 | 6 | 12.0 | 392 | 7.5 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-3
Fatal Truck Involvements by Day of Week and Truck Configuration

| Day of week | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--------------|-------------|--------------|----------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Sunday | 79 | 4.9 | 10 | 4.0 | 9 | 8.8 | 235 | 7.7 | 9 | 5.8 | 1 | 2.8 | 4 | 8.0 | 347 | 6.6 |
| Monday | 280 | 17.5 | 48 | 19.0 | 23 | 22.5 | 479 | 15.7 | 15 | 9.6 | 6 | 16.7 | 11 | 22.0 | 862 | 16.4 |
| Tuesday | 297 | 18.6 | 45 | 17.9 | 9 | 8.8 | 521 | 17.1 | 36 | 23.1 | 9 | 25.0 | 6 | 12.0 | 923 | 17.6 |
| Wednesday | 270 | 16.9 | 28 | 11.1 | 15 | 14.7 | 518 | 17.0 | 33 | 21.2 | 6 | 16.7 | 9 | 18.0 | 879 | 16.7 |
| Thursday | 254 | 15.9 | 57 | 22.6 | 16 | 15.7 | 502 | 16.4 | 22 | 14.1 | 4 | 11.1 | 6 | 12.0 | 861 | 16.4 |
| Friday | 305 | 19.1 | 38 | 15.1 | 18 | 17.6 | 527 | 17.3 | 21 | 13.5 | 8 | 22.2 | 9 | 18.0 | 926 | 17.6 |
| Saturday | 115 | 7.2 | 26 | 10.3 | 12 | 11.8 | 272 | 8.9 | 20 | 12.8 | 2 | 5.6 | 5 | 10.0 | 452 | 8.6 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-4
Fatal Truck Involvements by Day Type and Truck Configuration

| Day type | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--------------|-------------|--------------|----------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Work week | 1406 | 87.9 | 216 | 85.7 | 81 | 79.4 | 2547 | 83.4 | 127 | 81.4 | 33 | 91.7 | 41 | 82.0 | 4451 | 84.8 |
| Weekend | 194 | 12.1 | 36 | 14.3 | 21 | 20.6 | 507 | 16.6 | 29 | 18.6 | 3 | 8.3 | 9 | 18.0 | 799 | 15.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Note: Work week is defined as Monday through Friday, and weekend as Saturday and Sunday.

**Table 2-5
Fatal Truck Involvements by Time of Accident and Truck Configuration**

| Time of accident | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------|------------|-------|----------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Midnight | 20 | 1.3 | 2 | 0.8 | 3 | 2.9 | 82 | 2.7 | 7 | 4.5 | 0 | 0.0 | 0 | 0.0 | 114 | 2.2 |
| 1:00 AM | 23 | 1.4 | 3 | 1.2 | 7 | 6.9 | 95 | 3.1 | 9 | 5.8 | 1 | 2.8 | 0 | 0.0 | 138 | 2.6 |
| 2:00 AM | 28 | 1.8 | 1 | 0.4 | 3 | 2.9 | 113 | 3.7 | 13 | 8.3 | 0 | 0.0 | 1 | 2.0 | 159 | 3.0 |
| 3:00 AM | 26 | 1.6 | 4 | 1.6 | 1 | 1.0 | 98 | 3.2 | 6 | 3.8 | 0 | 0.0 | 1 | 2.0 | 136 | 2.6 |
| 4:00 AM | 28 | 1.8 | 1 | 0.4 | 1 | 1.0 | 94 | 3.1 | 9 | 5.8 | 0 | 0.0 | 0 | 0.0 | 133 | 2.5 |
| 5:00 AM | 47 | 2.9 | 3 | 1.2 | 5 | 4.9 | 127 | 4.2 | 12 | 7.7 | 1 | 2.8 | 1 | 2.0 | 196 | 3.7 |
| 6:00 AM | 89 | 5.6 | 10 | 4.0 | 1 | 1.0 | 183 | 6.0 | 14 | 9.0 | 2 | 5.6 | 4 | 8.0 | 303 | 5.8 |
| 7:00 AM | 96 | 6.0 | 13 | 5.2 | 2 | 2.0 | 145 | 4.7 | 7 | 4.5 | 0 | 0.0 | 3 | 6.0 | 266 | 5.1 |
| 8:00 AM | 114 | 7.1 | 18 | 7.1 | 4 | 3.9 | 134 | 4.4 | 4 | 2.6 | 2 | 5.6 | 1 | 2.0 | 277 | 5.3 |
| 9:00 AM | 106 | 6.6 | 14 | 5.6 | 5 | 4.9 | 129 | 4.2 | 5 | 3.2 | 3 | 8.3 | 3 | 6.0 | 265 | 5.0 |
| 10:00 AM | 134 | 8.4 | 18 | 7.1 | 4 | 3.9 | 131 | 4.3 | 4 | 2.6 | 0 | 0.0 | 2 | 4.0 | 293 | 5.6 |
| 11:00 AM | 86 | 5.4 | 15 | 6.0 | 7 | 6.9 | 191 | 6.3 | 2 | 1.3 | 2 | 5.6 | 3 | 6.0 | 306 | 5.8 |
| Noon | 95 | 5.9 | 17 | 6.7 | 7 | 6.9 | 142 | 4.6 | 0 | 0.0 | 2 | 5.6 | 0 | 0.0 | 263 | 5.0 |
| 1:00 PM | 135 | 8.4 | 14 | 5.6 | 2 | 2.0 | 168 | 5.5 | 6 | 3.8 | 3 | 8.3 | 4 | 8.0 | 332 | 6.3 |
| 2:00 PM | 115 | 7.2 | 25 | 9.9 | 8 | 7.8 | 208 | 6.8 | 5 | 3.2 | 4 | 11.1 | 0 | 0.0 | 365 | 7.0 |
| 3:00 PM | 113 | 7.1 | 16 | 6.3 | 8 | 7.8 | 177 | 5.8 | 6 | 3.8 | 4 | 11.1 | 1 | 2.0 | 325 | 6.2 |
| 4:00 PM | 102 | 6.4 | 23 | 9.1 | 10 | 9.8 | 138 | 4.5 | 4 | 2.6 | 2 | 5.6 | 4 | 8.0 | 283 | 5.4 |
| 5:00 PM | 60 | 3.8 | 12 | 4.8 | 1 | 1.0 | 125 | 4.1 | 8 | 5.1 | 2 | 5.6 | 5 | 10.0 | 213 | 4.1 |
| 6:00 PM | 45 | 2.8 | 18 | 7.1 | 5 | 4.9 | 114 | 3.7 | 5 | 3.2 | 1 | 2.8 | 6 | 12.0 | 194 | 3.7 |
| 7:00 PM | 36 | 2.3 | 6 | 2.4 | 7 | 6.9 | 86 | 2.8 | 5 | 3.2 | 2 | 5.6 | 3 | 6.0 | 145 | 2.8 |
| 8:00 PM | 21 | 1.3 | 6 | 2.4 | 4 | 3.9 | 86 | 2.8 | 6 | 3.8 | 2 | 5.6 | 1 | 2.0 | 126 | 2.4 |
| 9:00 PM | 32 | 2.0 | 6 | 2.4 | 1 | 1.0 | 93 | 3.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 133 | 2.5 |
| 10:00 PM | 24 | 1.5 | 4 | 1.6 | 1 | 1.0 | 96 | 3.1 | 7 | 4.5 | 0 | 0.0 | 4 | 8.0 | 136 | 2.6 |
| 11:00 PM | 21 | 1.3 | 3 | 1.2 | 5 | 4.9 | 92 | 3.0 | 11 | 7.1 | 3 | 8.3 | 3 | 6.0 | 138 | 2.6 |
| 12:00 midnight | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Unknown | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-6
Fatal Truck Involvements by Time of Accident and Day Type

| Time of accident | Work week | | Weekend | | Total | |
|------------------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. |
| Midnight | 86 | 1.9 | 28 | 3.5 | 114 | 2.2 |
| 1:00 AM | 96 | 2.2 | 42 | 5.3 | 138 | 2.6 |
| 2:00 AM | 108 | 2.4 | 51 | 6.4 | 159 | 3.0 |
| 3:00 AM | 98 | 2.2 | 38 | 4.8 | 136 | 2.6 |
| 4:00 AM | 98 | 2.2 | 35 | 4.4 | 133 | 2.5 |
| 5:00 AM | 159 | 3.6 | 37 | 4.6 | 196 | 3.7 |
| 6:00 AM | 274 | 6.2 | 29 | 3.6 | 303 | 5.8 |
| 7:00 AM | 235 | 5.3 | 31 | 3.9 | 266 | 5.1 |
| 8:00 AM | 251 | 5.6 | 26 | 3.3 | 277 | 5.3 |
| 9:00 AM | 241 | 5.4 | 24 | 3.0 | 265 | 5.0 |
| 10:00 AM | 267 | 6.0 | 26 | 3.3 | 293 | 5.6 |
| 11:00 AM | 271 | 6.1 | 35 | 4.4 | 306 | 5.8 |
| Noon | 223 | 5.0 | 40 | 5.0 | 263 | 5.0 |
| 1:00 PM | 301 | 6.8 | 31 | 3.9 | 332 | 6.3 |
| 2:00 PM | 297 | 6.7 | 68 | 8.5 | 365 | 7.0 |
| 3:00 PM | 295 | 6.6 | 30 | 3.8 | 325 | 6.2 |
| 4:00 PM | 245 | 5.5 | 38 | 4.8 | 283 | 5.4 |
| 5:00 PM | 191 | 4.3 | 22 | 2.8 | 213 | 4.1 |
| 6:00 PM | 162 | 3.6 | 32 | 4.0 | 194 | 3.7 |
| 7:00 PM | 109 | 2.4 | 36 | 4.5 | 145 | 2.8 |
| 8:00 PM | 109 | 2.4 | 17 | 2.1 | 126 | 2.4 |
| 9:00 PM | 105 | 2.4 | 28 | 3.5 | 133 | 2.5 |
| 10:00 PM | 107 | 2.4 | 29 | 3.6 | 136 | 2.6 |
| 11:00 PM | 112 | 2.5 | 26 | 3.3 | 138 | 2.6 |
| 12:00 midnight | 2 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Unknown | 9 | 0.2 | 0 | 0.0 | 9 | 0.2 |
| Total | 4451 | 100.0 | 799 | 100.0 | 5250 | 100.0 |

Note: Work week is defined as Monday through Friday, and weekend as Saturday and Sunday.

Environmental distributions

Table 2-7
Fatal Truck Involvements by Land Use and Truck Configuration

| Land use | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|----------|------------|-------|----------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Urban | 708 | 44.3 | 73 | 29.0 | 43 | 42.2 | 1006 | 32.9 | 52 | 33.3 | 9 | 25.0 | 20 | 40.0 | 1911 | 36.4 |
| Rural | 879 | 54.9 | 179 | 71.0 | 59 | 57.8 | 2026 | 66.3 | 103 | 66.0 | 27 | 75.0 | 30 | 60.0 | 3303 | 62.9 |
| Unknown | 13 | 0.8 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 36 | 0.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 2-8
Fatal Truck Involvements by Light Condition and Truck Configuration**

| Light condition | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------|-------------|--------------|----------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Daylight | 1185 | 74.1 | 197 | 78.2 | 59 | 57.8 | 1813 | 59.4 | 58 | 37.2 | 25 | 69.4 | 29 | 58.0 | 3366 | 64.1 |
| Dark | 216 | 13.5 | 34 | 13.5 | 29 | 28.4 | 862 | 28.2 | 69 | 44.2 | 6 | 16.7 | 12 | 24.0 | 1228 | 23.4 |
| Dark but lighted | 124 | 7.8 | 14 | 5.6 | 8 | 7.8 | 264 | 8.6 | 15 | 9.6 | 3 | 8.3 | 5 | 10.0 | 433 | 8.2 |
| Dawn | 47 | 2.9 | 5 | 2.0 | 3 | 2.9 | 80 | 2.6 | 9 | 5.8 | 2 | 5.6 | 1 | 2.0 | 147 | 2.8 |
| Dusk | 26 | 1.6 | 2 | 0.8 | 2 | 2.0 | 32 | 1.0 | 3 | 1.9 | 0 | 0.0 | 3 | 6.0 | 68 | 1.3 |
| Unknown | 2 | 0.1 | 0 | 0.0 | 1 | 1.0 | 3 | 0.1 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 2-9
Fatal Truck Involvements by Roadway Surface Condition and Truck Configuration**

| Roadway surface condition | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Dry | 1369 | 85.6 | 226 | 89.7 | 84 | 82.4 | 2545 | 83.3 | 129 | 82.7 | 31 | 86.1 | 39 | 78.0 | 4423 | 84.2 |
| Wet | 192 | 12.0 | 23 | 9.1 | 14 | 13.7 | 402 | 13.2 | 19 | 12.2 | 4 | 11.1 | 6 | 12.0 | 660 | 12.6 |
| Snow or slush | 11 | 0.7 | 3 | 1.2 | 2 | 2.0 | 33 | 1.1 | 2 | 1.3 | 0 | 0.0 | 2 | 4.0 | 53 | 1.0 |
| Ice | 21 | 1.3 | 0 | 0.0 | 1 | 1.0 | 66 | 2.2 | 4 | 2.6 | 1 | 2.8 | 3 | 6.0 | 96 | 1.8 |
| Sand, dirt, oil | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Other | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Unknown | 5 | 0.3 | 0 | 0.0 | 1 | 1.0 | 7 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 14 | 0.3 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 2-10
Fatal Truck Involvements by Weather Condition and Truck Configuration**

| Weather condition | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Normal | 1428 | 89.3 | 230 | 91.3 | 86 | 84.3 | 2618 | 85.7 | 137 | 87.8 | 32 | 88.9 | 42 | 84.0 | 4573 | 87.1 |
| Rain | 121 | 7.6 | 18 | 7.1 | 9 | 8.8 | 266 | 8.7 | 9 | 5.8 | 2 | 5.6 | 3 | 6.0 | 428 | 8.2 |
| Sleet | 3 | 0.2 | 1 | 0.4 | 1 | 1.0 | 8 | 0.3 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 14 | 0.3 |
| Snow | 20 | 1.3 | 2 | 0.8 | 3 | 2.9 | 64 | 2.1 | 3 | 1.9 | 1 | 2.8 | 2 | 4.0 | 95 | 1.8 |
| Fog | 20 | 1.3 | 1 | 0.4 | 2 | 2.0 | 63 | 2.1 | 2 | 1.3 | 0 | 0.0 | 2 | 4.0 | 90 | 1.7 |
| Rain & fog | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| Other | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 27 | 0.9 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 35 | 0.7 |
| Unknown | 3 | 0.2 | 0 | 0.0 | 1 | 1.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Roadway distributions

Table 2-11
Fatal Truck Involvements by Roadway Function Class and Truck Configuration

| Road function class | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| <i>Urban</i> | | | | | | | | | | | | | | | | |
| Interstate | 123 | 7.7 | 20 | 7.9 | 15 | 14.7 | 415 | 13.6 | 21 | 13.5 | 4 | 11.1 | 5 | 10.0 | 603 | 11.5 |
| Freeway/expressway | 62 | 3.9 | 5 | 2.0 | 5 | 4.9 | 100 | 3.3 | 8 | 5.1 | 1 | 2.8 | 2 | 4.0 | 183 | 3.5 |
| Other principal artery | 211 | 13.2 | 24 | 9.5 | 10 | 9.8 | 267 | 8.7 | 10 | 6.4 | 3 | 8.3 | 4 | 8.0 | 529 | 10.1 |
| Minor artery | 149 | 9.3 | 11 | 4.4 | 3 | 2.9 | 128 | 4.2 | 7 | 4.5 | 0 | 0.0 | 2 | 4.0 | 300 | 5.7 |
| Collector | 56 | 3.5 | 5 | 2.0 | 2 | 2.0 | 29 | 0.9 | 4 | 2.6 | 0 | 0.0 | 4 | 8.0 | 100 | 1.9 |
| Local street | 106 | 6.6 | 8 | 3.2 | 8 | 7.8 | 66 | 2.2 | 2 | 1.3 | 1 | 2.8 | 3 | 6.0 | 194 | 3.7 |
| Unknown urban | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Total urban | 708 | 44.3 | 73 | 29.0 | 43 | 42.2 | 1006 | 32.9 | 52 | 33.3 | 9 | 25.0 | 20 | 40.0 | 1911 | 36.4 |
| <i>Rural</i> | | | | | | | | | | | | | | | | |
| Interstate | 84 | 5.3 | 26 | 10.3 | 10 | 9.8 | 593 | 19.4 | 38 | 24.4 | 6 | 16.7 | 8 | 16.0 | 765 | 14.6 |
| Other principal artery | 214 | 13.4 | 46 | 18.3 | 16 | 15.7 | 708 | 23.2 | 34 | 21.8 | 6 | 16.7 | 6 | 12.0 | 1030 | 19.6 |
| Minor artery | 198 | 12.4 | 46 | 18.3 | 15 | 14.7 | 367 | 12.0 | 18 | 11.5 | 9 | 25.0 | 6 | 12.0 | 659 | 12.6 |
| Major collector | 215 | 13.4 | 37 | 14.7 | 10 | 9.8 | 268 | 8.8 | 8 | 5.1 | 4 | 11.1 | 4 | 8.0 | 546 | 10.4 |
| Minor collector | 53 | 3.3 | 8 | 3.2 | 5 | 4.9 | 33 | 1.1 | 4 | 2.6 | 0 | 0.0 | 2 | 4.0 | 105 | 2.0 |
| Local road | 112 | 7.0 | 14 | 5.6 | 2 | 2.0 | 53 | 1.7 | 1 | 0.6 | 2 | 5.6 | 4 | 8.0 | 188 | 3.6 |
| Unknown rural | 3 | 0.2 | 2 | 0.8 | 1 | 1.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 10 | 0.2 |
| Total rural | 879 | 54.9 | 179 | 71.0 | 59 | 57.8 | 2026 | 66.3 | 103 | 66.0 | 27 | 75.0 | 30 | 60.0 | 3303 | 62.9 |
| <i>Unknown</i> | 13 | 0.8 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 36 | 0.7 |
| Total urban and rural | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-12
Fatal Truck Involvements by Route Signing and Truck Configuration

| Route signing | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate | 196 | 12.3 | 45 | 17.9 | 25 | 24.5 | 1004 | 32.9 | 59 | 37.8 | 9 | 25.0 | 12 | 24.0 | 1350 | 25.7 |
| US highway | 279 | 17.4 | 52 | 20.6 | 22 | 21.6 | 798 | 26.1 | 30 | 19.2 | 12 | 33.3 | 12 | 24.0 | 1205 | 23.0 |
| State highway | 559 | 34.9 | 94 | 37.3 | 31 | 30.4 | 851 | 27.9 | 35 | 22.4 | 9 | 25.0 | 7 | 14.0 | 1586 | 30.2 |
| County road | 253 | 15.8 | 40 | 15.9 | 11 | 10.8 | 157 | 5.1 | 18 | 11.5 | 4 | 11.1 | 7 | 14.0 | 490 | 9.3 |
| Township | 47 | 2.9 | 2 | 0.8 | 3 | 2.9 | 20 | 0.7 | 0 | 0.0 | 0 | 0.0 | 2 | 4.0 | 74 | 1.4 |
| Municipality | 192 | 12.0 | 18 | 7.1 | 8 | 7.8 | 134 | 4.4 | 13 | 8.3 | 2 | 5.6 | 7 | 14.0 | 374 | 7.1 |
| Frontage road | 8 | 0.5 | 0 | 0.0 | 0 | 0.0 | 17 | 0.6 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 26 | 0.5 |
| Other | 52 | 3.3 | 1 | 0.4 | 2 | 2.0 | 51 | 1.7 | 0 | 0.0 | 0 | 0.0 | 2 | 4.0 | 108 | 2.1 |
| Unknown | 14 | 0.9 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 37 | 0.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 2-13
Fatal Truck Involvements by Relation to Junction and Truck Configuration**

| Relation to junction | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| <i>Noninterchange</i> | | | | | | | | | | | | | | | | |
| Nonjunction | 950 | 59.4 | 158 | 62.7 | 69 | 67.6 | 2112 | 69.2 | 123 | 78.8 | 27 | 75.0 | 33 | 66.0 | 3472 | 66.1 |
| Intersection | 439 | 27.4 | 60 | 23.8 | 20 | 19.6 | 604 | 19.8 | 24 | 15.4 | 4 | 11.1 | 10 | 20.0 | 1161 | 22.1 |
| Intersection related | 78 | 4.9 | 8 | 3.2 | 2 | 2.0 | 84 | 2.8 | 4 | 2.6 | 1 | 2.8 | 2 | 4.0 | 179 | 3.4 |
| Driveway, alley, etc. | 30 | 1.9 | 5 | 2.0 | 1 | 1.0 | 38 | 1.2 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 76 | 1.4 |
| Entrance/exit ramp | 8 | 0.5 | 0 | 0.0 | 0 | 0.0 | 20 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 28 | 0.5 |
| Rail grade crossing | 15 | 0.9 | 5 | 2.0 | 1 | 1.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 29 | 0.6 |
| In crossover | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 12 | 0.2 |
| Driveway access related | 40 | 2.5 | 7 | 2.8 | 2 | 2.0 | 54 | 1.8 | 1 | 0.6 | 1 | 2.8 | 1 | 2.0 | 106 | 2.0 |
| Unknown | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| <i>Interchange area</i> | | | | | | | | | | | | | | | | |
| Intersection | 8 | 0.5 | 2 | 0.8 | 2 | 2.0 | 13 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 25 | 0.5 |
| Intersection related | 4 | 0.3 | 1 | 0.4 | 1 | 1.0 | 12 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 18 | 0.3 |
| Driveway access | 1 | 0.1 | 1 | 0.4 | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| Entrance/exit ramp | 11 | 0.7 | 1 | 0.4 | 4 | 3.9 | 27 | 0.9 | 1 | 0.6 | 1 | 2.8 | 2 | 4.0 | 47 | 0.9 |
| Crossover-related | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Other location | 11 | 0.7 | 4 | 1.6 | 0 | 0.0 | 62 | 2.0 | 1 | 0.6 | 2 | 5.6 | 2 | 4.0 | 82 | 1.6 |
| Unknown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Unknown | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 2-14
Fatal Truck Involvements by Number of Travel Lanes and Truck Configuration**

| Number of travel lanes | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 | 17 | 1.1 | 1 | 0.4 | 2 | 2.0 | 38 | 1.2 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 62 | 1.2 |
| 2 | 1175 | 73.4 | 196 | 77.8 | 71 | 69.6 | 2138 | 70.0 | 108 | 69.2 | 24 | 66.7 | 36 | 72.0 | 3748 | 71.4 |
| 3 | 128 | 8.0 | 22 | 8.7 | 6 | 5.9 | 320 | 10.5 | 11 | 7.1 | 5 | 13.9 | 5 | 10.0 | 497 | 9.5 |
| 4 | 210 | 13.1 | 29 | 11.5 | 15 | 14.7 | 423 | 13.9 | 27 | 17.3 | 6 | 16.7 | 7 | 14.0 | 717 | 13.7 |
| 5 | 21 | 1.3 | 1 | 0.4 | 2 | 2.0 | 55 | 1.8 | 5 | 3.2 | 0 | 0.0 | 1 | 2.0 | 85 | 1.6 |
| 6 | 24 | 1.5 | 2 | 0.8 | 4 | 3.9 | 47 | 1.5 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 79 | 1.5 |
| 7 or more | 6 | 0.4 | 1 | 0.4 | 0 | 0.0 | 16 | 0.5 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 24 | 0.5 |
| Unknown | 19 | 1.2 | 0 | 0.0 | 2 | 2.0 | 17 | 0.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 38 | 0.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 2-15
Fatal Truck Involvements by Trafficway Flow and Truck Configuration**

| Trafficway flow | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Not divided | 1016 | 63.5 | 158 | 62.7 | 62 | 60.8 | 1401 | 45.9 | 73 | 46.8 | 18 | 50.0 | 25 | 50.0 | 2753 | 52.4 |
| Median-no barrier | 325 | 20.3 | 57 | 22.6 | 19 | 18.6 | 1013 | 33.2 | 43 | 27.6 | 12 | 33.3 | 13 | 26.0 | 1482 | 28.2 |
| Median w/barrier | 174 | 10.9 | 26 | 10.3 | 15 | 14.7 | 524 | 17.2 | 37 | 23.7 | 5 | 13.9 | 9 | 18.0 | 790 | 15.0 |
| One way traffic | 12 | 0.8 | 0 | 0.0 | 0 | 0.0 | 15 | 0.5 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 28 | 0.5 |
| 2-way with left turn lane | 44 | 2.8 | 9 | 3.6 | 3 | 2.9 | 49 | 1.6 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 107 | 2.0 |
| Entrance/exit ramp | 18 | 1.1 | 1 | 0.4 | 3 | 2.9 | 42 | 1.4 | 1 | 0.6 | 1 | 2.8 | 2 | 4.0 | 68 | 1.3 |
| Unknown | 11 | 0.7 | 1 | 0.4 | 0 | 0.0 | 10 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 22 | 0.4 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-16
Fatal Truck Involvements by Speed Limit and Truck Configuration

| Speed limit | Strt truck | | Strt/1 trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------|-------------|--------------|----------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No stated limit | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 5 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 10 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 15 | 6 | 0.4 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 10 | 0.2 |
| 20 | 7 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 9 | 0.2 |
| 25 | 61 | 3.8 | 4 | 1.6 | 3 | 2.9 | 26 | 0.9 | 2 | 1.3 | 1 | 2.8 | 2 | 4.0 | 99 | 1.9 |
| 30 | 55 | 3.4 | 2 | 0.8 | 3 | 2.9 | 36 | 1.2 | 0 | 0.0 | 1 | 2.8 | 2 | 4.0 | 99 | 1.9 |
| 35 | 138 | 8.6 | 13 | 5.2 | 5 | 4.9 | 116 | 3.8 | 5 | 3.2 | 0 | 0.0 | 4 | 8.0 | 281 | 5.4 |
| 40 | 100 | 6.3 | 14 | 5.6 | 1 | 1.0 | 77 | 2.5 | 4 | 2.6 | 2 | 5.6 | 1 | 2.0 | 199 | 3.8 |
| 45 | 214 | 13.4 | 30 | 11.9 | 12 | 11.8 | 275 | 9.0 | 10 | 6.4 | 5 | 13.9 | 8 | 16.0 | 554 | 10.6 |
| 50 | 94 | 5.9 | 12 | 4.8 | 2 | 2.0 | 123 | 4.0 | 7 | 4.5 | 2 | 5.6 | 4 | 8.0 | 244 | 4.6 |
| 55 | 520 | 32.5 | 99 | 39.3 | 44 | 43.1 | 992 | 32.5 | 55 | 35.3 | 13 | 36.1 | 14 | 28.0 | 1737 | 33.1 |
| 60 | 74 | 4.6 | 8 | 3.2 | 8 | 7.8 | 164 | 5.4 | 8 | 5.1 | 2 | 5.6 | 4 | 8.0 | 268 | 5.1 |
| 65 | 182 | 11.4 | 37 | 14.7 | 15 | 14.7 | 673 | 22.0 | 42 | 26.9 | 3 | 8.3 | 5 | 10.0 | 957 | 18.2 |
| 70 | 92 | 5.8 | 23 | 9.1 | 8 | 7.8 | 413 | 13.5 | 15 | 9.6 | 5 | 13.9 | 0 | 0.0 | 556 | 10.6 |
| 75 | 13 | 0.8 | 7 | 2.8 | 0 | 0.0 | 112 | 3.7 | 8 | 5.1 | 2 | 5.6 | 3 | 6.0 | 145 | 2.8 |
| 80 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Unknown | 42 | 2.6 | 1 | 0.4 | 1 | 1.0 | 40 | 1.3 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 85 | 1.6 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Accident description

Table 2-17
Fatal Truck Involvements by Accident Type and Truck Configuration

| Accident type | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| <i>Single vehicle</i> | | | | | | | | | | | | | | | | |
| Ran off road | 171 | 10.7 | 12 | 4.8 | 14 | 13.7 | 228 | 7.5 | 11 | 7.1 | 0 | 0.0 | 0 | 0.0 | 436 | 8.3 |
| Hit object in road | 172 | 10.8 | 22 | 8.7 | 9 | 8.8 | 233 | 7.6 | 11 | 7.1 | 2 | 5.6 | 1 | 2.0 | 450 | 8.6 |
| <i>Same direction, same trafficway</i> | | | | | | | | | | | | | | | | |
| Rearend, truck striking | 79 | 4.9 | 10 | 4.0 | 3 | 2.9 | 233 | 7.6 | 16 | 10.3 | 0 | 0.0 | 0 | 0.0 | 341 | 6.5 |
| Rearend, truck struck | 140 | 8.8 | 11 | 4.4 | 10 | 9.8 | 315 | 10.3 | 15 | 9.6 | 1 | 2.8 | 0 | 0.0 | 492 | 9.4 |
| Sideswipe, in other's lane | 8 | 0.5 | 1 | 0.4 | 4 | 3.9 | 37 | 1.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 50 | 1.0 |
| Sideswipe, in truck's lane | 14 | 0.9 | 8 | 3.2 | 2 | 2.0 | 86 | 2.8 | 5 | 3.2 | 2 | 5.6 | 0 | 0.0 | 117 | 2.2 |
| <i>Opposite direction, same trafficway</i> | | | | | | | | | | | | | | | | |
| Head-on, in other's lane | 46 | 2.9 | 6 | 2.4 | 4 | 3.9 | 25 | 0.8 | 3 | 1.9 | 1 | 2.8 | 0 | 0.0 | 85 | 1.6 |
| Head-on, in truck's lane | 178 | 11.1 | 32 | 12.7 | 16 | 15.7 | 325 | 10.6 | 22 | 14.1 | 4 | 11.1 | 0 | 0.0 | 577 | 11.0 |
| Sideswipe, in other's lane | 29 | 1.8 | 6 | 2.4 | 1 | 1.0 | 43 | 1.4 | 2 | 1.3 | 2 | 5.6 | 0 | 0.0 | 83 | 1.6 |
| Sideswipe, in truck's lane | 110 | 6.9 | 26 | 10.3 | 10 | 9.8 | 323 | 10.6 | 14 | 9.0 | 5 | 13.9 | 0 | 0.0 | 488 | 9.3 |
| <i>Change trafficway, one vehicle turning</i> | | | | | | | | | | | | | | | | |
| Truck turn across path | 85 | 5.3 | 15 | 6.0 | 2 | 2.0 | 110 | 3.6 | 5 | 3.2 | 0 | 0.0 | 0 | 0.0 | 217 | 4.1 |
| Other turn across path | 115 | 7.2 | 23 | 9.1 | 2 | 2.0 | 154 | 5.0 | 4 | 2.6 | 2 | 5.6 | 1 | 2.0 | 301 | 5.7 |
| <i>Intersecting paths, both going straight</i> | | | | | | | | | | | | | | | | |
| Truck into side of other | 169 | 10.6 | 21 | 8.3 | 12 | 11.8 | 222 | 7.3 | 9 | 5.8 | 1 | 2.8 | 0 | 0.0 | 434 | 8.3 |
| Other into side of truck | 48 | 3.0 | 5 | 2.0 | 4 | 3.9 | 105 | 3.4 | 6 | 3.8 | 1 | 2.8 | 0 | 0.0 | 169 | 3.2 |
| <i>Other accident types</i> | | | | | | | | | | | | | | | | |
| Truck backed into other | 13 | 0.8 | 3 | 1.2 | 0 | 0.0 | 16 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 32 | 0.6 |
| Other backed into truck | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Untripped roll | 35 | 2.2 | 5 | 2.0 | 0 | 0.0 | 62 | 2.0 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 104 | 2.0 |
| Other | 184 | 11.5 | 46 | 18.3 | 9 | 8.8 | 524 | 17.2 | 29 | 18.6 | 15 | 41.7 | 0 | 0.0 | 807 | 15.4 |
| Unknown | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 11 | 0.4 | 2 | 1.3 | 0 | 0.0 | 48 | 96.0 | 63 | 1.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-18
Fatal Truck Involvements by First Harmful Event and Truck Configuration

| First harmful event | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------------------------|-------------|------------|---------------|------------|------------|------------|-------------|------------|--------------|--------------|-----------|------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| <i>Noncollision event</i> | | | | | | | | | | | | | | | | |
| Overturn | 88 | 5.5 | 12 | 4.8 | 4 | 3.9 | 137 | 4.5 | 5 | 3.2 | 1 | 2.8 | 6 | 12.0 | 253 | 4.8 |
| Immersion | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Fell/jumped from vehicle | 12 | 0.8 | 2 | 0.8 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 17 | 0.3 |
| Other noncollision | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 4 | 0.1 |
| Thrown or falling object | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Pavement surface irregularity | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Jackknife | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 12 | 0.4 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 14 | 0.3 |
| Cargo/equip loss or shift | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| <i>Collision with nonfixed object</i> | | | | | | | | | | | | | | | | |
| Pedestrian | 116 | 7.3 | 12 | 4.8 | 5 | 4.9 | 158 | 5.2 | 8 | 5.1 | 2 | 5.6 | 3 | 6.0 | 304 | 5.8 |
| Pedalcycle | 34 | 2.1 | 6 | 2.4 | 1 | 1.0 | 40 | 1.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 81 | 1.5 |
| Railway train | 15 | 0.9 | 5 | 2.0 | 1 | 1.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 29 | 0.6 |
| Animal | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 13 | 0.4 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 18 | 0.3 |
| Motor vehicle in transport | 1154 | 72.1 | 185 | 73.4 | 74 | 72.5 | 2281 | 74.7 | 119 | 76.3 | 27 | 75.0 | 31 | 62.0 | 3871 | 73.7 |
| Veh. in transport - other roadway | 17 | 1.1 | 7 | 2.8 | 2 | 2.0 | 109 | 3.6 | 7 | 4.5 | 1 | 2.8 | 0 | 0.0 | 143 | 2.7 |
| Parked motor vehicle | 12 | 0.8 | 3 | 1.2 | 0 | 0.0 | 25 | 0.8 | 3 | 1.9 | 0 | 0.0 | 1 | 2.0 | 44 | 0.8 |
| Other type - nonmotorist | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Other object - not fixed | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 | 0 | 0.0 | 2 | 5.6 | 0 | 0.0 | 10 | 0.2 |
| Construction/maintenance veh | 6 | 0.4 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Ridden animal/conveyance | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Struck by falling/shifting cargo | 3 | 0.2 | 6 | 2.4 | 0 | 0.0 | 10 | 0.3 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 20 | 0.4 |
| Other not in-transport motor veh | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| <i>Collision with fixed object</i> | | | | | | | | | | | | | | | | |
| Building | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Impact attenuator | 0 | 0.0 | 2 | 0.8 | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| Bridge pier or abutment | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Bridge rail | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Guardrail | 17 | 1.1 | 1 | 0.4 | 1 | 1.0 | 79 | 2.6 | 3 | 1.9 | 0 | 0.0 | 2 | 4.0 | 103 | 2.0 |
| Concrete traffic barrier | 12 | 0.8 | 3 | 1.2 | 1 | 1.0 | 21 | 0.7 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 39 | 0.7 |
| Other traffic barrier type | 1 | 0.1 | 0 | 0.0 | 1 | 1.0 | 2 | 0.1 | 1 | 0.6 | 0 | 0.0 | 1 | 2.0 | 6 | 0.1 |
| Highway/traffic sign post | 4 | 0.3 | 0 | 0.0 | 2 | 2.0 | 9 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 15 | 0.3 |
| Overhead sign support | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Luminaire/light support | 1 | 0.1 | 0 | 0.0 | 1 | 1.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Utility pole | 6 | 0.4 | 0 | 0.0 | 1 | 1.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 0.2 |
| Other post, pole or supports | 5 | 0.3 | 1 | 0.4 | 2 | 2.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 10 | 0.2 |
| Culvert | 7 | 0.4 | 0 | 0.0 | 0 | 0.0 | 9 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.3 |
| Curb | 9 | 0.6 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.3 |
| Ditch | 12 | 0.8 | 2 | 0.8 | 1 | 1.0 | 17 | 0.6 | 1 | 0.6 | 0 | 0.0 | 1 | 2.0 | 34 | 0.6 |
| Embankment - earth | 11 | 0.7 | 0 | 0.0 | 2 | 2.0 | 6 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 20 | 0.4 |
| Embankment - rock, stone, etc. | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| Embankment - type unknown | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 | 1 | 0.6 | 0 | 0.0 | 2 | 4.0 | 9 | 0.2 |
| Fence | 5 | 0.3 | 1 | 0.4 | 0 | 0.0 | 12 | 0.4 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 19 | 0.4 |
| Wall | 2 | 0.1 | 0 | 0.0 | 1 | 1.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 8 | 0.2 |
| Tree | 17 | 1.1 | 2 | 0.8 | 2 | 2.0 | 28 | 0.9 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 50 | 1.0 |
| Other fixed object | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| Collision with snow bank | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 1 | 0.0 |
| Bridge overhead structure | 5 | 0.3 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Guardrail end | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Mail box | 3 | 0.2 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Total | 1600 | 100 | 252 | 100 | 102 | 100 | 3054 | 100 | 156 | 100.0 | 36 | 100 | 50 | 100.0 | 5250 | 100.0 |

Table 2-19
Fatal Truck Involvements by Vehicle Role in Accident and Truck Configuration

| Vehicle role | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Non-collision | 56 | 3.5 | 4 | 1.6 | 1 | 1.0 | 64 | 2.1 | 2 | 1.3 | 2 | 5.6 | 3 | 6.0 | 132 | 2.5 |
| Striking | 869 | 54.3 | 127 | 50.4 | 55 | 53.9 | 1476 | 48.3 | 76 | 48.7 | 15 | 41.7 | 27 | 54.0 | 2645 | 50.4 |
| Struck | 610 | 38.1 | 113 | 44.8 | 42 | 41.2 | 1382 | 45.3 | 62 | 39.7 | 17 | 47.2 | 16 | 32.0 | 2242 | 42.7 |
| Both | 60 | 3.8 | 8 | 3.2 | 4 | 3.9 | 128 | 4.2 | 16 | 10.3 | 2 | 5.6 | 3 | 6.0 | 221 | 4.2 |
| Unknown | 5 | 0.3 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 10 | 0.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-20
Fatal Truck Involvements by Manner of Collision and Truck Configuration

| Manner of collision | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Not applicable | 407 | 25.4 | 51 | 20.2 | 26 | 25.5 | 626 | 20.5 | 26 | 16.7 | 8 | 22.2 | 18 | 36.0 | 1162 | 22.1 |
| Rear-end | 270 | 16.9 | 31 | 12.3 | 17 | 16.7 | 716 | 23.4 | 42 | 26.9 | 7 | 19.4 | 9 | 18.0 | 1092 | 20.8 |
| Head-on | 259 | 16.2 | 52 | 20.6 | 21 | 20.6 | 423 | 13.9 | 28 | 17.9 | 8 | 22.2 | 7 | 14.0 | 798 | 15.2 |
| Front-to-side: same direction | 40 | 2.5 | 2 | 0.8 | 1 | 1.0 | 111 | 3.6 | 4 | 2.6 | 1 | 2.8 | 1 | 2.0 | 160 | 3.0 |
| Front-to-side: opp direction | 147 | 9.2 | 31 | 12.3 | 14 | 13.7 | 322 | 10.5 | 15 | 9.6 | 4 | 11.1 | 5 | 10.0 | 538 | 10.2 |
| Front-to-side: right angle | 370 | 23.1 | 53 | 21.0 | 17 | 16.7 | 561 | 18.4 | 28 | 17.9 | 3 | 8.3 | 7 | 14.0 | 1039 | 19.8 |
| Front-to-side: unk direction | 16 | 1.0 | 2 | 0.8 | 1 | 1.0 | 29 | 0.9 | 0 | 0.0 | 2 | 5.6 | 0 | 0.0 | 50 | 1.0 |
| Sideswipe: same direction | 30 | 1.9 | 9 | 3.6 | 5 | 4.9 | 105 | 3.4 | 3 | 1.9 | 1 | 2.8 | 2 | 4.0 | 155 | 3.0 |
| Sideswipe: opp direction | 46 | 2.9 | 10 | 4.0 | 0 | 0.0 | 113 | 3.7 | 7 | 4.5 | 1 | 2.8 | 0 | 0.0 | 177 | 3.4 |
| Rear-to-side | 5 | 0.3 | 3 | 1.2 | 0 | 0.0 | 16 | 0.5 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 25 | 0.5 |
| Other | 6 | 0.4 | 8 | 3.2 | 0 | 0.0 | 24 | 0.8 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 40 | 0.8 |
| Unknown | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 8 | 0.3 | 0 | 0.0 | 1 | 2.8 | 1 | 2.0 | 14 | 0.3 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-21
Fatal Truck Involvements by Rollover Status and Truck Configuration

| Truck rollover status | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No rollover | 1330 | 83.1 | 221 | 87.7 | 85 | 83.3 | 2643 | 86.5 | 128 | 82.1 | 31 | 86.1 | 38 | 76.0 | 4476 | 85.3 |
| First event | 89 | 5.6 | 5 | 2.0 | 4 | 3.9 | 122 | 4.0 | 3 | 1.9 | 0 | 0.0 | 5 | 10.0 | 228 | 4.3 |
| Subsequent event | 181 | 11.3 | 26 | 10.3 | 13 | 12.7 | 289 | 9.5 | 25 | 16.0 | 5 | 13.9 | 7 | 14.0 | 546 | 10.4 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-22
Fatal Truck Involvements by Jackknife Status and Truck Configuration

| Truck jackknife status | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| None | 1600 | 100.0 | 235 | 93.3 | 102 | 100.0 | 2893 | 94.7 | 148 | 94.9 | 33 | 91.7 | 49 | 98.0 | 5060 | 96.4 |
| First event | 0 | 0.0 | 4 | 1.6 | 0 | 0.0 | 44 | 1.4 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 49 | 0.9 |
| Subsequent event | 0 | 0.0 | 13 | 5.2 | 0 | 0.0 | 117 | 3.8 | 8 | 5.1 | 2 | 5.6 | 1 | 2.0 | 141 | 2.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-23
Fatal Truck Involvements by Fire Occurrence and Truck Configuration

| Truck fire occurrence | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No fire | 1562 | 97.6 | 241 | 95.6 | 95 | 93.1 | 2818 | 92.3 | 144 | 92.3 | 36 | 100.0 | 49 | 98.0 | 4945 | 94.2 |
| Fire in vehicle | 38 | 2.4 | 11 | 4.4 | 7 | 6.9 | 236 | 7.7 | 12 | 7.7 | 0 | 0.0 | 1 | 2.0 | 305 | 5.8 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 2-24
Fatal Truck Involvements by Cargo Spillage and Truck Configuration

| Truck cargo spillage | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|----------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| None | 1303 | 81.4 | 197 | 78.2 | 8 | 7.8 | 2492 | 81.6 | 129 | 82.7 | 24 | 66.7 | 0 | 0.0 | 4153 | 79.1 |
| Nonhazarous | 212 | 13.3 | 45 | 17.9 | 0 | 0.0 | 411 | 13.5 | 18 | 11.5 | 3 | 8.3 | 0 | 0.0 | 689 | 13.1 |
| Hazardous | 13 | 0.8 | 2 | 0.8 | 0 | 0.0 | 38 | 1.2 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 55 | 1.0 |
| Unknown | 72 | 4.5 | 8 | 3.2 | 94 | 92.2 | 113 | 3.7 | 7 | 4.5 | 9 | 25.0 | 50 | 100.0 | 353 | 6.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Vehicle

This section provides statistics that describe the physical configuration of trucks involved in a fatal accident in 2006. The tables cover truck configuration, cargo body and cargo type, cab style, truck model year, rollover occurrence, presence of collision avoidance systems, hazardous materials, and the type of carrier that operated the truck. Of the 5,250 trucks involved in a fatal accident in 2006, there were 3,054 tractor-semitrailers, 1,600 straight trucks with no trailer, 252 straight trucks pulling a trailer, 102 bobtail tractors, and 156 tractors pulling two trailers.

- Straight trucks with no trailer represented 30.5% of all trucks involved in a fatal accident.
- Tractor-semitrailers accounted for 58.2% of the trucks.
- Over half of the tractor-semitrailers pulled a van trailer - either a dry box van or a refrigerated van.
- 23.1% of the straight trucks had dump bodies. The next most common straight truck cargo body was a van body, with 18.6%.
- 28.9% of the trucks were empty, 19.9% were carrying general freight, and 14.7% were carrying solids in bulk (gravel, soil, etc.) at the time of the accident.
- 74.2% of the trucks involved in a fatal accident were Class 8, the heaviest Gross Vehicle Weight Rating (GVWR) class.
- 46.8% of the trucks were operated by interstate for-hire carriers, 15.6% by interstate private carriers, and 16.3% by intrastate private carriers.
- 36.8% of the trucks were on local trips (within 50 miles of base) when involved in the fatal accident.
- 44.8% of tractor-semitrailers and 51.9% of tractors with two trailers (doubles) had a speed limiter installed.
- 68 tractor-semitrailers and 23 straight trucks involved in a fatal accident were carrying flammable liquids at the time of the crash.
- 8.6% of tractor-semitrailers with a tank body style rolled over as the first event in the fatal crash, and 14.0% rolled as a subsequent event.

**Table 3-1
Fatal Truck Involvements by Truck Configuration**

| Configuration | No. | Pct. |
|--------------------------------------|-------------|--------------|
| <i>Straight trucks</i> | | |
| Straight truck only | 1600 | 30.5 |
| <i>Straight truck, 1 trailer</i> | | |
| Straight + full trailer | 40 | 0.8 |
| Straight + other | 164 | 3.1 |
| Straight + other, gooseneck hitch | 48 | 0.9 |
| <i>Subtotal</i> | 252 | 4.8 |
| <i>Other straight combinations</i> | | |
| Wrecker + tow | 5 | 0.1 |
| Straight, unknown if pulling trailer | 10 | 0.2 |
| <i>Subtotal</i> | 15 | 0.3 |
| <i>Total straight trucks</i> | 1867 | 35.6 |
| <i>Tractor combinations</i> | | |
| <i>Tractor, no trailers</i> | | |
| Bobtail tractor | 95 | 1.8 |
| Tractor carrying cargo | 7 | 0.1 |
| <i>Subtotal</i> | 102 | 1.9 |
| <i>Tractor, 1 trailer</i> | | |
| Tractor and semitrailer | 3054 | 58.2 |
| Tractor + other (nonsemitrailer) | 7 | 0.1 |
| Tractor + semitrailer + A dolly | 2 | 0.0 |
| Tractor + full trailer | 1 | 0.0 |
| Tractor + gooseneck + other | 5 | 0.1 |
| <i>Subtotal</i> | 3069 | 58.5 |
| <i>Tractor, 2 trailers</i> | | |
| Double with A dolly | 86 | 1.6 |
| Double, B train | 2 | 0.0 |
| Double with C dolly | 2 | 0.0 |
| Double with unknown dolly | 6 | 0.1 |
| Tractor + semitrailer + full trailer | 59 | 1.1 |
| Tractor + semitrailer + other | 1 | 0.0 |
| <i>Subtotal</i> | 156 | 3.0 |
| <i>Tractor, 3 trailers</i> | | |
| Triple with A dollies | 2 | 0.0 |
| <i>Subtotal</i> | 2 | 0.0 |
| <i>Other tractor combinations</i> | | |
| Tractor + semitrailer + jeep | 1 | 0.0 |
| Tractor + jeep + semitrailer | 1 | 0.0 |
| Tractor + jeep + semitrailer + other | 2 | 0.0 |
| <i>Subtotal</i> | 4 | 0.1 |
| <i>Total tractors</i> | 3333 | 63.5 |
| <i>Unknown</i> | 50 | 1.0 |
| Grand total | 5250 | 100.0 |

Table 3-2
Fatal Truck Involvements by Cargo Body Style and Truck Configuration

| Cargo body style | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Tractor/no trailer | 0 | 0.0 | 0 | 0.0 | 102 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 102 | 1.9 |
| Van | 297 | 18.6 | 13 | 5.2 | 0 | 0.0 | 1281 | 41.9 | 82 | 52.6 | 4 | 11.1 | 0 | 0.0 | 1677 | 31.9 |
| Open top van | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 37 | 1.2 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 42 | 0.8 |
| Refrigerated van | 50 | 3.1 | 0 | 0.0 | 0 | 0.0 | 380 | 12.4 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 432 | 8.2 |
| Livestock carrier | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 28 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 28 | 0.5 |
| Flatbed | 105 | 6.6 | 24 | 9.5 | 0 | 0.0 | 431 | 14.1 | 14 | 9.0 | 3 | 8.3 | 0 | 0.0 | 577 | 11.0 |
| Lowboy | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 53 | 1.7 | 1 | 0.6 | 3 | 8.3 | 0 | 0.0 | 57 | 1.1 |
| Flatbed with equip. | 31 | 1.9 | 1 | 0.4 | 0 | 0.0 | 6 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 39 | 0.7 |
| Flatbed with sides | 40 | 2.5 | 7 | 2.8 | 0 | 0.0 | 15 | 0.5 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 64 | 1.2 |
| Pole/logging | 7 | 0.4 | 3 | 1.2 | 0 | 0.0 | 116 | 3.8 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 127 | 2.4 |
| Tank:liquid/gaseous | 75 | 4.7 | 12 | 4.8 | 0 | 0.0 | 243 | 8.0 | 9 | 5.8 | 0 | 0.0 | 0 | 0.0 | 339 | 6.5 |
| Tank:dry bulk | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 58 | 1.9 | 9 | 5.8 | 0 | 0.0 | 0 | 0.0 | 68 | 1.3 |
| Auto carrier | 0 | 0.0 | 21 | 8.3 | 0 | 0.0 | 15 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 36 | 0.7 |
| Dump | 370 | 23.1 | 58 | 23.0 | 0 | 0.0 | 240 | 7.9 | 8 | 5.1 | 1 | 2.8 | 0 | 0.0 | 677 | 12.9 |
| Hopper bottom | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 87 | 2.8 | 24 | 15.4 | 0 | 0.0 | 0 | 0.0 | 112 | 2.1 |
| Refuse | 148 | 9.3 | 3 | 1.2 | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 157 | 3.0 |
| Concrete mixer | 53 | 3.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 53 | 1.0 |
| Other | 408 | 25.5 | 106 | 42.1 | 0 | 0.0 | 42 | 1.4 | 1 | 0.6 | 21 | 58.3 | 0 | 0.0 | 578 | 11.0 |
| Unknown | 12 | 0.8 | 4 | 1.6 | 0 | 0.0 | 16 | 0.5 | 0 | 0.0 | 3 | 8.3 | 50 | 100.0 | 85 | 1.6 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 3-3
Fatal Truck Involvements by Type of Cargo and Truck Configuration

| Type of cargo | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty/bobtail | 548 | 34.3 | 106 | 42.1 | 95 | 93.1 | 728 | 23.8 | 36 | 23.1 | 4 | 11.1 | 0 | 0.0 | 1517 | 28.9 |
| General freight | 160 | 10.0 | 1 | 0.4 | 0 | 0.0 | 814 | 26.7 | 69 | 44.2 | 2 | 5.6 | 0 | 0.0 | 1046 | 19.9 |
| Household goods | 30 | 1.9 | 6 | 2.4 | 0 | 0.0 | 16 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 52 | 1.0 |
| Building materials | 21 | 1.3 | 2 | 0.8 | 0 | 0.0 | 43 | 1.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 66 | 1.3 |
| Metal (coils, sheets) | 6 | 0.4 | 0 | 0.0 | 0 | 0.0 | 116 | 3.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 122 | 2.3 |
| Heavy machinery | 11 | 0.7 | 1 | 0.4 | 0 | 0.0 | 50 | 1.6 | 1 | 0.6 | 2 | 5.6 | 0 | 0.0 | 65 | 1.2 |
| Large objects | 15 | 0.9 | 3 | 1.2 | 0 | 0.0 | 58 | 1.9 | 3 | 1.9 | 5 | 13.9 | 0 | 0.0 | 84 | 1.6 |
| Motor vehicles | 13 | 0.8 | 15 | 6.0 | 0 | 0.0 | 11 | 0.4 | 0 | 0.0 | 2 | 5.6 | 0 | 0.0 | 41 | 0.8 |
| Piggyback/towaway | 0 | 0.0 | 0 | 0.0 | 7 | 6.9 | 0 | 0.0 | 0 | 0.0 | 3 | 8.3 | 0 | 0.0 | 10 | 0.2 |
| Gases in bulk | 7 | 0.4 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 29 | 0.6 |
| Solids in bulk | 360 | 22.5 | 33 | 13.1 | 0 | 0.0 | 356 | 11.7 | 23 | 14.7 | 0 | 0.0 | 0 | 0.0 | 772 | 14.7 |
| Liquids in bulk | 57 | 3.6 | 6 | 2.4 | 0 | 0.0 | 143 | 4.7 | 6 | 3.8 | 0 | 0.0 | 0 | 0.0 | 212 | 4.0 |
| Explosives | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| Logs/poles/lumber | 18 | 1.1 | 2 | 0.8 | 0 | 0.0 | 158 | 5.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 178 | 3.4 |
| Refrigerated foods | 43 | 2.7 | 0 | 0.0 | 0 | 0.0 | 275 | 9.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 319 | 6.1 |
| Mobile home | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 5 | 13.9 | 0 | 0.0 | 6 | 0.1 |
| Farm products | 13 | 0.8 | 1 | 0.4 | 0 | 0.0 | 24 | 0.8 | 6 | 3.8 | 1 | 2.8 | 0 | 0.0 | 45 | 0.9 |
| Live animals | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 21 | 0.7 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 25 | 0.5 |
| Other | 203 | 12.7 | 28 | 11.1 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 235 | 4.5 |
| Cargo, unk. type | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 46 | 1.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 50 | 1.0 |
| Unknown | 86 | 5.4 | 48 | 19.0 | 0 | 0.0 | 167 | 5.5 | 9 | 5.8 | 11 | 30.6 | 50 | 100.0 | 371 | 7.1 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

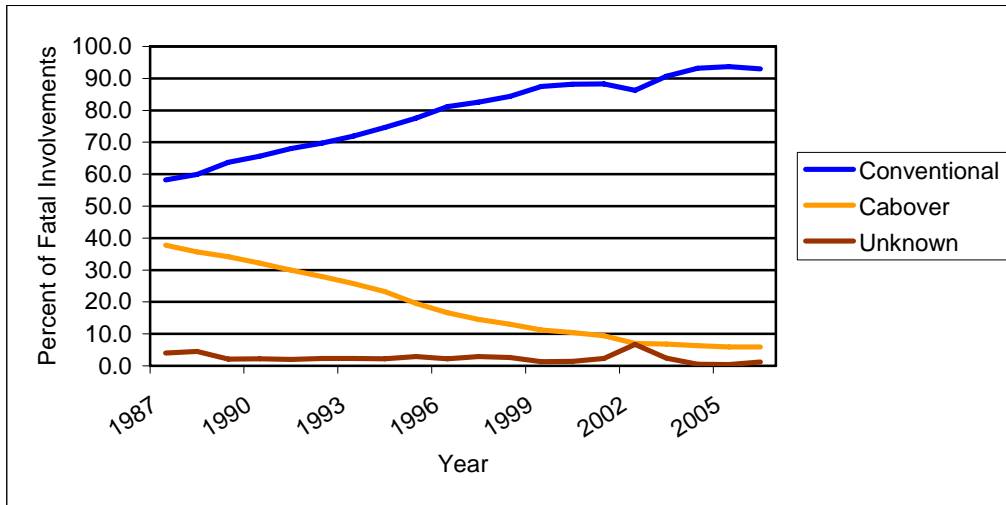
**Table 3-4
Fatal Truck Involvements by Cab Style and Truck Configuration**

| Cab style | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Conventional | 1365 | 85.3 | 242 | 96.0 | 93 | 91.2 | 2995 | 98.1 | 150 | 96.2 | 34 | 94.4 | 1 | 2.0 | 4880 | 93.0 |
| Cabover or cab-forward | 234 | 14.6 | 10 | 4.0 | 9 | 8.8 | 49 | 1.6 | 5 | 3.2 | 2 | 5.6 | 0 | 0.0 | 309 | 5.9 |
| Unknown | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 10 | 0.3 | 1 | 0.6 | 0 | 0.0 | 49 | 98.0 | 61 | 1.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 3-5
Fatal Truck Involvements by Cab Style and Power Unit Model Year**

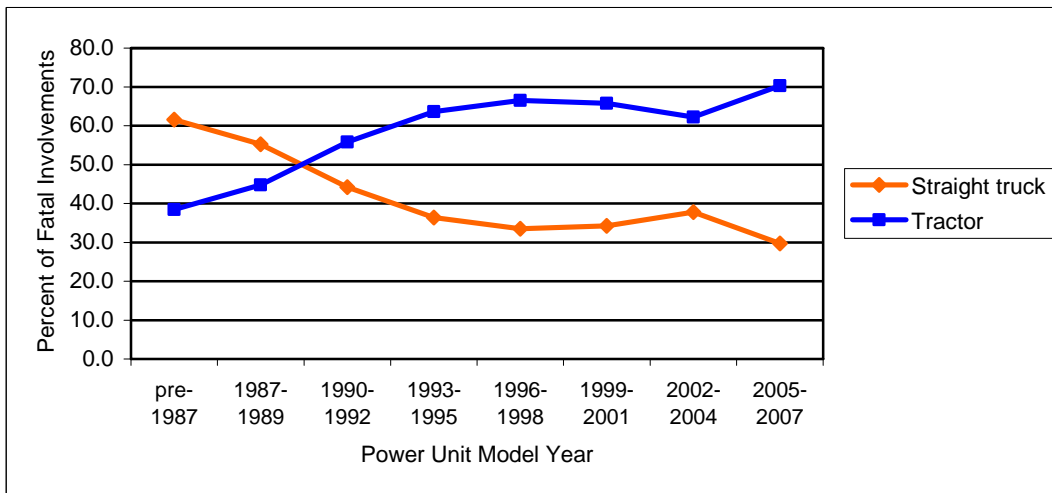
| Power unit model year | Conventional | | Cabover | | Unknown | | Total | |
|-----------------------|--------------|--------------|------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1964 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1965 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1967 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1968 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1969 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 1970 | 2 | 0.0 | 1 | 0.3 | 0 | 0.0 | 3 | 0.1 |
| 1971 | 2 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 1972 | 3 | 0.1 | 1 | 0.3 | 0 | 0.0 | 4 | 0.1 |
| 1973 | 2 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 1974 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 1975 | 6 | 0.1 | 1 | 0.3 | 0 | 0.0 | 7 | 0.1 |
| 1976 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 1977 | 5 | 0.1 | 1 | 0.3 | 0 | 0.0 | 6 | 0.1 |
| 1978 | 15 | 0.3 | 1 | 0.3 | 0 | 0.0 | 16 | 0.3 |
| 1979 | 5 | 0.1 | 1 | 0.3 | 0 | 0.0 | 6 | 0.1 |
| 1980 | 7 | 0.1 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| 1981 | 10 | 0.2 | 0 | 0.0 | 0 | 0.0 | 10 | 0.2 |
| 1982 | 9 | 0.2 | 2 | 0.6 | 1 | 1.6 | 12 | 0.2 |
| 1983 | 6 | 0.1 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| 1984 | 18 | 0.4 | 3 | 1.0 | 0 | 0.0 | 21 | 0.4 |
| 1985 | 37 | 0.8 | 5 | 1.6 | 0 | 0.0 | 42 | 0.8 |
| 1986 | 34 | 0.7 | 4 | 1.3 | 0 | 0.0 | 38 | 0.7 |
| 1987 | 50 | 1.0 | 6 | 1.9 | 0 | 0.0 | 56 | 1.1 |
| 1988 | 43 | 0.9 | 4 | 1.3 | 0 | 0.0 | 47 | 0.9 |
| 1989 | 63 | 1.3 | 6 | 1.9 | 0 | 0.0 | 69 | 1.3 |
| 1990 | 57 | 1.2 | 7 | 2.3 | 0 | 0.0 | 64 | 1.2 |
| 1991 | 49 | 1.0 | 8 | 2.6 | 0 | 0.0 | 57 | 1.1 |
| 1992 | 77 | 1.6 | 7 | 2.3 | 1 | 1.6 | 85 | 1.6 |
| 1993 | 88 | 1.8 | 11 | 3.6 | 0 | 0.0 | 99 | 1.9 |
| 1994 | 139 | 2.8 | 7 | 2.3 | 0 | 0.0 | 146 | 2.8 |
| 1995 | 189 | 3.9 | 12 | 3.9 | 0 | 0.0 | 201 | 3.8 |
| 1996 | 201 | 4.1 | 16 | 5.2 | 0 | 0.0 | 217 | 4.1 |
| 1997 | 224 | 4.6 | 9 | 2.9 | 0 | 0.0 | 233 | 4.4 |
| 1998 | 240 | 4.9 | 15 | 4.9 | 0 | 0.0 | 255 | 4.9 |
| 1999 | 398 | 8.2 | 17 | 5.5 | 0 | 0.0 | 415 | 7.9 |
| 2000 | 454 | 9.3 | 20 | 6.5 | 0 | 0.0 | 474 | 9.0 |
| 2001 | 354 | 7.3 | 20 | 6.5 | 0 | 0.0 | 374 | 7.1 |
| 2002 | 208 | 4.3 | 18 | 5.8 | 0 | 0.0 | 226 | 4.3 |
| 2003 | 306 | 6.3 | 24 | 7.8 | 1 | 1.6 | 331 | 6.3 |
| 2004 | 340 | 7.0 | 20 | 6.5 | 0 | 0.0 | 360 | 6.9 |
| 2005 | 527 | 10.8 | 27 | 8.7 | 1 | 1.6 | 555 | 10.6 |
| 2006 | 517 | 10.6 | 28 | 9.1 | 0 | 0.0 | 545 | 10.4 |
| 2007 | 178 | 3.6 | 7 | 2.3 | 0 | 0.0 | 185 | 3.5 |
| Unknown | 4 | 0.1 | 0 | 0.0 | 57 | 93.4 | 61 | 1.2 |
| Total | 4880 | 100.0 | 309 | 100.0 | 61 | 100.0 | 5250 | 100.0 |

Figure 3-1
Fatal Truck Involvements by Cab Style and Year



Note: Data from Trucks Involved in Fatal Accidents, 1987-2006

Figure 3-2
Fatal Truck Involvements by Power Unit Type and Model Year



**Table 3-6
Fatal Truck Involvements by Power Unit Model Year and Truck Configuration**

| Power unit model year | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--------------------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1964 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1965 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1967 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1968 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 1969 | 2 | 0.1 | 0 | 0.0 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 1970 | 0 | 0.0 | 1 | 0.4 | 1 | 1.0 | 0 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 1971 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 1972 | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| 1973 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 1974 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 3 | 0.1 |
| 1975 | 6 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| 1976 | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 1977 | 3 | 0.2 | 0 | 0.0 | 2 | 2.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| 1978 | 11 | 0.7 | 1 | 0.4 | 2 | 2.0 | 1 | 0.0 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 16 | 0.3 |
| 1979 | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| 1980 | 4 | 0.3 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| 1981 | 5 | 0.3 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 10 | 0.2 |
| 1982 | 8 | 0.5 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 12 | 0.2 |
| 1983 | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| 1984 | 15 | 0.9 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 21 | 0.4 |
| 1985 | 20 | 1.3 | 1 | 0.4 | 1 | 1.0 | 20 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 42 | 0.8 |
| 1986 | 15 | 0.9 | 3 | 1.2 | 1 | 1.0 | 18 | 0.6 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 38 | 0.7 |
| 1987 | 28 | 1.8 | 3 | 1.2 | 1 | 1.0 | 23 | 0.8 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 56 | 1.1 |
| 1988 | 25 | 1.6 | 6 | 2.4 | 0 | 0.0 | 16 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 47 | 0.9 |
| 1989 | 28 | 1.8 | 5 | 2.0 | 2 | 2.0 | 29 | 0.9 | 3 | 1.9 | 2 | 5.6 | 0 | 0.0 | 69 | 1.3 |
| 1990 | 25 | 1.6 | 3 | 1.2 | 6 | 5.9 | 28 | 0.9 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 64 | 1.2 |
| 1991 | 23 | 1.4 | 7 | 2.8 | 4 | 3.9 | 21 | 0.7 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 57 | 1.1 |
| 1992 | 27 | 1.7 | 5 | 2.0 | 3 | 2.9 | 47 | 1.5 | 2 | 1.3 | 1 | 2.8 | 0 | 0.0 | 85 | 1.6 |
| 1993 | 34 | 2.1 | 5 | 2.0 | 3 | 2.9 | 56 | 1.8 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 99 | 1.9 |
| 1994 | 49 | 3.1 | 5 | 2.0 | 7 | 6.9 | 80 | 2.6 | 4 | 2.6 | 0 | 0.0 | 1 | 2.0 | 146 | 2.8 |
| 1995 | 57 | 3.6 | 11 | 4.4 | 3 | 2.9 | 126 | 4.1 | 4 | 2.6 | 0 | 0.0 | 0 | 0.0 | 201 | 3.8 |
| 1996 | 66 | 4.1 | 8 | 3.2 | 9 | 8.8 | 128 | 4.2 | 5 | 3.2 | 1 | 2.8 | 0 | 0.0 | 217 | 4.1 |
| 1997 | 75 | 4.7 | 11 | 4.4 | 6 | 5.9 | 132 | 4.3 | 8 | 5.1 | 1 | 2.8 | 0 | 0.0 | 233 | 4.4 |
| 1998 | 58 | 3.6 | 16 | 6.3 | 4 | 3.9 | 168 | 5.5 | 7 | 4.5 | 2 | 5.6 | 0 | 0.0 | 255 | 4.9 |
| 1999 | 118 | 7.4 | 19 | 7.5 | 8 | 7.8 | 260 | 8.5 | 7 | 4.5 | 3 | 8.3 | 0 | 0.0 | 415 | 7.9 |
| 2000 | 130 | 8.1 | 16 | 6.3 | 8 | 7.8 | 302 | 9.9 | 12 | 7.7 | 6 | 16.7 | 0 | 0.0 | 474 | 9.0 |
| 2001 | 120 | 7.5 | 23 | 9.1 | 3 | 2.9 | 212 | 6.9 | 15 | 9.6 | 1 | 2.8 | 0 | 0.0 | 374 | 7.1 |
| 2002 | 81 | 5.1 | 16 | 6.3 | 3 | 2.9 | 118 | 3.9 | 5 | 3.2 | 3 | 8.3 | 0 | 0.0 | 226 | 4.3 |
| 2003 | 105 | 6.6 | 17 | 6.7 | 4 | 3.9 | 191 | 6.3 | 10 | 6.4 | 3 | 8.3 | 1 | 2.0 | 331 | 6.3 |
| 2004 | 116 | 7.3 | 9 | 3.6 | 4 | 3.9 | 221 | 7.2 | 10 | 6.4 | 0 | 0.0 | 0 | 0.0 | 360 | 6.9 |
| 2005 | 146 | 9.1 | 25 | 9.9 | 7 | 6.9 | 363 | 11.9 | 11 | 7.1 | 3 | 8.3 | 0 | 0.0 | 555 | 10.6 |
| 2006 | 151 | 9.4 | 29 | 11.5 | 7 | 6.9 | 321 | 10.5 | 35 | 22.4 | 2 | 5.6 | 0 | 0.0 | 545 | 10.4 |
| 2007 | 26 | 1.6 | 3 | 1.2 | 2 | 2.0 | 143 | 4.7 | 10 | 6.4 | 1 | 2.8 | 0 | 0.0 | 185 | 3.5 |
| Unknown | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 9 | 0.3 | 1 | 0.6 | 0 | 0.0 | 48 | 96.0 | 61 | 1.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 3-7
Fatal Truck Involvements by Gross Vehicle Weight Rating and Truck Configuration

| Gross vehicle weight rating | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Class 3: 10,001-14,000 | 344 | 21.5 | 104 | 41.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 13.9 | 0 | 0.0 | 453 | 8.6 |
| Class 4: 14,001-16,000 | 126 | 7.9 | 19 | 7.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 8.3 | 0 | 0.0 | 148 | 2.8 |
| Class 5: 16,001-19,500 | 74 | 4.6 | 10 | 4.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 85 | 1.6 |
| Class 6: 19,501-26,000 | 217 | 13.6 | 18 | 7.1 | 1 | 1.0 | 2 | 0.1 | 0 | 0.0 | 4 | 11.1 | 0 | 0.0 | 242 | 4.6 |
| Class 7: 26,001-33,000 | 164 | 10.3 | 16 | 6.3 | 4 | 3.9 | 93 | 3.0 | 62 | 39.7 | 6 | 16.7 | 0 | 0.0 | 345 | 6.6 |
| Class 8: 33,001 or more | 660 | 41.3 | 84 | 33.3 | 95 | 93.1 | 2949 | 96.6 | 93 | 59.6 | 16 | 44.4 | 1 | 2.0 | 3898 | 74.2 |
| Unknown | 15 | 0.9 | 1 | 0.4 | 2 | 2.0 | 10 | 0.3 | 1 | 0.6 | 1 | 2.8 | 49 | 98.0 | 79 | 1.5 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Note: Gross Vehicle Weight Rating (GVWR) pertains to the power unit.

Table 3-8
Fatal Truck Involvements by Gross Combination Weight Rating and Truck Configuration

| Gross combination weight rating | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 10,000-26,000 lbs | 764 | 47.8 | 151 | 59.9 | 2 | 2.0 | 3 | 0.1 | 1 | 0.6 | 13 | 36.1 | 0 | 0.0 | 934 | 17.8 |
| Over 26,000 lbs | 821 | 51.3 | 100 | 39.7 | 99 | 97.1 | 3042 | 99.6 | 154 | 98.7 | 22 | 61.1 | 1 | 2.0 | 4239 | 80.7 |
| Unknown | 15 | 0.9 | 1 | 0.4 | 1 | 1.0 | 9 | 0.3 | 1 | 0.6 | 1 | 2.8 | 49 | 98.0 | 77 | 1.5 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 3-9
Fatal Truck Involvements by Carrier Type and Truck Configuration

| Carrier type | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate private | 329 | 20.6 | 49 | 19.4 | 13 | 12.7 | 408 | 13.4 | 14 | 9.0 | 4 | 11.1 | 1 | 2.0 | 818 | 15.6 |
| Interstate for-hire | 155 | 9.7 | 38 | 15.1 | 59 | 57.8 | 2089 | 68.4 | 105 | 67.3 | 13 | 36.1 | 0 | 0.0 | 2459 | 46.8 |
| Intrastate private | 571 | 35.7 | 79 | 31.3 | 12 | 11.8 | 179 | 5.9 | 10 | 6.4 | 4 | 11.1 | 0 | 0.0 | 855 | 16.3 |
| Intrastate for-hire | 194 | 12.1 | 17 | 6.7 | 13 | 12.7 | 228 | 7.5 | 23 | 14.7 | 5 | 13.9 | 0 | 0.0 | 480 | 9.1 |
| Personal use only | 113 | 7.1 | 26 | 10.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 5.6 | 0 | 0.0 | 141 | 2.7 |
| Government owned | 82 | 5.1 | 6 | 2.4 | 0 | 0.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 96 | 1.8 |
| Daily rental | 29 | 1.8 | 7 | 2.8 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 38 | 0.7 |
| Unknown | 127 | 7.9 | 30 | 11.9 | 5 | 4.9 | 140 | 4.6 | 4 | 2.6 | 8 | 22.2 | 49 | 98.0 | 363 | 6.9 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 3-10
Fatal Truck Involvements by Trip Type and Truck Configuration

| Trip type | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Local | 1092 | 68.3 | 131 | 52.0 | 53 | 52.0 | 610 | 20.0 | 31 | 19.9 | 13 | 36.1 | 0 | 0.0 | 1930 | 36.8 |
| 51-100 miles | 137 | 8.6 | 22 | 8.7 | 12 | 11.8 | 356 | 11.7 | 17 | 10.9 | 3 | 8.3 | 0 | 0.0 | 547 | 10.4 |
| 101-150 | 33 | 2.1 | 8 | 3.2 | 5 | 4.9 | 184 | 6.0 | 8 | 5.1 | 0 | 0.0 | 0 | 0.0 | 238 | 4.5 |
| 151-200 | 20 | 1.3 | 6 | 2.4 | 4 | 3.9 | 176 | 5.8 | 17 | 10.9 | 2 | 5.6 | 0 | 0.0 | 225 | 4.3 |
| 201-500 | 26 | 1.6 | 14 | 5.6 | 8 | 7.8 | 559 | 18.3 | 38 | 24.4 | 4 | 11.1 | 0 | 0.0 | 649 | 12.4 |
| Over 500 | 13 | 0.8 | 16 | 6.3 | 6 | 5.9 | 599 | 19.6 | 9 | 5.8 | 1 | 2.8 | 0 | 0.0 | 644 | 12.3 |
| Unk over-the-road dist. | 14 | 0.9 | 3 | 1.2 | 3 | 2.9 | 104 | 3.4 | 11 | 7.1 | 1 | 2.8 | 0 | 0.0 | 136 | 2.6 |
| Unknown | 265 | 16.6 | 52 | 20.6 | 11 | 10.8 | 466 | 15.3 | 25 | 16.0 | 12 | 33.3 | 50 | 100.0 | 881 | 16.8 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 3-11
Fatal Truck Involvements by Presence of Advanced Safety and Security Systems and Truck Configuration**

| Advanced safety and security systems present | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| None/unknown | 1213 | 75.8 | 198 | 78.6 | 62 | 60.8 | 1598 | 52.3 | 75 | 48.1 | 28 | 77.8 | 50 | 100.0 | 3224 | 61.4 |
| Headway detection/forward crash warning | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 41 | 1.3 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 45 | 0.9 |
| Side/object detection | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 38 | 1.2 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 42 | 0.8 |
| Lane departure warning | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 18 | 0.6 | 2 | 1.3 | 1 | 2.8 | 0 | 0.0 | 24 | 0.5 |
| Rollover warning | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 26 | 0.9 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 29 | 0.6 |
| Electronic stability control | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 34 | 1.1 | 5 | 3.2 | 0 | 0.0 | 0 | 0.0 | 41 | 0.8 |
| Power unit tracking | 38 | 2.4 | 10 | 4.0 | 7 | 6.9 | 438 | 14.3 | 11 | 7.1 | 1 | 2.8 | 0 | 0.0 | 505 | 9.6 |
| Trailer tracking | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 133 | 4.4 | 4 | 2.6 | 1 | 2.8 | 0 | 0.0 | 140 | 2.7 |
| Speed limiter | 372 | 23.3 | 49 | 19.4 | 37 | 36.3 | 1367 | 44.8 | 81 | 51.9 | 8 | 22.2 | 0 | 0.0 | 1914 | 36.5 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Note: Since more than one system can be recorded per involvement, percents are calculated based on total involvements, not total devices.

**Table 3-12
Fatal Truck Involvements by Presence of Hazardous Materials Placard and Truck Configuration**

| Hazardous materials placard | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Yes | 43 | 2.7 | 3 | 1.2 | 0 | 0.0 | 119 | 3.9 | 7 | 4.5 | 0 | 0.0 | 0 | 0.0 | 172 | 3.3 |
| No | 1520 | 95.0 | 244 | 96.8 | 8 | 7.8 | 2893 | 94.7 | 145 | 92.9 | 32 | 88.9 | 0 | 0.0 | 4842 | 92.2 |
| Unknown | 37 | 2.3 | 5 | 2.0 | 94 | 92.2 | 42 | 1.4 | 4 | 2.6 | 4 | 11.1 | 50 | 100.0 | 236 | 4.5 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 3-13
Fatal Truck Involvements by Presence of Hazardous Materials Class and Truck Configuration**

| Hazardous materials class | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------------------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Explosives | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Compressed gases | 10 | 0.6 | 0 | 0.0 | 0 | 0.0 | 24 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 34 | 0.6 |
| Flammable liquids | 23 | 1.4 | 3 | 1.2 | 0 | 0.0 | 68 | 2.2 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 97 | 1.8 |
| Oxidizing substances | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Poisonous substances | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Radioactive materials | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Corrosive liquids | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 13 | 0.4 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 16 | 0.3 |
| Misc. hazardous substances | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Not applicable/not carrying hazmat | 1520 | 95.0 | 244 | 96.8 | 8 | 7.8 | 2893 | 94.7 | 145 | 92.9 | 32 | 88.9 | 0 | 0.0 | 4842 | 92.2 |
| Unknown | 41 | 2.6 | 5 | 2.0 | 94 | 92.2 | 44 | 1.4 | 5 | 3.2 | 4 | 11.1 | 50 | 100.0 | 243 | 4.6 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 3-14
Fatal Truck Involvements by Rollover Status and Cargo Body Style – STRAIGHT TRUCKS ONLY**

| Truck rollover status | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete Mixer | | Other | | Unknown | | Total | |
|-----------------------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|-------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No rollover | 296 | 84.8 | 148 | 84.1 | 50 | 65.8 | 309 | 83.3 | 137 | 92.6 | 35 | 66.0 | 346 | 83.4 | 9 | 75.0 | 1330 | 83.1 |
| First event | 12 | 3.4 | 11 | 6.3 | 12 | 15.8 | 15 | 4.0 | 4 | 2.7 | 8 | 15.1 | 27 | 6.5 | 0 | 0.0 | 89 | 5.6 |
| Subsequent event | 41 | 11.7 | 17 | 9.7 | 14 | 18.4 | 47 | 12.7 | 7 | 4.7 | 10 | 18.9 | 42 | 10.1 | 3 | 25.0 | 181 | 11.3 |
| Total | 349 | 100.0 | 176 | 100.0 | 76 | 100.0 | 371 | 100.0 | 148 | 100.0 | 53 | 100.0 | 415 | 100.0 | 12 | 100.0 | 1600 | 100.0 |

Table 3-15
Fatal Truck Involvements by Rollover Status and Cargo Body Style – STRAIGHT/ 1 TRAILER

| Truck rollover status | Van | | Flatbed | | Tank | | Dump | | Refuse | | Other | | Unknown | | Total | |
|-----------------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|----------|--------------|------------|--------------|----------|--------------|------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No rollover | 11 | 84.6 | 27 | 84.4 | 11 | 91.7 | 50 | 86.2 | 3 | 100.0 | 116 | 89.2 | 3 | 75.0 | 221 | 87.7 |
| First event | 1 | 7.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 3.1 | 0 | 0.0 | 5 | 2.0 |
| Subsequent event | 1 | 7.7 | 5 | 15.6 | 1 | 8.3 | 8 | 13.8 | 0 | 0.0 | 10 | 7.7 | 1 | 25.0 | 26 | 10.3 |
| Total | 13 | 100.0 | 32 | 100.0 | 12 | 100.0 | 58 | 100.0 | 3 | 100.0 | 130 | 100.0 | 4 | 100.0 | 252 | 100.0 |

Table 3-16
Fatal Truck Involvements by Rollover Status – BOBTAILS

| Truck rollover status | Total | |
|-----------------------|------------|--------------|
| | No. | Pct. |
| No rollover | 85 | 83.3 |
| First event | 4 | 3.9 |
| Subsequent event | 13 | 12.7 |
| Total | 102 | 100.0 |

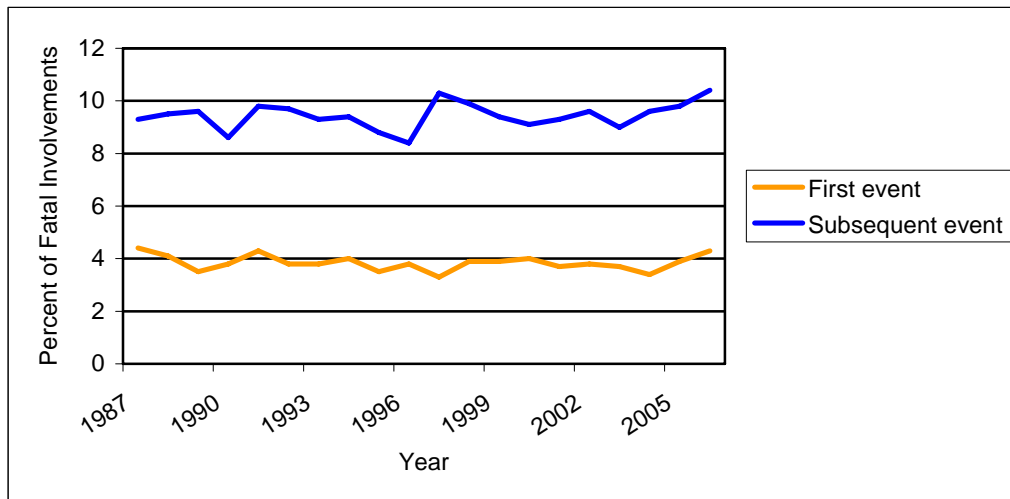
Table 3-17
Fatal Truck Involvements by Rollover Status and Cargo Body Style – TRACTOR/ 1 TRAILER

| Truck rollover status | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other | | Unknown | | Total | |
|-----------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No rollover | 1516 | 89.2 | 442 | 87.0 | 233 | 77.4 | 277 | 84.7 | 23 | 82.1 | 88 | 75.9 | 62 | 84.9 | 15 | 93.8 | 2656 | 86.5 |
| First event | 42 | 2.5 | 24 | 4.7 | 26 | 8.6 | 13 | 4.0 | 1 | 3.6 | 12 | 10.3 | 3 | 4.1 | 1 | 6.3 | 122 | 4.0 |
| Subsequent event | 142 | 8.4 | 42 | 8.3 | 42 | 14.0 | 37 | 11.3 | 4 | 14.3 | 16 | 13.8 | 8 | 11.0 | 0 | 0.0 | 291 | 9.5 |
| Total | 1700 | 100.0 | 508 | 100.0 | 301 | 100.0 | 327 | 100.0 | 28 | 100.0 | 116 | 100.0 | 73 | 100.0 | 16 | 100.0 | 3069 | 100.0 |

Table 3-18
Fatal Truck Involvements by Rollover Status and Cargo Body Style – TRACTOR/ 2 TRAILERS

| Truck rollover status | Van | | Flatbed | | Tank | | Dump | | Other | | Total | |
|-----------------------|-----------|--------------|-----------|--------------|-----------|--------------|-----------|--------------|----------|--------------|------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No rollover | 72 | 82.8 | 14 | 77.8 | 11 | 61.1 | 31 | 96.9 | 0 | 0.0 | 128 | 82.1 |
| First event | 1 | 1.1 | 1 | 5.6 | 1 | 5.6 | 0 | 0.0 | 0 | 0.0 | 3 | 1.9 |
| Subsequent event | 14 | 16.1 | 3 | 16.7 | 6 | 33.3 | 1 | 3.1 | 1 | 100.0 | 25 | 16.0 |
| Total | 87 | 100.0 | 18 | 100.0 | 18 | 100.0 | 32 | 100.0 | 1 | 100.0 | 156 | 100.0 |

Figure 3-3
Fatal Truck Involvements by Rollover Status and Year



Note: Data from Trucks Involved in Fatal Accidents, 1987-2006

Driver

This section provides statistics on the drivers of trucks involved in fatal traffic accidents. Tables cover driver age, sex, alcohol or drug use, safety belt use, driver injury, compensation, hours driven, licensing, previous driving record, and driver factors related to the accident.

- 2.7% of truck drivers involved in a fatal traffic accident had been drinking.
- Drug use was reported for 1.3% of truck drivers in a fatal crash.
- 96.0% of truck drivers involved in a fatal accident were male.
- 784 truck drivers were fatally injured in a traffic accident.
- 1.5% of truck drivers involved in a fatal accident were recorded as drowsy or asleep.
- Failure to stay in lane was the most common driver factor recorded (12.6%), followed by driving too fast (8.4%), inattentive (5.8%), and failure to yield (4.3%). Cellular phone in use was cited for 0.1% of drivers.
- 60.3% of truck drivers had no driver factors recorded.
- 43.2% of straight truck drivers are paid by the hour, compared with 13.9% of tractor-semitrailer drivers. Drivers of tractor-semitrailers are most commonly paid by the mile (26.9%), compared to 0.6% of straight truck drivers. However, method of compensation could not be determined in 38.3% of involvements.
- Drivers of government-owned and private company trucks are predominately paid by the hour, 68.8% and 46.1%, respectively.
- Drivers of 26.2% of Intrastate trucks and 14.7% of Interstate trucks had been driving one hour or less at the time of the accident.

Injuries are classified according to severity under the following levels:

| Severity category | Definition |
|--------------------------|--------------------------------|
| K | Fatal injury |
| A | Incapacitating injury |
| B | Evident but not incapacitating |
| C | Complaint of pain |
| O | No injury |

**Table 4-1
Fatal Truck Involvements by Driver Drinking Status and Truck Configuration**

| Truck driver drinking | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No drinking | 1534 | 95.9 | 248 | 98.4 | 97 | 95.1 | 2991 | 97.9 | 156 | 100.0 | 35 | 97.2 | 47 | 94.0 | 5108 | 97.3 |
| Drinking | 66 | 4.1 | 4 | 1.6 | 5 | 4.9 | 63 | 2.1 | 0 | 0.0 | 1 | 2.8 | 3 | 6.0 | 142 | 2.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 4-2
Fatal Truck Involvements by Driver Drug Use and Truck Configuration**

| Truck driver drug use | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------|------------|-------|---------------|-------|---------|-------|------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No drugs | 563 | 35.2 | 92 | 36.5 | 37 | 36.3 | 1109 | 36.3 | 53 | 34.0 | 17 | 47.2 | 22 | 44.0 | 1893 | 36.1 |
| Drugs involved | 29 | 1.8 | 6 | 2.4 | 2 | 2.0 | 31 | 1.0 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 70 | 1.3 |
| Not reported | 915 | 57.2 | 140 | 55.6 | 56 | 54.9 | 1729 | 56.6 | 90 | 57.7 | 17 | 47.2 | 25 | 50.0 | 2972 | 56.6 |
| Reported unk | 93 | 5.8 | 14 | 5.6 | 7 | 6.9 | 185 | 6.1 | 12 | 7.7 | 1 | 2.8 | 3 | 6.0 | 315 | 6.0 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 4-3
Fatal Truck Involvements by Driver Age and Truck Configuration**

| Age (years) | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------|------------|-------|---------------|-------|---------|-------|------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| < 11 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 11-20 | 48 | 3.0 | 6 | 2.4 | 0 | 0.0 | 10 | 0.3 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 65 | 1.2 |
| 21-25 | 141 | 8.8 | 38 | 15.1 | 6 | 5.9 | 104 | 3.4 | 5 | 3.2 | 2 | 5.6 | 2 | 4.0 | 298 | 5.7 |
| 26-30 | 175 | 10.9 | 24 | 9.5 | 7 | 6.9 | 257 | 8.4 | 14 | 9.0 | 4 | 11.1 | 5 | 10.0 | 486 | 9.3 |
| 31-35 | 186 | 11.6 | 36 | 14.3 | 10 | 9.8 | 343 | 11.2 | 15 | 9.6 | 6 | 16.7 | 4 | 8.0 | 600 | 11.4 |
| 36-40 | 212 | 13.3 | 26 | 10.3 | 14 | 13.7 | 406 | 13.3 | 16 | 10.3 | 7 | 19.4 | 4 | 8.0 | 685 | 13.0 |
| 41-45 | 234 | 14.6 | 42 | 16.7 | 21 | 20.6 | 472 | 15.5 | 28 | 17.9 | 4 | 11.1 | 4 | 8.0 | 805 | 15.3 |
| 46-50 | 194 | 12.1 | 24 | 9.5 | 13 | 12.7 | 465 | 15.2 | 22 | 14.1 | 3 | 8.3 | 9 | 18.0 | 730 | 13.9 |
| 51-55 | 152 | 9.5 | 15 | 6.0 | 17 | 16.7 | 393 | 12.9 | 28 | 17.9 | 4 | 11.1 | 9 | 18.0 | 618 | 11.8 |
| 56-60 | 111 | 6.9 | 20 | 7.9 | 5 | 4.9 | 289 | 9.5 | 17 | 10.9 | 5 | 13.9 | 5 | 10.0 | 452 | 8.6 |
| 61-65 | 73 | 4.6 | 6 | 2.4 | 6 | 5.9 | 174 | 5.7 | 9 | 5.8 | 0 | 0.0 | 3 | 6.0 | 271 | 5.2 |
| 66-70 | 27 | 1.7 | 7 | 2.8 | 0 | 0.0 | 79 | 2.6 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 114 | 2.2 |
| 71-75 | 13 | 0.8 | 4 | 1.6 | 2 | 2.0 | 27 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 46 | 0.9 |
| > 75 | 11 | 0.7 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 17 | 0.3 |
| Unknown | 22 | 1.4 | 4 | 1.6 | 1 | 1.0 | 30 | 1.0 | 1 | 0.6 | 1 | 2.8 | 3 | 6.0 | 62 | 1.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

**Table 4-4
Fatal Truck Involvements by Driver Sex and Truck Configuration**

| Driver sex | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Male | 1527 | 95.4 | 239 | 94.8 | 100 | 98.0 | 2945 | 96.4 | 150 | 96.2 | 35 | 97.2 | 45 | 90.0 | 5041 | 96.0 |
| Female | 51 | 3.2 | 9 | 3.6 | 1 | 1.0 | 83 | 2.7 | 5 | 3.2 | 0 | 0.0 | 3 | 6.0 | 152 | 2.9 |
| Unknown | 22 | 1.4 | 4 | 1.6 | 1 | 1.0 | 26 | 0.9 | 1 | 0.6 | 1 | 2.8 | 2 | 4.0 | 57 | 1.1 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-5
Fatal Truck Involvements by Driver Restraint Use and Truck Configuration

| Restraint use | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| None used or N/A | 341 | 21.3 | 38 | 15.1 | 15 | 14.7 | 335 | 11.0 | 18 | 11.5 | 3 | 8.3 | 8 | 16.0 | 758 | 14.4 |
| Shoulder belt | 7 | 0.4 | 1 | 0.4 | 1 | 1.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 17 | 0.3 |
| Lap belt | 67 | 4.2 | 4 | 1.6 | 3 | 2.9 | 77 | 2.5 | 1 | 0.6 | 1 | 2.8 | 1 | 2.0 | 154 | 2.9 |
| Lap and shoulder | 1051 | 65.7 | 189 | 75.0 | 74 | 72.5 | 2354 | 77.1 | 125 | 80.1 | 28 | 77.8 | 35 | 70.0 | 3856 | 73.4 |
| Used, type unk | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Belt use improper | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Unknown | 130 | 8.1 | 20 | 7.9 | 9 | 8.8 | 276 | 9.0 | 11 | 7.1 | 4 | 11.1 | 6 | 12.0 | 456 | 8.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-6
Fatal Truck Involvements by Driver Injury Severity and Truck Configuration

| Driver injury severity | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Fatal injury (K) | 277 | 17.3 | 26 | 10.3 | 13 | 12.7 | 438 | 14.3 | 21 | 13.5 | 1 | 2.8 | 8 | 16.0 | 784 | 14.9 |
| Incapacitating (A) | 104 | 6.5 | 10 | 4.0 | 7 | 6.9 | 121 | 4.0 | 3 | 1.9 | 1 | 2.8 | 6 | 12.0 | 252 | 4.8 |
| Non-incapacitating (B) | 215 | 13.4 | 43 | 17.1 | 16 | 15.7 | 266 | 8.7 | 17 | 10.9 | 4 | 11.1 | 6 | 12.0 | 567 | 10.8 |
| Complaint of pain (C) | 174 | 10.9 | 27 | 10.7 | 12 | 11.8 | 337 | 11.0 | 19 | 12.2 | 5 | 13.9 | 7 | 14.0 | 581 | 11.1 |
| No injury (O) | 810 | 50.6 | 141 | 56.0 | 53 | 52.0 | 1863 | 61.0 | 94 | 60.3 | 24 | 66.7 | 20 | 40.0 | 3005 | 57.2 |
| Died prior to accident | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Unknown | 20 | 1.3 | 5 | 2.0 | 1 | 1.0 | 27 | 0.9 | 2 | 1.3 | 1 | 2.8 | 3 | 6.0 | 59 | 1.1 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-7
Fatal Truck Involvements by Driver Injury Severity and Rollover, Fire, Ejection Status

| Rollover, fire ejection | Fatal injury (K) | | Incapacitating (A) | | Non-incapacitating (B) | | Complaint of pain (C) | | No injury (O) | | Died prior to accident | | Unknown | | Total | |
|-------------------------|------------------|--------------|--------------------|--------------|------------------------|--------------|-----------------------|--------------|---------------|--------------|------------------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Rollover only | 223 | 28.4 | 62 | 24.6 | 116 | 20.5 | 60 | 10.3 | 86 | 2.9 | 1 | 50.0 | 1 | 1.7 | 549 | 10.5 |
| Fire only | 78 | 9.9 | 15 | 6.0 | 38 | 6.7 | 26 | 4.5 | 66 | 2.2 | 0 | 0.0 | 0 | 0.0 | 223 | 4.2 |
| Ejection only | 62 | 7.9 | 4 | 1.6 | 0 | 0.0 | 2 | 0.3 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 69 | 1.3 |
| Rollover and fire | 42 | 5.4 | 6 | 2.4 | 4 | 0.7 | 4 | 0.7 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 61 | 1.2 |
| Rollover & ejection | 136 | 17.3 | 7 | 2.8 | 7 | 1.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 150 | 2.9 |
| Fire and ejection | 9 | 1.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Rollover, fire, & eject | 5 | 0.6 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| None | 222 | 28.3 | 157 | 62.3 | 400 | 70.5 | 488 | 84.0 | 2847 | 94.7 | 1 | 50.0 | 15 | 25.4 | 4130 | 78.7 |
| Unknown | 7 | 0.9 | 1 | 0.4 | 1 | 0.2 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 43 | 72.9 | 53 | 1.0 |
| Total | 784 | 100.0 | 252 | 100.0 | 567 | 100.0 | 581 | 100.0 | 3005 | 100.0 | 2 | 100.0 | 59 | 100.0 | 5250 | 100.0 |

Table 4-8
Fatal Truck Involvements by Driver Extrication and Truck Configuration

| Driver extrication | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Not extricated | 1474 | 92.1 | 239 | 94.8 | 98 | 96.1 | 2868 | 93.9 | 146 | 93.6 | 33 | 91.7 | 46 | 92.0 | 4904 | 93.4 |
| Extricated | 102 | 6.4 | 8 | 3.2 | 3 | 2.9 | 158 | 5.2 | 9 | 5.8 | 2 | 5.6 | 3 | 6.0 | 285 | 5.4 |
| Unknown | 24 | 1.5 | 5 | 2.0 | 1 | 1.0 | 28 | 0.9 | 1 | 0.6 | 1 | 2.8 | 1 | 2.0 | 61 | 1.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-9
Fatal Truck Involvements by Reported Hours Driven and Truck Configuration

| Hours driven | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|----------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 hr | 341 | 21.3 | 68 | 27.0 | 28 | 27.5 | 407 | 13.3 | 27 | 17.3 | 8 | 22.2 | 0 | 0.0 | 879 | 16.7 |
| 2 hrs | 150 | 9.4 | 11 | 4.4 | 5 | 4.9 | 266 | 8.7 | 15 | 9.6 | 0 | 0.0 | 0 | 0.0 | 447 | 8.5 |
| 3 hrs | 108 | 6.8 | 9 | 3.6 | 6 | 5.9 | 212 | 6.9 | 15 | 9.6 | 2 | 5.6 | 0 | 0.0 | 352 | 6.7 |
| 4-5 hrs | 142 | 8.9 | 20 | 7.9 | 11 | 10.8 | 365 | 12.0 | 20 | 12.8 | 2 | 5.6 | 0 | 0.0 | 560 | 10.7 |
| 6-7 hrs | 104 | 6.5 | 17 | 6.7 | 7 | 6.9 | 273 | 8.9 | 13 | 8.3 | 1 | 2.8 | 0 | 0.0 | 415 | 7.9 |
| 8-9 hrs | 46 | 2.9 | 3 | 1.2 | 4 | 3.9 | 180 | 5.9 | 8 | 5.1 | 0 | 0.0 | 0 | 0.0 | 241 | 4.6 |
| 10-11 hrs | 7 | 0.4 | 1 | 0.4 | 2 | 2.0 | 48 | 1.6 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 60 | 1.1 |
| 12-18 hrs | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 8 | 0.3 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 15 | 0.3 |
| > 18 hrs | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Unknown, legal | 158 | 9.9 | 39 | 15.5 | 17 | 16.7 | 507 | 16.6 | 18 | 11.5 | 4 | 11.1 | 0 | 0.0 | 743 | 14.2 |
| Unk, not legal | 3 | 0.2 | 0 | 0.0 | 1 | 1.0 | 23 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 27 | 0.5 |
| Unknown/NA | 536 | 33.5 | 84 | 33.3 | 21 | 20.6 | 763 | 25.0 | 35 | 22.4 | 19 | 52.8 | 50 | 100.0 | 1508 | 28.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-10
Fatal Truck Involvements by Reported Hours Driven and Trip Type

| Hours driven | Local | | 51-100 mi | | 101-150 mi | | 151-200 mi | | 201-500 mi | | Over 500 mi | | Unknown over-the-road | | Unknown | | Total | |
|----------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|------------|--------------|-------------|--------------|-----------------------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 hr | 527 | 27.3 | 116 | 21.2 | 38 | 16.0 | 32 | 14.2 | 81 | 12.5 | 60 | 9.3 | 7 | 5.1 | 18 | 2.0 | 879 | 16.7 |
| 2 hrs | 205 | 10.6 | 73 | 13.3 | 34 | 14.3 | 17 | 7.6 | 46 | 7.1 | 54 | 8.4 | 6 | 4.4 | 12 | 1.4 | 447 | 8.5 |
| 3 hrs | 138 | 7.2 | 44 | 8.0 | 23 | 9.7 | 28 | 12.4 | 63 | 9.7 | 46 | 7.1 | 6 | 4.4 | 4 | 0.5 | 352 | 6.7 |
| 4-5 hrs | 212 | 11.0 | 69 | 12.6 | 34 | 14.3 | 49 | 21.8 | 102 | 15.7 | 78 | 12.1 | 11 | 8.1 | 5 | 0.6 | 560 | 10.7 |
| 6-7 hrs | 145 | 7.5 | 53 | 9.7 | 22 | 9.2 | 27 | 12.0 | 93 | 14.3 | 62 | 9.6 | 7 | 5.1 | 6 | 0.7 | 415 | 7.9 |
| 8-9 hrs | 76 | 3.9 | 34 | 6.2 | 13 | 5.5 | 13 | 5.8 | 49 | 7.6 | 53 | 8.2 | 3 | 2.2 | 0 | 0.0 | 241 | 4.6 |
| 10-11 hrs | 14 | 0.7 | 3 | 0.5 | 7 | 2.9 | 4 | 1.8 | 11 | 1.7 | 18 | 2.8 | 2 | 1.5 | 1 | 0.1 | 60 | 1.1 |
| 12-18 hrs | 4 | 0.2 | 3 | 0.5 | 2 | 0.8 | 1 | 0.4 | 2 | 0.3 | 2 | 0.3 | 0 | 0.0 | 1 | 0.1 | 15 | 0.3 |
| > 18 hrs | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Unknown, legal | 232 | 12.0 | 75 | 13.7 | 36 | 15.1 | 27 | 12.0 | 96 | 14.8 | 138 | 21.4 | 33 | 24.3 | 106 | 12.0 | 743 | 14.2 |
| Unk, not legal | 2 | 0.1 | 1 | 0.2 | 1 | 0.4 | 1 | 0.4 | 9 | 1.4 | 10 | 1.6 | 2 | 1.5 | 1 | 0.1 | 27 | 0.5 |
| Unknown/NA | 374 | 19.4 | 76 | 13.9 | 28 | 11.8 | 26 | 11.6 | 96 | 14.8 | 122 | 18.9 | 59 | 43.4 | 727 | 82.5 | 1508 | 28.7 |
| Total | 1930 | 100.0 | 547 | 100.0 | 238 | 100.0 | 225 | 100.0 | 649 | 100.0 | 644 | 100.0 | 136 | 100.0 | 881 | 100.0 | 5250 | 100.0 |

Table 4-11
Fatal Truck Involvements by Reported Hours Driven and Operating Authority

| Hours driven | Private | | For hire | | Personal use | | Govt | | Rental | | Unknown | | Total | |
|----------------|---------|-------|----------|-------|--------------|-------|------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 hr | 433 | 24.6 | 412 | 13.8 | 0 | 0.0 | 20 | 20.8 | 3 | 7.9 | 11 | 4.9 | 879 | 16.7 |
| 2 hrs | 185 | 10.5 | 246 | 8.2 | 0 | 0.0 | 13 | 13.5 | 2 | 5.3 | 1 | 0.4 | 447 | 8.5 |
| 3 hrs | 128 | 7.3 | 212 | 7.1 | 0 | 0.0 | 9 | 9.4 | 1 | 2.6 | 2 | 0.9 | 352 | 6.7 |
| 4-5 hrs | 165 | 9.4 | 375 | 12.5 | 0 | 0.0 | 16 | 16.7 | 1 | 2.6 | 3 | 1.3 | 560 | 10.7 |
| 6-7 hrs | 132 | 7.5 | 272 | 9.1 | 0 | 0.0 | 10 | 10.4 | 0 | 0.0 | 1 | 0.4 | 415 | 7.9 |
| 8-9 hrs | 66 | 3.8 | 172 | 5.8 | 0 | 0.0 | 0 | 0.0 | 1 | 2.6 | 2 | 0.9 | 241 | 4.6 |
| 10-11 hrs | 16 | 0.9 | 43 | 1.4 | 0 | 0.0 | 0 | 0.0 | 1 | 2.6 | 0 | 0.0 | 60 | 1.1 |
| 12-18 hrs | 5 | 0.3 | 9 | 0.3 | 0 | 0.0 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 | 15 | 0.3 |
| >18 hrs | 1 | 0.1 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Unknown, legal | 234 | 13.3 | 485 | 16.2 | 0 | 0.0 | 8 | 8.3 | 1 | 2.6 | 15 | 6.7 | 743 | 14.2 |
| Unk, not legal | 5 | 0.3 | 21 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 | 27 | 0.5 |
| Unknown/NA | 390 | 22.2 | 741 | 24.8 | 141 | 100.0 | 19 | 19.8 | 28 | 73.7 | 189 | 84.0 | 1508 | 28.7 |
| Total | 1760 | 100.0 | 2990 | 100.0 | 141 | 100.0 | 96 | 100.0 | 38 | 100.0 | 225 | 100.0 | 5250 | 100.0 |

Table 4-12
Fatal Truck Involvements by Reported Hours Driven and Area of Operation

| Hours driven | Interstate | | Intrastate | | Personal use | | Govt | | Rental | | Unknown | | Total | |
|----------------|------------|-------|------------|-------|--------------|-------|------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 hr | 487 | 14.7 | 354 | 26.2 | 0 | 0.0 | 20 | 20.8 | 3 | 7.9 | 15 | 4.8 | 879 | 16.7 |
| 2 hrs | 289 | 8.7 | 135 | 10.0 | 0 | 0.0 | 13 | 13.5 | 2 | 5.3 | 8 | 2.6 | 447 | 8.5 |
| 3 hrs | 246 | 7.4 | 92 | 6.8 | 0 | 0.0 | 9 | 9.4 | 1 | 2.6 | 4 | 1.3 | 352 | 6.7 |
| 4-5 hrs | 389 | 11.7 | 149 | 11.0 | 0 | 0.0 | 16 | 16.7 | 1 | 2.6 | 5 | 1.6 | 560 | 10.7 |
| 6-7 hrs | 315 | 9.5 | 89 | 6.6 | 0 | 0.0 | 10 | 10.4 | 0 | 0.0 | 1 | 0.3 | 415 | 7.9 |
| 8-9 hrs | 185 | 5.6 | 54 | 4.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.6 | 1 | 0.3 | 241 | 4.6 |
| 10-11 hrs | 52 | 1.6 | 6 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 2.6 | 1 | 0.3 | 60 | 1.1 |
| 12-18 hrs | 8 | 0.2 | 6 | 0.4 | 0 | 0.0 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 | 15 | 0.3 |
| > 18 hrs | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Unknown, legal | 517 | 15.6 | 191 | 14.1 | 0 | 0.0 | 8 | 8.3 | 1 | 2.6 | 26 | 8.4 | 743 | 14.2 |
| Unk, not legal | 25 | 0.8 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 27 | 0.5 |
| Unknown/NA | 798 | 24.1 | 272 | 20.1 | 141 | 100.0 | 19 | 19.8 | 28 | 73.7 | 250 | 80.4 | 1508 | 28.7 |
| Total | 3314 | 100.0 | 1350 | 100.0 | 141 | 100.0 | 96 | 100.0 | 38 | 100.0 | 311 | 100.0 | 5250 | 100.0 |

Table 4-13
Fatal Truck Involvements by Reported Hours Driven and Area of Operation – STRAIGHT TRUCKS ONLY

| Hours driven | Interstate | | Intrastate | | Personal use | | Govt | | Rental | | Unknown | | Total | |
|----------------|------------|--------------|------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 hr | 137 | 23.5 | 243 | 27.8 | 0 | 0.0 | 18 | 20.5 | 3 | 8.3 | 9 | 6.1 | 410 | 22.0 |
| 2 hrs | 56 | 9.6 | 85 | 9.7 | 0 | 0.0 | 12 | 13.6 | 2 | 5.6 | 6 | 4.1 | 161 | 8.6 |
| 3 hrs | 48 | 8.2 | 56 | 6.4 | 0 | 0.0 | 9 | 10.2 | 1 | 2.8 | 3 | 2.0 | 117 | 6.3 |
| 4-5 hrs | 41 | 7.0 | 102 | 11.7 | 0 | 0.0 | 15 | 17.0 | 1 | 2.8 | 3 | 2.0 | 162 | 8.7 |
| 6-7 hrs | 58 | 9.9 | 52 | 6.0 | 0 | 0.0 | 10 | 11.4 | 0 | 0.0 | 1 | 0.7 | 121 | 6.5 |
| 8-9 hrs | 19 | 3.3 | 28 | 3.2 | 0 | 0.0 | 0 | 0.0 | 1 | 2.8 | 1 | 0.7 | 49 | 2.6 |
| 10-11 hrs | 6 | 1.0 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 8 | 0.4 |
| 12-18 hrs | 0 | 0.0 | 3 | 0.3 | 0 | 0.0 | 1 | 1.1 | 0 | 0.0 | 0 | 0.0 | 4 | 0.2 |
| >18 hrs | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.1 |
| Unknown, legal | 68 | 11.7 | 110 | 12.6 | 0 | 0.0 | 7 | 8.0 | 1 | 2.8 | 11 | 7.5 | 197 | 10.6 |
| Unk, not legal | 1 | 0.2 | 2 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.2 |
| Unknown/NA | 148 | 25.4 | 191 | 21.9 | 140 | 100.0 | 16 | 18.2 | 26 | 72.2 | 113 | 76.9 | 634 | 34.0 |
| Total | 583 | 100.0 | 873 | 100.0 | 140 | 100.0 | 88 | 100.0 | 36 | 100.0 | 147 | 100.0 | 1867 | 100.0 |

Table 4-14
Fatal Truck Involvements by Reported Hours Driven and Area of Operation – TRACTORS ONLY

| Hours driven | Interstate | | Intrastate | | Personal use | | Govt | | Rental | | Unknown | | Total | |
|----------------|-------------|--------------|------------|--------------|--------------|--------------|----------|--------------|----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 1 hr | 350 | 12.8 | 111 | 23.3 | 0 | 0.0 | 2 | 25.0 | 0 | 0.0 | 6 | 5.2 | 469 | 14.1 |
| 2 hrs | 233 | 8.5 | 50 | 10.5 | 0 | 0.0 | 1 | 12.5 | 0 | 0.0 | 2 | 1.7 | 286 | 8.6 |
| 3 hrs | 198 | 7.3 | 36 | 7.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.9 | 235 | 7.1 |
| 4-5 hrs | 348 | 12.7 | 47 | 9.9 | 0 | 0.0 | 1 | 12.5 | 0 | 0.0 | 2 | 1.7 | 398 | 11.9 |
| 6-7 hrs | 257 | 9.4 | 37 | 7.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 294 | 8.8 |
| 8-9 hrs | 166 | 6.1 | 26 | 5.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 192 | 5.8 |
| 10-11 hrs | 46 | 1.7 | 5 | 1.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.9 | 52 | 1.6 |
| 12-18 hrs | 8 | 0.3 | 3 | 0.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 0.3 |
| > 8 hrs | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Unknown, legal | 449 | 16.4 | 81 | 17.0 | 0 | 0.0 | 1 | 12.5 | 0 | 0.0 | 15 | 13.0 | 546 | 16.4 |
| Unk, not legal | 24 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 24 | 0.7 |
| Unknown/NA | 649 | 23.8 | 81 | 17.0 | 1 | 100.0 | 3 | 37.5 | 2 | 100.0 | 88 | 76.5 | 824 | 24.7 |
| Total | 2730 | 100.0 | 477 | 100.0 | 1 | 100.0 | 8 | 100.0 | 2 | 100.0 | 115 | 100.0 | 3333 | 100.0 |

Table 4-15
Fatal Truck Involvements by Number of Previous Accidents and Truck Configuration

| No. of previous accidents | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 0 | 1200 | 75.0 | 207 | 82.1 | 73 | 71.6 | 2291 | 75.0 | 109 | 69.9 | 30 | 83.3 | 37 | 74.0 | 3947 | 75.2 |
| 1 | 206 | 12.9 | 18 | 7.1 | 13 | 12.7 | 328 | 10.7 | 27 | 17.3 | 2 | 5.6 | 1 | 2.0 | 595 | 11.3 |
| 2 | 46 | 2.9 | 8 | 3.2 | 3 | 2.9 | 70 | 2.3 | 7 | 4.5 | 0 | 0.0 | 0 | 0.0 | 134 | 2.6 |
| 3 | 5 | 0.3 | 1 | 0.4 | 1 | 1.0 | 6 | 0.2 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 15 | 0.3 |
| 4 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| 5 | 1 | 0.1 | 0 | 0.0 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 6 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 1 | 0.0 |
| Not reported | 101 | 6.3 | 8 | 3.2 | 6 | 5.9 | 199 | 6.5 | 7 | 4.5 | 2 | 5.6 | 6 | 12.0 | 329 | 6.3 |
| Unknown | 39 | 2.4 | 10 | 4.0 | 5 | 4.9 | 159 | 5.2 | 3 | 1.9 | 1 | 2.8 | 6 | 12.0 | 223 | 4.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-16
Fatal Truck Involvements by Number of Previous Suspensions and Truck Configuration

| No. of previous suspensions | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 0 | 1416 | 88.5 | 222 | 88.1 | 87 | 85.3 | 2665 | 87.3 | 146 | 93.6 | 32 | 88.9 | 41 | 82.0 | 4609 | 87.8 |
| 1 | 85 | 5.3 | 13 | 5.2 | 6 | 5.9 | 137 | 4.5 | 5 | 3.2 | 2 | 5.6 | 3 | 6.0 | 251 | 4.8 |
| 2 | 27 | 1.7 | 5 | 2.0 | 3 | 2.9 | 54 | 1.8 | 2 | 1.3 | 1 | 2.8 | 0 | 0.0 | 92 | 1.8 |
| 3 | 16 | 1.0 | 1 | 0.4 | 0 | 0.0 | 13 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 30 | 0.6 |
| 4 | 8 | 0.5 | 0 | 0.0 | 1 | 1.0 | 15 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 24 | 0.5 |
| 5 | 1 | 0.1 | 1 | 0.4 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| 6 | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| 7 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| 8 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 10 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 11 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Unknown | 39 | 2.4 | 10 | 4.0 | 5 | 4.9 | 159 | 5.2 | 3 | 1.9 | 1 | 2.8 | 6 | 12.0 | 223 | 4.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-17
Fatal Truck Involvements by Number of Previous Speeding Convictions and Truck Configuration

| No. of previous speeding convs. | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|---------------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 0 | 1256 | 78.5 | 193 | 76.6 | 68 | 66.7 | 2134 | 69.9 | 123 | 78.8 | 29 | 80.6 | 36 | 72.0 | 3839 | 73.1 |
| 1 | 231 | 14.4 | 29 | 11.5 | 20 | 19.6 | 527 | 17.3 | 25 | 16.0 | 2 | 5.6 | 6 | 12.0 | 840 | 16.0 |
| 2 | 55 | 3.4 | 16 | 6.3 | 6 | 5.9 | 163 | 5.3 | 4 | 2.6 | 3 | 8.3 | 2 | 4.0 | 249 | 4.7 |
| 3 | 12 | 0.8 | 2 | 0.8 | 3 | 2.9 | 49 | 1.6 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 68 | 1.3 |
| 4 | 5 | 0.3 | 1 | 0.4 | 0 | 0.0 | 18 | 0.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 24 | 0.5 |
| 5 | 1 | 0.1 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| 6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 8 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Unknown | 39 | 2.4 | 10 | 4.0 | 5 | 4.9 | 159 | 5.2 | 3 | 1.9 | 1 | 2.8 | 6 | 12.0 | 223 | 4.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-18
Fatal Truck Involvements by Previous Other Moving Convictions and Truck Configuration

| No. prev. other moving convs. | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| 0 | 1224 | 76.5 | 203 | 80.6 | 69 | 67.6 | 2154 | 70.5 | 116 | 74.4 | 30 | 83.3 | 37 | 74.0 | 3833 | 73.0 |
| 1 | 236 | 14.8 | 30 | 11.9 | 16 | 15.7 | 512 | 16.8 | 30 | 19.2 | 4 | 11.1 | 5 | 10.0 | 833 | 15.9 |
| 2 | 58 | 3.6 | 6 | 2.4 | 6 | 5.9 | 152 | 5.0 | 6 | 3.8 | 1 | 2.8 | 1 | 2.0 | 230 | 4.4 |
| 3 | 28 | 1.8 | 1 | 0.4 | 5 | 4.9 | 42 | 1.4 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 77 | 1.5 |
| 4 | 8 | 0.5 | 1 | 0.4 | 1 | 1.0 | 21 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 31 | 0.6 |
| 5 | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 13 | 0.2 |
| 6 | 1 | 0.1 | 1 | 0.4 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| 7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 8 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| 9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| 20 | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Unknown | 39 | 2.4 | 10 | 4.0 | 5 | 4.9 | 159 | 5.2 | 3 | 1.9 | 1 | 2.8 | 6 | 12.0 | 223 | 4.2 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-19
Fatal Truck Involvements by License Class Compliance and Truck Configuration

| License class compliance | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Not licensed | 18 | 1.1 | 2 | 0.8 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 25 | 0.5 |
| Not required | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Not valid | 78 | 4.9 | 17 | 6.7 | 2 | 2.0 | 64 | 2.1 | 4 | 2.6 | 2 | 5.6 | 1 | 2.0 | 168 | 3.2 |
| Valid | 1464 | 91.5 | 222 | 88.1 | 95 | 93.1 | 2841 | 93.0 | 149 | 95.5 | 32 | 88.9 | 45 | 90.0 | 4848 | 92.3 |
| Unk if CDL req. | 6 | 0.4 | 1 | 0.4 | 0 | 0.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 15 | 0.3 |
| Unknown | 34 | 2.1 | 9 | 3.6 | 5 | 4.9 | 136 | 4.5 | 3 | 1.9 | 1 | 2.8 | 4 | 8.0 | 192 | 3.7 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-20
Fatal Truck Involvements by CDL License Status and Truck Configuration

| CDL license status | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|--------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No CDL | 602 | 37.6 | 106 | 42.1 | 2 | 2.0 | 30 | 1.0 | 1 | 0.6 | 8 | 22.2 | 29 | 58.0 | 778 | 14.8 |
| Suspended | 16 | 1.0 | 3 | 1.2 | 3 | 2.9 | 27 | 0.9 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 50 | 1.0 |
| Revoked | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Expired | 3 | 0.2 | 1 | 0.4 | 0 | 0.0 | 14 | 0.5 | 2 | 1.3 | 0 | 0.0 | 1 | 2.0 | 21 | 0.4 |
| Cancelled/denied | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Disqualified | 2 | 0.1 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 0.1 |
| Valid | 925 | 57.8 | 126 | 50.0 | 92 | 90.2 | 2836 | 92.9 | 147 | 94.2 | 27 | 75.0 | 16 | 32.0 | 4169 | 79.4 |
| Learner's permit | 6 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| Other-not valid | 9 | 0.6 | 5 | 2.0 | 0 | 0.0 | 9 | 0.3 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 25 | 0.5 |
| Unknown | 37 | 2.3 | 10 | 4.0 | 5 | 4.9 | 130 | 4.3 | 3 | 1.9 | 1 | 2.8 | 4 | 8.0 | 190 | 3.6 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-21
Fatal Truck Involvements by License Endorsements and Truck Configuration

| License endorsements | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|----------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| No endorsements | 1275 | 79.7 | 207 | 82.1 | 65 | 63.7 | 1818 | 59.5 | 57 | 36.5 | 24 | 66.7 | 41 | 82.0 | 3487 | 66.4 |
| Complied | 176 | 11.0 | 27 | 10.7 | 19 | 18.6 | 672 | 22.0 | 76 | 48.7 | 9 | 25.0 | 3 | 6.0 | 982 | 18.7 |
| Not complied | 8 | 0.5 | 1 | 0.4 | 0 | 0.0 | 16 | 0.5 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 27 | 0.5 |
| Compliance unk | 64 | 4.0 | 4 | 1.6 | 5 | 4.9 | 273 | 8.9 | 13 | 8.3 | 2 | 5.6 | 2 | 4.0 | 363 | 6.9 |
| Unknown | 77 | 4.8 | 13 | 5.2 | 13 | 12.7 | 275 | 9.0 | 8 | 5.1 | 1 | 2.8 | 4 | 8.0 | 391 | 7.4 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Table 4-22
Fatal Truck Involvements by Driver-Related Factors and Truck Configuration

| Driver-related factors | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-----------------------------------|------------|------|---------------|------|---------|------|------------|------|--------------|------|-----------|------|---------|------|-------|------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| None | 892 | 55.8 | 150 | 59.5 | 54 | 52.9 | 1926 | 63.1 | 98 | 62.8 | 22 | 61.1 | 22 | 44.0 | 3164 | 60.3 |
| <i>Physical/mental conditions</i> | | | | | | | | | | | | | | | | |
| Drowsy, asleep | 19 | 1.2 | 1 | 0.4 | 1 | 1.0 | 52 | 1.7 | 5 | 3.2 | 1 | 2.8 | 1 | 2.0 | 80 | 1.5 |
| Ill, passed out, blackout | 4 | 0.3 | 0 | 0.0 | 2 | 2.0 | 12 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 18 | 0.3 |
| Emotional distress | 2 | 0.1 | 0 | 0.0 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Other drugs | 57 | 3.6 | 5 | 2.0 | 4 | 3.9 | 31 | 1.0 | 1 | 0.6 | 1 | 2.8 | 2 | 4.0 | 101 | 1.9 |
| Inattentive | 101 | 6.3 | 11 | 4.4 | 5 | 4.9 | 172 | 5.6 | 9 | 5.8 | 1 | 2.8 | 3 | 6.0 | 302 | 5.8 |
| Road rage/aggressive | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| <i>Miscellaneous causes</i> | | | | | | | | | | | | | | | | |
| Law enforcement officer | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Prohibited trafficway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Vehicle unattended | 8 | 0.5 | 3 | 1.2 | 1 | 1.0 | 9 | 0.3 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 22 | 0.4 |
| Improper loading | 6 | 0.4 | 2 | 0.8 | 1 | 1.0 | 12 | 0.4 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 23 | 0.4 |
| Improper towing | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Improper lighting | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 2 | 0.0 |
| W/O req equipment | 16 | 1.0 | 6 | 2.4 | 2 | 2.0 | 11 | 0.4 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 36 | 0.7 |
| Improper tailing | 24 | 1.5 | 4 | 1.6 | 1 | 1.0 | 70 | 2.3 | 5 | 3.2 | 0 | 0.0 | 2 | 4.0 | 106 | 2.0 |
| Improper lane change | 16 | 1.0 | 1 | 0.4 | 2 | 2.0 | 27 | 0.9 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 48 | 0.9 |
| Failure to stay in lane | 236 | 14.8 | 41 | 16.3 | 22 | 21.6 | 329 | 10.8 | 17 | 10.9 | 5 | 13.9 | 14 | 28.0 | 664 | 12.6 |
| Driving on shoulder | 3 | 0.2 | 1 | 0.4 | 0 | 0.0 | 7 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 0.2 |
| Improper entry/exit | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Improper start/back | 6 | 0.4 | 2 | 0.8 | 0 | 0.0 | 13 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 21 | 0.4 |
| Prohibited passing | 4 | 0.3 | 1 | 0.4 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Passing-insufficient dist | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Erratic/reckless | 18 | 1.1 | 4 | 1.6 | 2 | 2.0 | 37 | 1.2 | 4 | 2.6 | 0 | 0.0 | 2 | 4.0 | 67 | 1.3 |
| High speed chase | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Failure to yield | 90 | 5.6 | 13 | 5.2 | 4 | 3.9 | 111 | 3.6 | 7 | 4.5 | 0 | 0.0 | 3 | 6.0 | 228 | 4.3 |
| Failure to obey signs | 63 | 3.9 | 9 | 3.6 | 4 | 3.9 | 64 | 2.1 | 0 | 0.0 | 1 | 2.8 | 1 | 2.0 | 142 | 2.7 |
| Passing around barrier | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Fail to observe warning | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Failure to signal | 0 | 0.0 | 0 | 0.0 | 1 | 1.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Driving too fast | 132 | 8.3 | 17 | 6.7 | 6 | 5.9 | 263 | 8.6 | 14 | 9.0 | 0 | 0.0 | 9 | 18.0 | 441 | 8.4 |
| Under minimum speed | 2 | 0.1 | 2 | 0.8 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Wrong lane turn | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Other improper turn | 35 | 2.2 | 2 | 0.8 | 1 | 1.0 | 23 | 0.8 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 63 | 1.2 |
| Wrong side of road | 6 | 0.4 | 2 | 0.8 | 1 | 1.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 11 | 0.2 |
| Operator inexperience | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.1 |
| Unfamiliar w/roadway | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 10 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 14 | 0.3 |
| Stopped in roadway | 8 | 0.5 | 2 | 0.8 | 0 | 0.0 | 23 | 0.8 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 36 | 0.7 |
| Locked wheel | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Over correcting | 33 | 2.1 | 5 | 2.0 | 4 | 3.9 | 38 | 1.2 | 2 | 1.3 | 0 | 0.0 | 2 | 4.0 | 84 | 1.6 |
| On/Off moving vehicle | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |

(continued on next page)

Table 4-22 (continued)

| Driver-related factors | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1semi | | Trac/2 trls | | Oth combs | | Unknown | | Total | |
|----------------------------------|-------------|--------------|---------------|--------------|------------|--------------|-------------|--------------|-------------|--------------|-----------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| <i>Vision obscured by</i> | | | | | | | | | | | | | | | | |
| Inclement weather | 9 | 0.6 | 0 | 0.0 | 1 | 1.0 | 36 | 1.2 | 1 | 0.6 | 0 | 0.0 | 1 | 2.0 | 48 | 0.9 |
| Glare | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 2 | 0.1 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Curve, hill, etc. | 3 | 0.2 | 3 | 1.2 | 2 | 2.0 | 9 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 17 | 0.3 |
| Trees, crops, vegetation | 5 | 0.3 | 1 | 0.4 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Moving vehicle | 5 | 0.3 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Parked vehicle | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Splash of passing vehicle | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Inadequate lighting system | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 1 | 0.0 |
| Obstructing angles | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Mirrors | 1 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Restriction noncompliance | 6 | 0.4 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Other obstruction | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 1 | 2.0 | 5 | 0.1 |
| <i>Avoiding, swerving due to</i> | | | | | | | | | | | | | | | | |
| Severe crosswind | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Slippery surface | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Tire blowout or flat | 10 | 0.6 | 1 | 0.4 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.3 |
| Debris in road | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Rut in road | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Live animal in road | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 6 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 9 | 0.2 |
| Vehicle in road | 5 | 0.3 | 4 | 1.6 | 1 | 1.0 | 14 | 0.5 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 28 | 0.5 |
| Phantom vehicle | 3 | 0.2 | 0 | 0.0 | 1 | 1.0 | 7 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 0.2 |
| Pedestrian in road | 12 | 0.8 | 0 | 0.0 | 0 | 0.0 | 10 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 22 | 0.4 |
| Ice,water,snow on road | 12 | 0.8 | 2 | 0.8 | 1 | 1.0 | 26 | 0.9 | 2 | 1.3 | 1 | 2.8 | 1 | 2.0 | 45 | 0.9 |
| Trailer fishtailing | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| <i>Other misc. factors</i> | | | | | | | | | | | | | | | | |
| Hauling hazmat improperly | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| Hit and run driver | 13 | 0.8 | 2 | 0.8 | 0 | 0.0 | 15 | 0.5 | 1 | 0.6 | 0 | 0.0 | 1 | 2.0 | 32 | 0.6 |
| Homocide | 13 | 0.8 | 1 | 0.4 | 1 | 1.0 | 23 | 0.8 | 0 | 0.0 | 1 | 2.8 | 0 | 0.0 | 39 | 0.7 |
| Other nonmoving viol. | 43 | 2.7 | 6 | 2.4 | 3 | 2.9 | 60 | 2.0 | 3 | 1.9 | 3 | 8.3 | 0 | 0.0 | 118 | 2.2 |
| <i>Possible distractions</i> | | | | | | | | | | | | | | | | |
| Cellular phone present | 48 | 3.0 | 3 | 1.2 | 2 | 2.0 | 91 | 3.0 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 147 | 2.8 |
| Cellular phone in use | 4 | 0.3 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.1 |
| Two-way radio | 1 | 0.1 | 0 | 0.0 | 1 | 1.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.0 |
| Unknown | 20 | 1.3 | 4 | 1.6 | 1 | 1.0 | 29 | 0.9 | 1 | 0.6 | 1 | 2.8 | 0 | 0.0 | 56 | 1.1 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Note: Since Driver-Related Factors is a multiple-response variable, more than one driver factor can be coded per driver. Percents are calculated based on total drivers, not total factors.

Table 4-23
Fatal Truck Involvements by Driver Compensation and Truck Configuration

| Driver compensation | Strt truck | | Strt/1trailer | | Bobtail | | Trac/1 semi | | Trac/2 trlrs | | Oth combs | | Unknown | | Total | |
|-------------------------|------------|-------|---------------|-------|---------|-------|-------------|-------|--------------|-------|-----------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| % of gross trip revenue | 40 | 2.5 | 9 | 3.6 | 13 | 12.7 | 312 | 10.2 | 7 | 4.5 | 0 | 0.0 | 0 | 0.0 | 381 | 7.3 |
| By the hour | 691 | 43.2 | 89 | 35.3 | 18 | 17.6 | 426 | 13.9 | 26 | 16.7 | 4 | 11.1 | 0 | 0.0 | 1254 | 23.9 |
| By the mile | 10 | 0.6 | 12 | 4.8 | 19 | 18.6 | 820 | 26.9 | 28 | 17.9 | 3 | 8.3 | 0 | 0.0 | 892 | 17.0 |
| By the hour and mile | 3 | 0.2 | 3 | 1.2 | 2 | 2.0 | 29 | 0.9 | 19 | 12.2 | 2 | 5.6 | 0 | 0.0 | 58 | 1.1 |
| By the load | 71 | 4.4 | 8 | 3.2 | 11 | 10.8 | 329 | 10.8 | 18 | 11.5 | 2 | 5.6 | 0 | 0.0 | 439 | 8.4 |
| Other | 103 | 6.4 | 15 | 6.0 | 2 | 2.0 | 84 | 2.8 | 9 | 5.8 | 3 | 8.3 | 0 | 0.0 | 216 | 4.1 |
| Unknown | 682 | 42.6 | 116 | 46.0 | 37 | 36.3 | 1054 | 34.5 | 49 | 31.4 | 22 | 61.1 | 50 | 100.0 | 2010 | 38.3 |
| Total | 1600 | 100.0 | 252 | 100.0 | 102 | 100.0 | 3054 | 100.0 | 156 | 100.0 | 36 | 100.0 | 50 | 100.0 | 5250 | 100.0 |

Figure 4-1
Fatal Truck Involvements by Driver Compensation and Truck Configuration

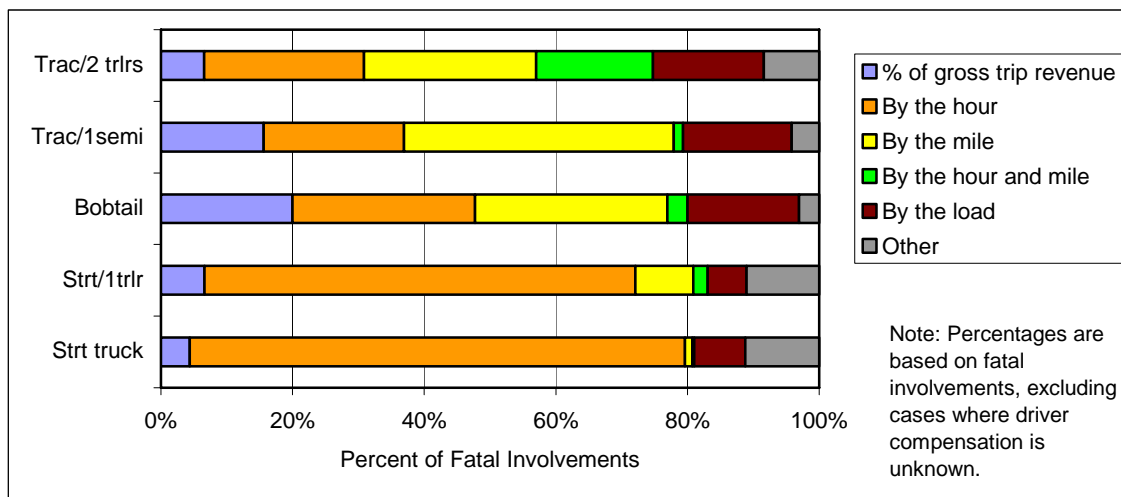
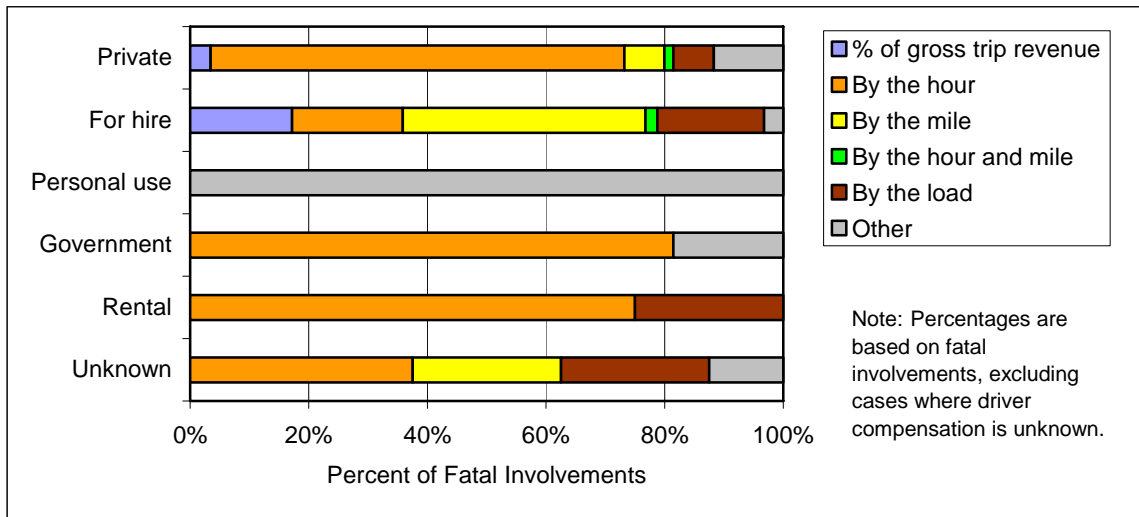


Table 4-24
Fatal Truck Involvements by Driver Compensation and Operating Authority

| Driver compensation | Private | | For hire | | Personal use | | Govt | | Rental | | Unknown | | Total | |
|-------------------------|---------|-------|----------|-------|--------------|-------|------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| % of gross trip revenue | 40 | 2.3 | 341 | 11.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 381 | 7.3 |
| By the hour | 811 | 46.1 | 371 | 12.4 | 0 | 0.0 | 66 | 68.8 | 3 | 7.9 | 3 | 1.3 | 1254 | 23.9 |
| By the mile | 78 | 4.4 | 812 | 27.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.9 | 892 | 17.0 |
| By the hour and mile | 18 | 1.0 | 40 | 1.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 58 | 1.1 |
| By the load | 79 | 4.5 | 357 | 11.9 | 0 | 0.0 | 0 | 0.0 | 1 | 2.6 | 2 | 0.9 | 439 | 8.4 |
| Other | 136 | 7.7 | 64 | 2.1 | 0 | 0.0 | 15 | 15.6 | 0 | 0.0 | 1 | 0.4 | 216 | 4.1 |
| Unknown | 598 | 34.0 | 1005 | 33.6 | 141 | 100.0 | 15 | 15.6 | 34 | 89.5 | 217 | 96.4 | 2010 | 38.3 |
| Total | 1760 | 100.0 | 2990 | 100.0 | 141 | 100.0 | 96 | 100.0 | 38 | 100.0 | 225 | 100.0 | 5250 | 100.0 |

Figure 4-2
Fatal Truck Involvements by Driver Compensation and Operating Authority



Straight trucks

This section provides descriptive statistics on straight trucks involved in a fatal traffic accident in 2006. All truck configurations in which the power unit was a straight truck are included in this section. A straight truck is a truck power unit with a permanently attached cargo body. Straight truck configurations include trucks pulling no trailers, trucks pulling a full or other trailer, and wreckers towing cars or other straight trucks.

- Truck configurations with a straight-truck power unit accounted for 35.6% of all trucks involved in a fatal traffic accident in 2006.
- 40.1% of straight trucks were Class 8 (over 33,000 lbs.) Gross Vehicle Weight Rating (GVWR), and 24.3% were Class 3 (10,001-14,000 lbs.).
- 35.2% of straight trucks were empty at the time of the accident; while solids in bulk was the most frequent cargo type, accounting for 21.0%.
- 51.3% of straight truck configurations involved in a fatal traffic accident had two axles, 28.5% had three axles (including the trailer), and one straight truck combination had six axles on the power unit and five axles on the trailer.
- 34.8% of straight trucks were operated by a private, intrastate carrier; 20.4% by a private, interstate carrier; and only 10.4% by a for-hire, interstate carrier.
- 65.8% of straight trucks were on a local trip (within 50 miles of base) at the time of the accident.
- 303 straight truck drivers were fatally injured in a traffic accident; 11.6% of the fatalities occurred when the vehicle hit an object in the road, 45.9% occurred in ran-off-road crashes, and 8.9% were the result of an untripped rollover.

Note: 525 straight trucks had “other” cargo bodies, bodies that did not fall into any named cargo body type. Most of these were utility bodies or some other working body type such as concrete mixers, concrete pumps, or boom trucks.

Configuration

Table 5-1
Fatal Truck Involvements by Truck Configuration

| Configuration | No. | Pct. |
|--------------------------------------|------|-------|
| <i>Straight truck only</i> | 1600 | 85.7 |
| <i>Straight truck, 1 trailer</i> | | |
| Straight + full trailer | 40 | 2.1 |
| Straight + other | 164 | 8.8 |
| Straight + other, gooseneck hitch | 48 | 2.6 |
| <i>Subtotal</i> | 252 | 13.5 |
| <i>Other straight combinations</i> | | |
| Wrecker + tow | 5 | 0.3 |
| Straight, unknown if pulling trailer | 10 | 0.5 |
| <i>Subtotal</i> | 15 | 0.8 |
| Total straight trucks | 1867 | 100.0 |

Table 5-2
Fatal Truck Involvements by Cargo Body Style – Straight Trucks

| Cargo body style | No. | Pct. |
|------------------------|------|-------|
| Van | 310 | 16.6 |
| Open top van | 2 | 0.1 |
| Refrigerated van | 50 | 2.7 |
| Livestock | 0 | 0.0 |
| Flatbed | 129 | 6.9 |
| Flatbed with equipment | 32 | 1.7 |
| Flatbed with sides | 47 | 2.5 |
| Pole/logging | 10 | 0.5 |
| Tank:liquid/gas | 87 | 4.7 |
| Tank:dry | 1 | 0.1 |
| Auto carrier | 21 | 1.1 |
| Dump | 429 | 23.0 |
| Hopper bottom | 1 | 0.1 |
| Garbage/refuse | 151 | 8.1 |
| Concrete mixer | 53 | 2.8 |
| Other | 525 | 28.1 |
| Unknown | 19 | 1.0 |
| Total | 1867 | 100.0 |

Table 5-3
Fatal Truck Involvements by Gross Vehicle Weight Rating and Cargo Body Style – Straight Trucks

| Gross vehicle weight rating (lbs) | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|-----------------------------------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Class 3: 10,001-14,000 | 80 | 22.1 | 64 | 30.8 | 0 | 0.0 | 11 | 2.6 | 0 | 0.0 | 0 | 0.0 | 291 | 52.3 | 7 | 36.8 | 453 | 24.3 |
| Class 4: 14,001-16,000 | 46 | 12.7 | 35 | 16.8 | 5 | 5.7 | 9 | 2.1 | 2 | 1.3 | 0 | 0.0 | 50 | 9.0 | 1 | 5.3 | 148 | 7.9 |
| Class 5: 16,001-19,500 | 18 | 5.0 | 14 | 6.7 | 3 | 3.4 | 10 | 2.3 | 0 | 0.0 | 0 | 0.0 | 39 | 7.0 | 1 | 5.3 | 85 | 4.6 |
| Class 6: 19,501-26,000 | 126 | 34.8 | 25 | 12.0 | 2 | 2.3 | 19 | 4.4 | 3 | 2.0 | 0 | 0.0 | 56 | 10.1 | 5 | 26.3 | 236 | 12.6 |
| Class 7: 26,001-33,000 | 74 | 20.4 | 25 | 12.0 | 20 | 22.7 | 28 | 6.5 | 5 | 3.3 | 0 | 0.0 | 29 | 5.2 | 0 | 0.0 | 181 | 9.7 |
| Class 8: 33,001 or more | 15 | 4.1 | 43 | 20.7 | 57 | 64.8 | 346 | 80.5 | 141 | 93.4 | 53 | 100.0 | 88 | 15.8 | 5 | 26.3 | 748 | 40.1 |
| Unknown | 3 | 0.8 | 2 | 1.0 | 1 | 1.1 | 7 | 1.6 | 0 | 0.0 | 0 | 0.0 | 3 | 0.5 | 0 | 0.0 | 16 | 0.9 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.
Gross Vehicle Weight Rating (GVWR) pertains to the power unit.

Table 5-4
Fatal Truck Involvements by Cargo Type and Cargo Body Style – Straight Trucks

| Cargo type | Van | | Open top van | | Refrigerated van | | Flatbed | | Flatbed with equip. | | Flatbed with sides | | Pole/logging | | Tank liquid/gas | | Tank dry/bulk | |
|-----------------------|-----|-------|--------------|-------|------------------|-------|---------|-------|---------------------|-------|--------------------|-------|--------------|-------|-----------------|-------|---------------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty | 51 | 16.5 | 1 | 50.0 | 2 | 4.0 | 48 | 37.2 | 14 | 43.8 | 14 | 29.8 | 3 | 30.0 | 17 | 19.5 | 0 | 0.0 |
| General freight | 142 | 45.8 | 0 | 0.0 | 2 | 4.0 | 5 | 3.9 | 1 | 3.1 | 8 | 17.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Household goods | 35 | 11.3 | 0 | 0.0 | 0 | 0.0 | 1 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Building materials | 5 | 1.6 | 0 | 0.0 | 0 | 0.0 | 10 | 7.8 | 2 | 6.3 | 3 | 6.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Metal (coils, sheets) | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 5 | 3.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Heavy machinery | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 10 | 7.8 | 0 | 0.0 | 1 | 2.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Large objects | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 7 | 5.4 | 3 | 9.4 | 2 | 4.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Motor vehicles | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Piggyback/towaway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Gases in bulk | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 8.0 | 0 | 0.0 |
| Solids in bulk | 11 | 3.5 | 1 | 50.0 | 1 | 2.0 | 2 | 1.6 | 0 | 0.0 | 6 | 12.8 | 0 | 0.0 | 0 | 0.0 | 1 | 100.0 |
| Liquids in bulk | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 3.1 | 0 | 0.0 | 0 | 0.0 | 59 | 67.8 | 0 | 0.0 |
| Explosives | 2 | 0.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Logs/poles/lumber | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 9 | 7.0 | 1 | 3.1 | 0 | 0.0 | 7 | 70.0 | 0 | 0.0 | 0 | 0.0 |
| Refrigerated foods | 0 | 0.0 | 0 | 0.0 | 43 | 86.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Farm products | 2 | 0.6 | 0 | 0.0 | 1 | 2.0 | 2 | 1.6 | 0 | 0.0 | 2 | 4.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Live animals | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Other | 36 | 11.6 | 0 | 0.0 | 0 | 0.0 | 22 | 17.1 | 10 | 31.3 | 11 | 23.4 | 0 | 0.0 | 1 | 1.1 | 0 | 0.0 |
| Cargo, unk. type | 1 | 0.3 | 0 | 0.0 | 1 | 2.0 | 1 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Unknown | 20 | 6.5 | 0 | 0.0 | 0 | 0.0 | 6 | 4.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 3.4 | 0 | 0.0 |
| Total | 310 | 100.0 | 2 | 100.0 | 50 | 100.0 | 129 | 100.0 | 32 | 100.0 | 47 | 100.0 | 10 | 100.0 | 87 | 100.0 | 1 | 100.0 |

Table 5-4 (continued)

| Cargo Type | Auto carrier | | Dump | | Hopper bottom | | Refuse | | Concrete mixer | | Other | | Unknown | | Total | |
|-----------------------|--------------|-------|------|-------|---------------|-------|--------|-------|----------------|-------|-------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty | 5 | 23.8 | 186 | 43.4 | 1 | 100.0 | 45 | 29.8 | 15 | 28.3 | 253 | 48.2 | 2 | 10.5 | 657 | 35.2 |
| General freight | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 161 | 8.6 |
| Household goods | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 36 | 1.9 |
| Building materials | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.7 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 23 | 1.2 |
| Metal (coils, sheets) | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.3 |
| Heavy machinery | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 12 | 0.6 |
| Large objects | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.6 | 0 | 0.0 | 18 | 1.0 |
| Motor vehicles | 15 | 71.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 15 | 2.9 | 0 | 0.0 | 30 | 1.6 |
| Piggyback/towaway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.6 | 0 | 0.0 | 3 | 0.2 |
| Gases in bulk | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.4 |
| Solids in bulk | 0 | 0.0 | 209 | 48.7 | 0 | 0.0 | 97 | 64.2 | 37 | 69.8 | 28 | 5.3 | 0 | 0.0 | 393 | 21.0 |
| Liquids in bulk | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 63 | 3.4 |
| Explosives | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 3 | 0.2 |
| Logs/poles/lumber | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 20 | 1.1 |
| Refrigerated foods | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 43 | 2.3 |
| Farm products | 0 | 0.0 | 3 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.8 | 0 | 0.0 | 14 | 0.7 |
| Live animals | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Other | 0 | 0.0 | 4 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 147 | 28.0 | 0 | 0.0 | 231 | 12.4 |
| Cargo, unk. type | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.2 |
| Unknown | 1 | 4.8 | 21 | 4.9 | 0 | 0.0 | 7 | 4.6 | 1 | 1.9 | 65 | 12.4 | 17 | 89.5 | 141 | 7.6 |
| Total | 21 | 100.0 | 429 | 100.0 | 1 | 100.0 | 151 | 100.0 | 53 | 100.0 | 525 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

Table 5-5
Fatal Truck Involvements by Axle Combinations – Straight Truck Configurations

| Straight only Power unit axles | Strt/ 1 trlr Trailer axles | Total | |
|--------------------------------------|----------------------------------|-------|-------|
| | | No. | Pct. |
| 2 | | 950 | 51.3 |
| 3 | | 499 | 26.9 |
| 4 | | 108 | 5.8 |
| 5 | | 27 | 1.5 |
| 6 | | 10 | 0.5 |
| 8 | | 1 | 0.1 |
| 2 | 1 | 30 | 1.6 |
| 2 | 2 | 115 | 6.2 |
| 2 | 3 | 10 | 0.5 |
| 3 | 1 | 2 | 0.1 |
| 3 | 2 | 63 | 3.4 |
| 3 | 3 | 5 | 0.3 |
| 3 | 4 | 1 | 0.1 |
| 4 | 3 | 2 | 0.1 |
| 4 | 4 | 4 | 0.2 |
| 5 | 2 | 1 | 0.1 |
| 5 | 3 | 1 | 0.1 |
| 6 | 5 | 1 | 0.1 |
| Unknown | | 22 | 1.2 |
| Total | | 1852 | 100.0 |

Note: The 15 other straight truck combinations were not included in this table.

Vehicle use

Table 5-6
Fatal Truck Involvements by Carrier Type and Cargo Body Style – Straight Trucks

| Carrier type | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|---------------------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate private | 101 | 27.9 | 67 | 32.2 | 29 | 33.0 | 47 | 10.9 | 30 | 19.9 | 21 | 39.6 | 85 | 15.3 | 1 | 5.3 | 381 | 20.4 |
| Interstate for-hire | 70 | 19.3 | 8 | 3.8 | 9 | 10.2 | 45 | 10.5 | 3 | 2.0 | 1 | 1.9 | 58 | 10.4 | 1 | 5.3 | 195 | 10.4 |
| Intrastate private | 108 | 29.8 | 90 | 43.3 | 38 | 43.2 | 135 | 31.4 | 79 | 52.3 | 25 | 47.2 | 173 | 31.1 | 2 | 10.5 | 650 | 34.8 |
| Intrastate for-hire | 25 | 6.9 | 5 | 2.4 | 7 | 8.0 | 111 | 25.8 | 16 | 10.6 | 2 | 3.8 | 49 | 8.8 | 0 | 0.0 | 215 | 11.5 |
| Personal use only | 1 | 0.3 | 8 | 3.8 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 129 | 23.2 | 0 | 0.0 | 140 | 7.5 |
| Government owned | 2 | 0.6 | 5 | 2.4 | 2 | 2.3 | 48 | 11.2 | 16 | 10.6 | 0 | 0.0 | 15 | 2.7 | 0 | 0.0 | 88 | 4.7 |
| Daily rental | 34 | 9.4 | 1 | 0.5 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 36 | 1.9 |
| Unknown | 21 | 5.8 | 24 | 11.5 | 3 | 3.4 | 41 | 9.5 | 7 | 4.6 | 4 | 7.5 | 47 | 8.5 | 15 | 78.9 | 162 | 8.7 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

**Table 5-7
Fatal Truck Involvements by Trip Type and Cargo Body Style – Straight Trucks**

| Trip type | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|------------------------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Local | 179 | 49.4 | 144 | 69.2 | 64 | 72.7 | 364 | 84.7 | 132 | 87.4 | 52 | 98.1 | 291 | 52.3 | 2 | 10.5 | 1228 | 65.8 |
| 51-100 miles | 54 | 14.9 | 23 | 11.1 | 11 | 12.5 | 28 | 6.5 | 10 | 6.6 | 0 | 0.0 | 33 | 5.9 | 0 | 0.0 | 159 | 8.5 |
| 101-150 | 24 | 6.6 | 3 | 1.4 | 4 | 4.5 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 8 | 1.4 | 0 | 0.0 | 41 | 2.2 |
| 151-200 | 9 | 2.5 | 6 | 2.9 | 4 | 4.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 1.3 | 0 | 0.0 | 26 | 1.4 |
| 201-500 | 17 | 4.7 | 3 | 1.4 | 2 | 2.3 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 16 | 2.9 | 0 | 0.0 | 40 | 2.1 |
| Over 500 | 13 | 3.6 | 1 | 0.5 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 0 | 0.0 | 13 | 2.3 | 0 | 0.0 | 29 | 1.6 |
| Unk over-the-road dist | 9 | 2.5 | 2 | 1.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 4 | 0.7 | 1 | 5.3 | 17 | 0.9 |
| Unknown | 57 | 15.7 | 26 | 12.5 | 3 | 3.4 | 31 | 7.2 | 9 | 6.0 | 1 | 1.9 | 184 | 33.1 | 16 | 84.2 | 327 | 17.5 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

**Table 5-8
Fatal Truck Involvements by Route Signing and Cargo Body Style – Straight Trucks**

| Route signing | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|---------------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate | 78 | 21.5 | 24 | 11.5 | 8 | 9.1 | 34 | 7.9 | 13 | 8.6 | 3 | 5.7 | 81 | 14.6 | 4 | 21.1 | 245 | 13.1 |
| US highway | 61 | 16.9 | 43 | 20.7 | 9 | 10.2 | 83 | 19.3 | 28 | 18.5 | 6 | 11.3 | 100 | 18.0 | 5 | 26.3 | 335 | 17.9 |
| State highway | 125 | 34.5 | 78 | 37.5 | 29 | 33.0 | 163 | 37.9 | 37 | 24.5 | 18 | 34.0 | 200 | 36.0 | 6 | 31.6 | 656 | 35.1 |
| County road | 33 | 9.1 | 36 | 17.3 | 22 | 25.0 | 75 | 17.4 | 25 | 16.6 | 16 | 30.2 | 85 | 15.3 | 4 | 21.1 | 296 | 15.9 |
| Township | 11 | 3.0 | 3 | 1.4 | 1 | 1.1 | 9 | 2.1 | 9 | 6.0 | 2 | 3.8 | 14 | 2.5 | 0 | 0.0 | 49 | 2.6 |
| Municipality | 45 | 12.4 | 13 | 6.3 | 9 | 10.2 | 49 | 11.4 | 34 | 22.5 | 7 | 13.2 | 54 | 9.7 | 0 | 0.0 | 211 | 11.3 |
| Frontage road | 2 | 0.6 | 1 | 0.5 | 0 | 0.0 | 1 | 0.2 | 2 | 1.3 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 8 | 0.4 |
| Other | 4 | 1.1 | 8 | 3.8 | 9 | 10.2 | 11 | 2.6 | 3 | 2.0 | 0 | 0.0 | 18 | 3.2 | 0 | 0.0 | 53 | 2.8 |
| Unknown | 3 | 0.8 | 2 | 1.0 | 1 | 1.1 | 5 | 1.2 | 0 | 0.0 | 1 | 1.9 | 2 | 0.4 | 0 | 0.0 | 14 | 0.7 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

**Table 5-9
Fatal Truck Involvements by Land Use and Cargo Body Style – Straight Trucks**

| Land use | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|----------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Urban | 174 | 48.1 | 72 | 34.6 | 25 | 28.4 | 184 | 42.8 | 97 | 64.2 | 22 | 41.5 | 204 | 36.7 | 8 | 42.1 | 786 | 42.1 |
| Rural | 185 | 51.1 | 134 | 64.4 | 62 | 70.5 | 243 | 56.5 | 54 | 35.8 | 30 | 56.6 | 349 | 62.8 | 11 | 57.9 | 1068 | 57.2 |
| Unknown | 3 | 0.8 | 2 | 1.0 | 1 | 1.1 | 3 | 0.7 | 0 | 0.0 | 1 | 1.9 | 3 | 0.5 | 0 | 0.0 | 13 | 0.7 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

Table 5-10
Fatal Truck Involvements by Light Condition and Cargo Body Style – Straight Trucks

| Light condition | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|------------------|-----|-------|---------|-------|------|-------|------|-------|--------|-------|----------------|-------|--------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Daylight | 274 | 75.7 | 162 | 77.9 | 69 | 78.4 | 368 | 85.6 | 105 | 69.5 | 47 | 88.7 | 359 | 64.6 | 8 | 42.1 | 1392 | 74.6 |
| Dark | 47 | 13.0 | 26 | 12.5 | 13 | 14.8 | 32 | 7.4 | 15 | 9.9 | 2 | 3.8 | 114 | 20.5 | 3 | 15.8 | 252 | 13.5 |
| Dark but lighted | 27 | 7.5 | 13 | 6.3 | 3 | 3.4 | 11 | 2.6 | 24 | 15.9 | 1 | 1.9 | 55 | 9.9 | 6 | 31.6 | 140 | 7.5 |
| Dawn | 8 | 2.2 | 6 | 2.9 | 1 | 1.1 | 13 | 3.0 | 6 | 4.0 | 3 | 5.7 | 15 | 2.7 | 1 | 5.3 | 53 | 2.8 |
| Dusk | 5 | 1.4 | 1 | 0.5 | 2 | 2.3 | 6 | 1.4 | 1 | 0.7 | 0 | 0.0 | 12 | 2.2 | 1 | 5.3 | 28 | 1.5 |
| Unknown | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 2 | 0.1 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

Accident description

Table 5-11
Fatal Truck Involvements by Accident Type and Driver Injury Severity – Straight Trucks

| Accident type | Fatal injury (K) | | Incapacitating (A) | | Non-incapacitating (B) | | Complaint of pain (C) | | No injury (O) | | Unknown | | Total | |
|--|------------------|-------|--------------------|-------|------------------------|-------|-----------------------|-------|---------------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| <i>Single vehicle</i> | | | | | | | | | | | | | | |
| Ran off road | 139 | 45.9 | 12 | 10.4 | 18 | 7 | 2 | 1.0 | 12 | 1.2 | 0 | 0.0 | 183 | 9.8 |
| Hit object in road | 35 | 11.6 | 0 | 0.0 | 3 | 1.2 | 4 | 2.0 | 151 | 15.7 | 2 | 7.7 | 195 | 10.4 |
| <i>Same direction, same trafficway</i> | | | | | | | | | | | | | | |
| Rearend, truck striking | 23 | 7.6 | 5 | 4.3 | 19 | 7.4 | 7 | 3.4 | 35 | 3.6 | 0 | 0.0 | 89 | 4.8 |
| Rearend, truck struck | 5 | 1.7 | 4 | 3.5 | 13 | 5.0 | 20 | 9.8 | 100 | 10.4 | 10 | 38.5 | 152 | 8.1 |
| Sideswipe, in other's lane | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 | 1 | 0.5 | 6 | 0.6 | 1 | 3.8 | 9 | 0.5 |
| Sideswipe, in truck's lane | 2 | 0.7 | 1 | 0.9 | 1 | 0.4 | 2 | 1.0 | 18 | 1.9 | 0 | 0.0 | 24 | 1.3 |
| <i>Opposite direction, same trafficway</i> | | | | | | | | | | | | | | |
| Head-on, in other's lane | 12 | 4.0 | 9 | 7.8 | 15 | 5.8 | 8 | 3.9 | 9 | 0.9 | 0 | 0.0 | 53 | 2.8 |
| Head-on, in truck's lane | 8 | 2.6 | 29 | 25.2 | 54 | 20.9 | 37 | 18.1 | 83 | 8.6 | 0 | 0.0 | 211 | 11.3 |
| Sideswipe, in other's lane | 9 | 3.0 | 1 | 0.9 | 7 | 2.7 | 3 | 1.5 | 15 | 1.6 | 1 | 3.8 | 36 | 1.9 |
| Sideswipe, in truck's lane | 3 | 1.0 | 13 | 11.3 | 27 | 10.5 | 16 | 7.8 | 77 | 8.0 | 0 | 0.0 | 136 | 7.3 |
| <i>Change trafficway, one vehicle turning</i> | | | | | | | | | | | | | | |
| Truck turn across path | 5 | 1.7 | 4 | 3.5 | 10 | 3.9 | 6 | 2.9 | 75 | 7.8 | 0 | 0.0 | 100 | 5.4 |
| Other turn across path | 7 | 2.3 | 7 | 6.1 | 12 | 4.7 | 31 | 15.2 | 82 | 8.5 | 1 | 3.8 | 140 | 7.5 |
| <i>Intersecting paths, both going straight</i> | | | | | | | | | | | | | | |
| Truck into side of other | 10 | 3.3 | 14 | 12.2 | 35 | 13.6 | 37 | 18.1 | 94 | 9.8 | 0 | 0.0 | 190 | 10.2 |
| Other into side of truck | 5 | 1.7 | 6 | 5.2 | 13 | 5.0 | 5 | 2.5 | 25 | 2.6 | 0 | 0.0 | 54 | 2.9 |
| <i>Other accident types</i> | | | | | | | | | | | | | | |
| Truck backed into other | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 1.7 | 0 | 0.0 | 16 | 0.9 |
| Other backed into truck | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.1 | 0 | 0.0 | 2 | 0.1 |
| Untripped roll | 27 | 8.9 | 3 | 2.6 | 3 | 1.2 | 1 | 0.5 | 5 | 0.5 | 1 | 3.8 | 40 | 2.1 |
| No impact | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.4 | 0 | 0.0 | 4 | 0.2 |
| Other | 10 | 3.3 | 7 | 6.1 | 27 | 10.5 | 24 | 11.8 | 153 | 15.9 | 10 | 38.5 | 231 | 12.4 |
| Unknown | 2 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Total | 303 | 100.0 | 115 | 100.0 | 258 | 100.0 | 204 | 100.0 | 961 | 100.0 | 26 | 100.0 | 1867 | 100.0 |

Table 5-12
Fatal Truck Involvements by Manner of Collision and Cargo Body Style – Straight Trucks

| Manner of collision | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|---------------------------|------------|--------------|------------|--------------|-----------|--------------|------------|--------------|------------|--------------|----------------|--------------|------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Not applicable | 81 | 22.4 | 44 | 21.2 | 32 | 36.4 | 83 | 19.3 | 52 | 34.4 | 16 | 30.2 | 146 | 26.3 | 7 | 36.8 | 461 | 24.7 |
| Rear-end | 69 | 19.1 | 32 | 15.4 | 12 | 13.6 | 59 | 13.7 | 28 | 18.5 | 7 | 13.2 | 94 | 16.9 | 4 | 21.1 | 305 | 16.3 |
| Head-on | 55 | 15.2 | 44 | 21.2 | 15 | 17.0 | 72 | 16.7 | 22 | 14.6 | 10 | 18.9 | 94 | 16.9 | 2 | 10.5 | 314 | 16.8 |
| Front-to-side:same dir | 7 | 1.9 | 3 | 1.4 | 3 | 3.4 | 8 | 1.9 | 3 | 2.0 | 2 | 3.8 | 16 | 2.9 | 0 | 0.0 | 42 | 2.2 |
| Front-to-side:opp dir | 38 | 10.5 | 22 | 10.6 | 3 | 3.4 | 49 | 11.4 | 8 | 5.3 | 4 | 7.5 | 53 | 9.5 | 1 | 5.3 | 178 | 9.5 |
| Front-to-side:right angle | 86 | 23.8 | 51 | 24.5 | 17 | 19.3 | 121 | 28.1 | 30 | 19.9 | 9 | 17.0 | 108 | 19.4 | 3 | 15.8 | 425 | 22.8 |
| Front-to-side:unk dir | 2 | 0.6 | 1 | 0.5 | 0 | 0.0 | 8 | 1.9 | 2 | 1.3 | 2 | 3.8 | 4 | 0.7 | 1 | 5.3 | 20 | 1.1 |
| Sideswipe:same direction | 11 | 3.0 | 1 | 0.5 | 4 | 4.5 | 9 | 2.1 | 3 | 2.0 | 0 | 0.0 | 12 | 2.2 | 0 | 0.0 | 40 | 2.1 |
| Sideswipe:opp. direction | 10 | 2.8 | 5 | 2.4 | 2 | 2.3 | 14 | 3.3 | 0 | 0.0 | 2 | 3.8 | 22 | 4.0 | 1 | 5.3 | 56 | 3.0 |
| Rear-to-side | 1 | 0.3 | 2 | 1.0 | 0 | 0.0 | 2 | 0.5 | 1 | 0.7 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 8 | 0.4 |
| Other | 1 | 0.3 | 3 | 1.4 | 0 | 0.0 | 3 | 0.7 | 2 | 1.3 | 0 | 0.0 | 5 | 0.9 | 0 | 0.0 | 14 | 0.7 |
| Unknown | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 1 | 1.9 | 0 | 0.0 | 0 | 0.0 | 4 | 0.2 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

Table 5-13
Fatal Truck Involvements by Driver Injury Severity and Cargo Body Style – Straight Trucks

| Driver injury severity | Van | | Flatbed | | Tank | | Dump | | Refuse | | Concrete mixer | | Other* | | Unknown | | Total | |
|------------------------|------------|--------------|------------|--------------|-----------|--------------|------------|--------------|------------|--------------|----------------|--------------|------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Fatal injury (K) | 64 | 17.7 | 39 | 18.8 | 23 | 26.1 | 54 | 12.6 | 17 | 11.3 | 12 | 22.6 | 91 | 16.4 | 3 | 15.8 | 303 | 16.2 |
| Incapacitating (A) | 26 | 7.2 | 15 | 7.2 | 5 | 5.7 | 17 | 4.0 | 7 | 4.6 | 3 | 5.7 | 42 | 7.6 | 0 | 0.0 | 115 | 6.2 |
| Non-incapacitating (B) | 56 | 15.5 | 21 | 10.1 | 10 | 11.4 | 68 | 15.8 | 12 | 7.9 | 7 | 13.2 | 82 | 14.7 | 2 | 10.5 | 258 | 13.8 |
| Complaint of pain (C) | 31 | 8.6 | 28 | 13.5 | 8 | 9.1 | 42 | 9.8 | 15 | 9.9 | 8 | 15.1 | 69 | 12.4 | 3 | 15.8 | 204 | 10.9 |
| No injury (O) | 183 | 50.6 | 101 | 48.6 | 41 | 46.6 | 246 | 57.2 | 96 | 63.6 | 23 | 43.4 | 260 | 46.8 | 11 | 57.9 | 961 | 51.5 |
| Unknown | 2 | 0.6 | 4 | 1.9 | 1 | 1.1 | 3 | 0.7 | 4 | 2.6 | 0 | 0.0 | 12 | 2.2 | 0 | 0.0 | 26 | 1.4 |
| Total | 362 | 100.0 | 208 | 100.0 | 88 | 100.0 | 430 | 100.0 | 151 | 100.0 | 53 | 100.0 | 556 | 100.0 | 19 | 100.0 | 1867 | 100.0 |

* Note: The Other category includes ten pole/logging trucks and twenty-one auto carriers.

Table 5-14
Fatal Truck Involvements by Driver Injury Severity and Rollover, Fire, Ejection Status – Straight Trucks

| Fire, rollover, and ejection | Fatal injury (K) | | Incapacitating (A) | | Non-incapacitating (B) | | Complaint of pain (C) | | No. injury (O) | | Unknown | | Total | |
|------------------------------|------------------|--------------|--------------------|--------------|------------------------|--------------|-----------------------|--------------|----------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Rollover only | 75 | 24.8 | 30 | 26.1 | 51 | 19.8 | 19 | 9.3 | 32 | 3.3 | 1 | 3.8 | 208 | 11.1 |
| Fire only | 16 | 5.3 | 2 | 1.7 | 7 | 2.7 | 1 | 0.5 | 8 | 0.8 | 0 | 0.0 | 34 | 1.8 |
| Ejection only | 28 | 9.2 | 3 | 2.6 | 0 | 0.0 | 1 | 0.5 | 1 | 0.1 | 0 | 0.0 | 33 | 1.8 |
| Rollover and fire | 9 | 3.0 | 3 | 2.6 | 0 | 0.0 | 1 | 0.5 | 0 | 0.0 | 0 | 0.0 | 13 | 0.7 |
| Rollover & ejection | 73 | 24.1 | 3 | 2.6 | 3 | 1.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 79 | 4.2 |
| Rollover, fire & eject | 1 | 0.3 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| None | 99 | 32.7 | 74 | 64.3 | 195 | 75.6 | 182 | 89.2 | 920 | 95.7 | 3 | 11.5 | 1473 | 78.9 |
| Unknown | 2 | 0.7 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 22 | 84.6 | 25 | 1.3 |
| Total | 303 | 100.0 | 115 | 100.0 | 258 | 100.0 | 204 | 100.0 | 961 | 100.0 | 26 | 100.0 | 1867 | 100.0 |

Tractors

This section provides descriptive statistics on tractor combinations involved in a fatal traffic accident in 2006. All truck configurations in which the power unit is a truck-tractor are included in this section. A tractor is a truck power unit with a fifth-wheel designed to pull semitrailers. Tractor configurations include tractors pulling no trailers (bobtail), tractors pulling one or more semitrailers, and other configurations with supplementary units such as jeeps that permit hauling very heavy loads or configurations in which the tractor towed other tractors by means of saddlemounts. Most tables cover all tractor combinations, but some are limited to tractor-semitrailers and some are limited to tractors with two trailers (doubles).

- Truck configurations in which the power unit was a tractor accounted for 3,333 of the 5,250 trucks (63.5%) involved in a fatal accident in 2006.
- 94.5% of the power units in tractor combinations were Class 8 (over 33,000 lbs.) Gross Vehicle Weight Rating (GVWR).
- 25.9% of tractor combinations were empty at the time of the accident; while the most common cargo was general freight with 26.6% of tractor involvements.
- 91.4% of tractor-semitrailer configurations consisted of a three-axle tractor pulling a two-axle trailer. 53.2% of doubles (two trailers) consisted of a two-axle tractor with a one-axle first trailer and a two-axle second trailer.
- 67.9% of tractor combinations were operated by for-hire, interstate carriers; 13.1% of tractors were operated by private, interstate carriers.
- 21.1% of tractor combinations were on a local trip (within 50 miles of base) at the time of the accident; 18.5% were on a trip over 500 miles.
- 473 tractor drivers were fatally injured in a traffic accident; 52.5% of the fatalities occurred in single vehicle crashes; 5.1% involved hitting an object in the road, while 47.4% were ran-off-road crashes.

Configuration

Table 6-1
Fatal Truck Involvements by Tractor Configuration

| Configuration | No. | Pct. |
|--------------------------------------|------|-------|
| <i>Tractor, no trailers</i> | | |
| Bobtail tractor | 95 | 2.9 |
| Tractor carrying cargo | 7 | 0.2 |
| <i>Subtotal</i> | 102 | 3.1 |
| <i>Tractor, 1 trailer</i> | | |
| Tractor and semitrailer | 3054 | 91.6 |
| Tractor + other (nonsemitrailer) | 7 | 0.2 |
| Tractor + semitrailer + A dolly | 2 | 0.1 |
| Tractor + full trailer | 1 | 0.0 |
| Tractor + gooseneck + other | 5 | 0.2 |
| <i>Subtotal</i> | 3069 | 92.1 |
| <i>Tractor, 2 trailers</i> | | |
| Double with A dolly | 86 | 2.6 |
| Double, B train | 2 | 0.1 |
| Double with C dolly | 2 | 0.1 |
| Double with unknown dolly | 6 | 0.2 |
| Tractor + semitrailer + full trailer | 59 | 1.8 |
| Tractor + semitrailer + other | 1 | 0.0 |
| <i>Subtotal</i> | 156 | 4.7 |
| <i>Tractor, 3 trailers</i> | | |
| Triple with A dollies | 2 | 0.1 |
| <i>Subtotal</i> | 2 | 0.1 |
| <i>Other tractor combinations</i> | | |
| Tractor + semitrailer + jeep | 1 | 0.0 |
| Tractor + jeep + semitrailer | 1 | 0.0 |
| Tractor + jeep + semitrailer + other | 2 | 0.1 |
| <i>Subtotal</i> | 4 | 0.1 |
| <i>Total tractors</i> | 3333 | 100.0 |

**Table 6-2
Fatal Truck Involvements by Cargo Body Style and Truck Configuration – Tractor Combinations**

| Cargo body style | Tractor, no trailers | | Tractor, 1 trailer | | Tractor, 2 trailers | | Tractor, 3 trailers | | Other tractor combinations | | Total | |
|---------------------|----------------------|--------------|--------------------|--------------|---------------------|--------------|---------------------|--------------|----------------------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Tractor/no trailers | 102 | 100.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 102 | 3.1 |
| Van | 0 | 0.0 | 1283 | 41.8 | 82 | 52.6 | 2 | 100.0 | 0 | 0.0 | 1367 | 41.0 |
| Open top van | 0 | 0.0 | 37 | 1.2 | 3 | 1.9 | 0 | 0.0 | 0 | 0.0 | 40 | 1.2 |
| Refrigerated van | 0 | 0.0 | 380 | 12.4 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 382 | 11.5 |
| Livestock carrier | 0 | 0.0 | 28 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 28 | 0.8 |
| Flatbed | 0 | 0.0 | 434 | 14.1 | 14 | 9.0 | 0 | 0.0 | 0 | 0.0 | 448 | 13.4 |
| Lowboy | 0 | 0.0 | 53 | 1.7 | 1 | 0.6 | 0 | 0.0 | 3 | 75.0 | 57 | 1.7 |
| Flatbed with equip. | 0 | 0.0 | 6 | 0.2 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 |
| Flatbed with sides | 0 | 0.0 | 15 | 0.5 | 2 | 1.3 | 0 | 0.0 | 0 | 0.0 | 17 | 0.5 |
| Pole/logging | 0 | 0.0 | 116 | 3.8 | 0 | 0.0 | 0 | 0.0 | 1 | 25.0 | 117 | 3.5 |
| Tank:liquid/gaseous | 0 | 0.0 | 243 | 7.9 | 9 | 5.8 | 0 | 0.0 | 0 | 0.0 | 252 | 7.6 |
| Tank:dry bulk | 0 | 0.0 | 58 | 1.9 | 9 | 5.8 | 0 | 0.0 | 0 | 0.0 | 67 | 2.0 |
| Auto carrier | 0 | 0.0 | 15 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 15 | 0.5 |
| Dump | 0 | 0.0 | 240 | 7.8 | 8 | 5.1 | 0 | 0.0 | 0 | 0.0 | 248 | 7.4 |
| Hopper bottom | 0 | 0.0 | 87 | 2.8 | 24 | 15.4 | 0 | 0.0 | 0 | 0.0 | 111 | 3.3 |
| Refuse | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.2 |
| Other | 0 | 0.0 | 52 | 1.7 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 53 | 1.6 |
| Unknown | 0 | 0.0 | 16 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.5 |
| Total | 102 | 100.0 | 3069 | 100.0 | 156 | 100.0 | 2 | 100.0 | 4 | 100.0 | 3333 | 100.0 |

Table 6-3
Fatal Truck Involvements by Cargo Type and Truck Configuration – Tractor Combinations

| Cargo type | Tractor, no trailers | | Tractor, 1 trailer | | Tractor, 2 trailers | | Tractor, 3 trailers | | Other tractor combinations | | Total | |
|-----------------------|----------------------|--------------|--------------------|--------------|---------------------|--------------|---------------------|--------------|----------------------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty/bobtail | 95 | 93.1 | 732 | 23.9 | 36 | 23.1 | 0 | 0.0 | 0 | 0.0 | 863 | 25.9 |
| General freight | 0 | 0.0 | 814 | 26.5 | 69 | 44.2 | 2 | 100.0 | 0 | 0.0 | 885 | 26.6 |
| Household goods | 0 | 0.0 | 16 | 0.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.5 |
| Building materials | 0 | 0.0 | 43 | 1.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 43 | 1.3 |
| Metal (coils, sheets) | 0 | 0.0 | 116 | 3.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 116 | 3.5 |
| Heavy machinery | 0 | 0.0 | 51 | 1.7 | 1 | 0.6 | 0 | 0.0 | 1 | 25.0 | 53 | 1.6 |
| Large objects | 0 | 0.0 | 60 | 2.0 | 3 | 1.9 | 0 | 0.0 | 3 | 75.0 | 66 | 2.0 |
| Motor vehicles | 0 | 0.0 | 11 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 0.3 |
| Piggyback/towaway | 7 | 6.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 |
| Gases in bulk | 0 | 0.0 | 22 | 0.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 |
| Solids in bulk | 0 | 0.0 | 356 | 11.6 | 23 | 14.7 | 0 | 0.0 | 0 | 0.0 | 379 | 11.4 |
| Liquids in bulk | 0 | 0.0 | 143 | 4.7 | 6 | 3.8 | 0 | 0.0 | 0 | 0.0 | 149 | 4.5 |
| Explosives | 0 | 0.0 | 1 | 0.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Logs/poles/lumber | 0 | 0.0 | 158 | 5.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 158 | 4.7 |
| Refrigerated foods | 0 | 0.0 | 275 | 9.0 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 276 | 8.3 |
| Mobile home | 0 | 0.0 | 6 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.2 |
| Farm products | 0 | 0.0 | 25 | 0.8 | 6 | 3.8 | 0 | 0.0 | 0 | 0.0 | 31 | 0.9 |
| Live animals | 0 | 0.0 | 22 | 0.7 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 23 | 0.7 |
| Other | 0 | 0.0 | 4 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Cargo, unk. type | 0 | 0.0 | 46 | 1.5 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 46 | 1.4 |
| Unknown | 0 | 0.0 | 168 | 5.5 | 9 | 5.8 | 0 | 0.0 | 0 | 0.0 | 177 | 5.3 |
| Total | 102 | 100.0 | 3069 | 100.0 | 156 | 100.0 | 2 | 100.0 | 4 | 100.0 | 3333 | 100.0 |

Table 6-4
Fatal Truck Involvements by Cargo Type and Cargo Body Style – Tractor Combinations

| Cargo type | Tractor/ no trailers | | Van | | Open top van | | Refrigerated van | | Livestock carrier | | Flatbed | | Lowboy | | Flatbed with equipment | | Flatbed with sides | | Pole/logging | |
|-----------------------|-------------------------|--------------|-------------|--------------|-----------------|--------------|---------------------|--------------|----------------------|--------------|------------|--------------|-----------|--------------|---------------------------|--------------|-----------------------|--------------|--------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty/bobtail | 95 | 93.1 | 258 | 18.9 | 11 | 27.5 | 45 | 11.8 | 11 | 39.3 | 107 | 23.9 | 25 | 43.9 | 1 | 14.3 | 5 | 29.4 | 35 | 29.9 |
| General freight | 0 | 0.0 | 814 | 59.5 | 2 | 5.0 | 37 | 9.7 | 0 | 0.0 | 26 | 5.8 | 0 | 0.0 | 0 | 0.0 | 4 | 23.5 | 0 | 0.0 |
| Household goods | 0 | 0.0 | 16 | 1.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Building materials | 0 | 0.0 | 15 | 1.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 26 | 5.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Metal (coils, sheets) | 0 | 0.0 | 13 | 1.0 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 93 | 20.8 | 1 | 1.8 | 0 | 0.0 | 6 | 35.3 | 0 | 0.0 |
| Heavy machinery | 0 | 0.0 | 5 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 27 | 6.0 | 19 | 33.3 | 2 | 28.6 | 0 | 0.0 | 0 | 0.0 |
| Large objects | 0 | 0.0 | 8 | 0.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 40 | 8.9 | 10 | 17.5 | 1 | 14.3 | 0 | 0.0 | 1 | 0.9 |
| Motor vehicles | 0 | 0.0 | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Piggyback/towaway | 7 | 6.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Gases in bulk | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Solids in bulk | 0 | 0.0 | 56 | 4.1 | 27 | 67.5 | 8 | 2.1 | 0 | 0.0 | 18 | 4.0 | 0 | 0.0 | 1 | 14.3 | 0 | 0.0 | 0 | 0.0 |
| Liquids in bulk | 0 | 0.0 | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Explosives | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Logs/poles/lumber | 0 | 0.0 | 8 | 0.6 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 67 | 15.0 | 0 | 0.0 | 1 | 14.3 | 0 | 0.0 | 80 | 68.4 |
| Refrigerated foods | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 274 | 71.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Mobile home | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Farm products | 0 | 0.0 | 5 | 0.4 | 0 | 0.0 | 2 | 0.5 | 0 | 0.0 | 18 | 4.0 | 0 | 0.0 | 0 | 0.0 | 1 | 5.9 | 0 | 0.0 |
| Live animals | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 57.1 | 4 | 0.9 | 0 | 0.0 | 1 | 14.3 | 0 | 0.0 | 0 | 0.0 |
| Other | 0 | 0.0 | 3 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Cargo, unk. type | 0 | 0.0 | 37 | 2.7 | 0 | 0.0 | 5 | 1.3 | 0 | 0.0 | 2 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Unknown | 0 | 0.0 | 119 | 8.7 | 0 | 0.0 | 8 | 2.1 | 1 | 3.6 | 17 | 3.8 | 2 | 3.5 | 0 | 0.0 | 1 | 5.9 | 1 | 0.9 |
| Total | 102 | 100.0 | 1367 | 100.0 | 40 | 100.0 | 382 | 100.0 | 28 | 100.0 | 448 | 100.0 | 57 | 100.0 | 7 | 100.0 | 17 | 100.0 | 117 | 100.0 |

Table 6-4 (continued)

| Cargo type | Tank liquid/gas | | Tank dry bulk | | Auto carrier | | Dump | | Hopper bottom | | Refuse | | Other | | Unknown | | Total | |
|-----------------------|-----------------|-------|---------------|-------|--------------|-------|------|-------|---------------|-------|--------|-------|-------|-------|---------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty/bobtail | 81 | 32.1 | 26 | 38.8 | 9 | 60.0 | 92 | 37.1 | 40 | 36.0 | 3 | 50.0 | 19 | 35.8 | 0 | 0.0 | 863 | 25.9 |
| General freight | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 885 | 26.6 |
| Household goods | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.5 |
| Building materials | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 6.3 | 43 | 1.3 |
| Metal (coils, sheets) | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.4 | 0 | 0.0 | 0 | 0.0 | 1 | 1.9 | 0 | 0.0 | 116 | 3.5 |
| Heavy machinery | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 53 | 1.6 |
| Large objects | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 11.3 | 0 | 0.0 | 66 | 2.0 |
| Motor vehicles | 0 | 0.0 | 0 | 0.0 | 6 | 40.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 11 | 0.3 |
| Piggyback/towaway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 0.2 |
| Gases in bulk | 22 | 8.7 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 |
| Solids in bulk | 0 | 0.0 | 40 | 59.7 | 0 | 0.0 | 149 | 60.1 | 65 | 58.6 | 2 | 33.3 | 12 | 22.6 | 1 | 6.3 | 379 | 11.4 |
| Liquids in bulk | 146 | 57.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 149 | 4.5 |
| Explosives | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Logs/poles/lumber | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 158 | 4.7 |
| Refrigerated foods | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 276 | 8.3 |
| Mobile home | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 11.3 | 0 | 0.0 | 6 | 0.2 |
| Farm products | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 1.8 | 0 | 0.0 | 3 | 5.7 | 0 | 0.0 | 31 | 0.9 |
| Live animals | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 3.8 | 0 | 0.0 | 23 | 0.7 |
| Other | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Cargo, unk. type | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 12.5 | 46 | 1.4 |
| Unknown | 3 | 1.2 | 1 | 1.5 | 0 | 0.0 | 3 | 1.2 | 4 | 3.6 | 1 | 16.7 | 4 | 7.5 | 12 | 75.0 | 177 | 5.3 |
| Total | 252 | 100.0 | 67 | 100.0 | 15 | 100.0 | 248 | 100.0 | 111 | 100.0 | 6 | 100.0 | 53 | 100.0 | 16 | 100.0 | 3333 | 100.0 |

Table 6-5
Fatal Truck Involvements by Cargo Type and Cargo Body Style Groups – Tractor Combinations

| Cargo type | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|-----------------------|------|-------|---------|-------|------|-------|------|-------|-----------|-------|--------------|-------|--------|-------|----------|-------|-------|-------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Empty/bobtail | 314 | 17.6 | 138 | 26.1 | 107 | 33.5 | 132 | 36.8 | 11 | 39.3 | 35 | 29.9 | 31 | 41.9 | 95 | 80.5 | 863 | 25.9 |
| General freight | 853 | 47.7 | 30 | 5.7 | 0 | 0.0 | 2 | 0.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 885 | 26.6 |
| Household goods | 16 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.5 |
| Building materials | 15 | 0.8 | 26 | 4.9 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.8 | 43 | 1.3 |
| Metal (coils, sheets) | 14 | 0.8 | 100 | 18.9 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 1.4 | 0 | 0.0 | 116 | 3.5 |
| Heavy machinery | 5 | 0.3 | 48 | 9.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 53 | 1.6 |
| Large objects | 8 | 0.4 | 51 | 9.6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.9 | 6 | 8.1 | 0 | 0.0 | 66 | 2.0 |
| Motor vehicles | 3 | 0.2 | 2 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 8.1 | 0 | 0.0 | 11 | 0.3 |
| Piggyback/towaway | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 7 | 5.9 | 7 | 0.2 |
| Gases in bulk | 0 | 0.0 | 0 | 0.0 | 22 | 6.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 22 | 0.7 |
| Solids in bulk | 91 | 5.1 | 19 | 3.6 | 40 | 12.5 | 214 | 59.6 | 0 | 0.0 | 0 | 0.0 | 14 | 18.9 | 1 | 0.8 | 379 | 11.4 |
| Liquids in bulk | 3 | 0.2 | 0 | 0.0 | 146 | 45.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 149 | 4.5 |
| Explosives | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Logs/poles/lumber | 10 | 0.6 | 68 | 12.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 80 | 68.4 | 0 | 0.0 | 0 | 0.0 | 158 | 4.7 |
| Refrigerated foods | 276 | 15.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 276 | 8.3 |
| Mobile home | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 8.1 | 0 | 0.0 | 6 | 0.2 |
| Farm products | 7 | 0.4 | 19 | 3.6 | 0 | 0.0 | 2 | 0.6 | 0 | 0.0 | 0 | 0.0 | 3 | 4.1 | 0 | 0.0 | 31 | 0.9 |
| Live animals | 0 | 0.0 | 5 | 0.9 | 0 | 0.0 | 0 | 0.0 | 16 | 57.1 | 0 | 0.0 | 2 | 2.7 | 0 | 0.0 | 23 | 0.7 |
| Other | 3 | 0.2 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| Cargo, unk. type | 42 | 2.3 | 2 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 1.7 | 46 | 1.4 |
| Unknown | 127 | 7.1 | 20 | 3.8 | 4 | 1.3 | 7 | 1.9 | 1 | 3.6 | 1 | 0.9 | 5 | 6.8 | 12 | 10.2 | 177 | 5.3 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-6
Fatal Truck Involvements by Gross Vehicle Weight Rating and Truck Configuration – Tractor Combinations

| Gross vehicle weight rating (lbs) | Tractor, no trailers | | Tractor, 1 trailer | | Tractor, 2 trailers | | Tractor, 3 trailers | | Other tractor combs | | Total | |
|-----------------------------------|----------------------|--------------|--------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Class 6: 19,501-26,000 | 1 | 1.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 6 | 0.2 |
| Class 7: 26,001-33,000 | 4 | 3.9 | 97 | 3.2 | 62 | 39.7 | 1 | 50.0 | 0 | 0.0 | 164 | 4.9 |
| Class 8: 33,001+ | 95 | 93.1 | 2956 | 96.3 | 93 | 59.6 | 1 | 50.0 | 4 | 100.0 | 3149 | 94.5 |
| Unknown | 2 | 2.0 | 11 | 0.4 | 1 | 0.6 | 0 | 0.0 | 0 | 0.0 | 14 | 0.4 |
| Total | 102 | 100.0 | 3069 | 100.0 | 156 | 100.0 | 2 | 100.0 | 4 | 100.0 | 3333 | 100.0 |

Note: Gross Vehicle Weight Rating (GVWR) pertains to the power unit.

Table 6-7
Fatal Truck Involvements by Gross Vehicle Weight Rating and Cargo Body Style – Tractor Combinations

| Gross vehicle weight rating (lbs) | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|-----------------------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Class 6: 19,501-26,000 | 1 | 0.1 | 1 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 4.1 | 1 | 0.8 | 6 | 0.2 |
| Class 7: 26,001-33,000 | 117 | 6.5 | 10 | 1.9 | 7 | 2.2 | 17 | 4.7 | 1 | 3.6 | 1 | 0.9 | 5 | 6.8 | 6 | 5.1 | 164 | 4.9 |
| Class 8: 33,001+ | 1666 | 93.1 | 514 | 97.2 | 312 | 97.8 | 342 | 95.3 | 27 | 96.4 | 116 | 99.1 | 66 | 89.2 | 106 | 89.8 | 3149 | 94.5 |
| Unknown | 5 | 0.3 | 4 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 5 | 4.2 | 14 | 0.4 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.
Gross Vehicle Weight Rating (GVWR) pertains to the power unit.

Table 6-8A
Fatal Truck Involvements by Axle Combinations – Tractors, No Trailers

| Power unit axles | No. | Pct. |
|------------------|------------|--------------|
| 2 | 11 | 10.8 |
| 3 | 90 | 88.2 |
| Unknown | 1 | 1.0 |
| Total | 102 | 100.0 |

Table 6-8B
Fatal Truck Involvements by Axle Combinations – TRACTOR-SEMITRAILERS

| Power unit axles | 1st trailer axles | No. | Pct. |
|------------------|-------------------|------|-------|
| 2 | 1 | 31 | 1.0 |
| 2 | 2 | 75 | 2.5 |
| 2 | 3 | 1 | 0.0 |
| 3 | 1 | 3 | 0.1 |
| 3 | 2 | 2790 | 91.4 |
| 3 | 3 | 64 | 2.1 |
| 3 | 4 | 14 | 0.5 |
| 3 | 5 | 2 | 0.1 |
| 3 | 8 | 2 | 0.1 |
| 4 | 2 | 4 | 0.1 |
| 4 | 3 | 8 | 0.3 |
| 4 | 4 | 6 | 0.2 |
| Unknown | | 54 | 1.8 |
| Total | | 3054 | 100.0 |

Table 6-8C
Fatal Truck Involvements by Axle Combinations – DOUBLES

| Power unit axles | 1st trailer axles | 2nd trailer axles | No. | Pct. |
|------------------|-------------------|-------------------|-----|-------|
| 2 | 1 | 1 | 1 | 0.6 |
| 2 | 1 | 2 | 83 | 53.2 |
| 2 | 2 | 2 | 2 | 1.3 |
| 3 | 1 | 2 | 32 | 20.5 |
| 3 | 2 | 2 | 20 | 12.8 |
| 3 | 2 | 3 | 3 | 1.9 |
| 3 | 2 | 4 | 3 | 1.9 |
| 3 | 3 | 2 | 2 | 1.3 |
| 3 | 3 | 3 | 1 | 0.6 |
| 3 | 3 | 5 | 2 | 1.3 |
| 3 | 4 | 3 | 1 | 0.6 |
| 3 | 4 | 4 | 1 | 0.6 |
| 4 | 2 | 3 | 1 | 0.6 |
| Unknown | | | 4 | 2.6 |
| Total | | | 156 | 100.0 |

Vehicle use

Table 6-9
Fatal Truck Involvements by Carrier Type and Truck Configuration – Tractor Combinations

| Carrier type | Tractor, no trailers | | Tractor, 1 trailer | | Tractor, 2 trailers | | Tractor, 3 trailers | | Other tractor combs | | Total | |
|---------------------|----------------------|--------------|--------------------|--------------|---------------------|--------------|---------------------|--------------|---------------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate private | 13 | 12.7 | 409 | 13.3 | 14 | 9.0 | 0 | 0.0 | 0 | 0.0 | 436 | 13.1 |
| Interstate for-hire | 59 | 57.8 | 2095 | 68.3 | 105 | 67.3 | 2 | 100.0 | 3 | 75.0 | 2264 | 67.9 |
| Intrastate private | 12 | 11.8 | 182 | 5.9 | 10 | 6.4 | 0 | 0.0 | 1 | 25.0 | 205 | 6.2 |
| Intrastate for-hire | 13 | 12.7 | 229 | 7.5 | 23 | 14.7 | 0 | 0.0 | 0 | 0.0 | 265 | 8.0 |
| Personal use only | 0 | 0.0 | 1 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 0.0 |
| Government owned | 0 | 0.0 | 8 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 8 | 0.2 |
| Daily rental | 0 | 0.0 | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Unknown | 5 | 4.9 | 143 | 4.7 | 4 | 2.6 | 0 | 0.0 | 0 | 0.0 | 152 | 4.6 |
| Total | 102 | 100.0 | 3069 | 100.0 | 156 | 100.0 | 2 | 100.0 | 4 | 100.0 | 3333 | 100.0 |

Table 6-10
Fatal Truck Involvements by Carrier Type and Cargo Body Style – Tractor Combinations

| Carrier type | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|---------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate private | 177 | 9.9 | 87 | 16.4 | 56 | 17.6 | 53 | 14.8 | 6 | 21.4 | 24 | 20.5 | 20 | 27.0 | 13 | 11.0 | 436 | 13.1 |
| Interstate for-hire | 1454 | 81.3 | 344 | 65.0 | 206 | 64.6 | 118 | 32.9 | 19 | 67.9 | 28 | 23.9 | 30 | 40.5 | 65 | 55.1 | 2264 | 67.9 |
| Intrastate private | 34 | 1.9 | 40 | 7.6 | 30 | 9.4 | 58 | 16.2 | 1 | 3.6 | 20 | 17.1 | 10 | 13.5 | 12 | 10.2 | 205 | 6.2 |
| Intrastate for-hire | 49 | 2.7 | 31 | 5.9 | 22 | 6.9 | 110 | 30.6 | 2 | 7.1 | 28 | 23.9 | 9 | 12.2 | 14 | 11.9 | 265 | 8.0 |
| Personal use only | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 1.4 | 0 | 0.0 | 1 | 0.0 |
| Government owned | 5 | 0.3 | 1 | 0.2 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 1 | 1.4 | 0 | 0.0 | 8 | 0.2 |
| Daily rental | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Unknown | 68 | 3.8 | 26 | 4.9 | 5 | 1.6 | 19 | 5.3 | 0 | 0.0 | 17 | 14.5 | 3 | 4.1 | 14 | 11.9 | 152 | 4.6 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-11
Fatal Truck Involvements by Trip Type and Cargo Body Style – Tractor Combinations

| Trip type | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|------------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Local | 166 | 9.3 | 111 | 21.0 | 77 | 24.1 | 200 | 55.7 | 3 | 10.7 | 62 | 53.0 | 28 | 37.8 | 55 | 46.6 | 702 | 21.1 |
| 51-100 miles | 151 | 8.4 | 54 | 10.2 | 65 | 20.4 | 67 | 18.7 | 2 | 7.1 | 24 | 20.5 | 13 | 17.6 | 12 | 10.2 | 388 | 11.6 |
| 101-150 | 93 | 5.2 | 36 | 6.8 | 40 | 12.5 | 18 | 5.0 | 1 | 3.6 | 1 | 0.9 | 3 | 4.1 | 5 | 4.2 | 197 | 5.9 |
| 151-200 | 93 | 5.2 | 43 | 8.1 | 33 | 10.3 | 16 | 4.5 | 1 | 3.6 | 3 | 2.6 | 6 | 8.1 | 4 | 3.4 | 199 | 6.0 |
| 201-500 | 415 | 23.2 | 100 | 18.9 | 45 | 14.1 | 22 | 6.1 | 9 | 32.1 | 3 | 2.6 | 7 | 9.5 | 8 | 6.8 | 609 | 18.3 |
| Over 500 | 471 | 26.3 | 94 | 17.8 | 26 | 8.2 | 2 | 0.6 | 7 | 25.0 | 0 | 0.0 | 9 | 12.2 | 6 | 5.1 | 615 | 18.5 |
| Unk over-the-road dist | 89 | 5.0 | 15 | 2.8 | 5 | 1.6 | 2 | 0.6 | 3 | 10.7 | 2 | 1.7 | 0 | 0.0 | 3 | 2.5 | 119 | 3.6 |
| Unknown | 311 | 17.4 | 76 | 14.4 | 28 | 8.8 | 32 | 8.9 | 2 | 7.1 | 22 | 18.8 | 8 | 10.8 | 25 | 21.2 | 504 | 15.1 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-12
Fatal Truck Involvements by Route Signing and Cargo Body Style – Tractor Combinations

| Route signing | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|---------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Interstate | 794 | 44.4 | 141 | 26.7 | 63 | 19.7 | 35 | 9.7 | 7 | 25.0 | 4 | 3.4 | 18 | 24.3 | 31 | 26.3 | 1093 | 32.8 |
| US highway | 417 | 23.3 | 159 | 30.1 | 82 | 25.7 | 115 | 32.0 | 15 | 53.6 | 27 | 23.1 | 18 | 24.3 | 25 | 21.2 | 858 | 25.7 |
| State highway | 383 | 21.4 | 151 | 28.5 | 127 | 39.8 | 138 | 38.4 | 6 | 21.4 | 65 | 55.6 | 21 | 28.4 | 32 | 27.1 | 923 | 27.7 |
| County road | 60 | 3.4 | 36 | 6.8 | 24 | 7.5 | 27 | 7.5 | 0 | 0.0 | 18 | 15.4 | 9 | 12.2 | 13 | 11.0 | 187 | 5.6 |
| Township | 11 | 0.6 | 4 | 0.8 | 0 | 0.0 | 4 | 1.1 | 0 | 0.0 | 0 | 0.0 | 1 | 1.4 | 3 | 2.5 | 23 | 0.7 |
| Municipality | 82 | 4.6 | 25 | 4.7 | 6 | 1.9 | 27 | 7.5 | 0 | 0.0 | 0 | 0.0 | 5 | 6.8 | 11 | 9.3 | 156 | 4.7 |
| Frontage road | 9 | 0.5 | 0 | 0.0 | 3 | 0.9 | 4 | 1.1 | 0 | 0.0 | 0 | 0.0 | 1 | 1.4 | 0 | 0.0 | 17 | 0.5 |
| Other | 20 | 1.1 | 9 | 1.7 | 13 | 4.1 | 8 | 2.2 | 0 | 0.0 | 1 | 0.9 | 0 | 0.0 | 2 | 1.7 | 53 | 1.6 |
| Unknown | 13 | 0.7 | 4 | 0.8 | 1 | 0.3 | 1 | 0.3 | 0 | 0.0 | 2 | 1.7 | 1 | 1.4 | 1 | 0.8 | 23 | 0.7 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-13
Fatal Truck Involvements by Land Use and Cargo Body Style – Tractor Combinations

| Land use | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|--------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Urban | 667 | 37.3 | 155 | 29.3 | 96 | 30.1 | 103 | 28.7 | 1 | 3.6 | 16 | 13.7 | 19 | 25.7 | 48 | 40.7 | 1105 | 33.2 |
| Rural | 1111 | 62.1 | 370 | 69.9 | 222 | 69.6 | 253 | 70.5 | 27 | 96.4 | 99 | 84.6 | 54 | 73.0 | 69 | 58.5 | 2205 | 66.2 |
| Unknown | 11 | 0.6 | 4 | 0.8 | 1 | 0.3 | 3 | 0.8 | 0 | 0.0 | 2 | 1.7 | 1 | 1.4 | 1 | 0.8 | 23 | 0.7 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-14
Fatal Truck Involvements by Light Condition and Cargo Body Style – Tractor Combinations

| Light condition | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Daylight | 927 | 51.8 | 342 | 64.7 | 177 | 55.5 | 272 | 75.8 | 15 | 53.6 | 93 | 79.5 | 48 | 64.9 | 71 | 60.2 | 1945 | 58.4 |
| Dark | 585 | 32.7 | 134 | 25.3 | 110 | 34.5 | 64 | 17.8 | 9 | 32.1 | 14 | 12.0 | 17 | 23.0 | 31 | 26.3 | 964 | 28.9 |
| Dark but lighted | 210 | 11.7 | 23 | 4.3 | 20 | 6.3 | 15 | 4.2 | 1 | 3.6 | 3 | 2.6 | 7 | 9.5 | 9 | 7.6 | 288 | 8.6 |
| Dawn | 42 | 2.3 | 24 | 4.5 | 9 | 2.8 | 6 | 1.7 | 2 | 7.1 | 6 | 5.1 | 1 | 1.4 | 3 | 2.5 | 93 | 2.8 |
| Dusk | 21 | 1.2 | 6 | 1.1 | 3 | 0.9 | 2 | 0.6 | 1 | 3.6 | 1 | 0.9 | 1 | 1.4 | 2 | 1.7 | 37 | 1.1 |
| Unknown | 4 | 0.2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 1.7 | 6 | 0.2 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Accident description

Table 6-15
Fatal Truck Involvements by Manner of Collision and Cargo Body Style – Tractor Combinations

| Manner of collision | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|----------------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Not applicable | 367 | 20.5 | 116 | 21.9 | 76 | 23.8 | 51 | 14.2 | 7 | 25.0 | 22 | 18.8 | 13 | 17.6 | 31 | 26.3 | 683 | 20.5 |
| Rear-end | 480 | 26.8 | 127 | 24.0 | 52 | 16.3 | 59 | 16.4 | 5 | 17.9 | 21 | 17.9 | 12 | 16.2 | 22 | 18.6 | 778 | 23.3 |
| Head-on | 236 | 13.2 | 62 | 11.7 | 62 | 19.4 | 63 | 17.5 | 2 | 7.1 | 18 | 15.4 | 12 | 16.2 | 22 | 18.6 | 477 | 14.3 |
| Front-to-side: same dir | 58 | 3.2 | 21 | 4.0 | 16 | 5.0 | 14 | 3.9 | 2 | 7.1 | 0 | 0.0 | 3 | 4.1 | 3 | 2.5 | 117 | 3.5 |
| Front-to-side: opp dir | 173 | 9.7 | 56 | 10.6 | 29 | 9.1 | 49 | 13.6 | 3 | 10.7 | 16 | 13.7 | 13 | 17.6 | 16 | 13.6 | 355 | 10.7 |
| Front-to-side: right angle | 299 | 16.7 | 100 | 18.9 | 56 | 17.6 | 85 | 23.7 | 8 | 28.6 | 29 | 24.8 | 13 | 17.6 | 17 | 14.4 | 607 | 18.2 |
| Front-to-side: unk dir | 17 | 1.0 | 6 | 1.1 | 0 | 0.0 | 2 | 0.6 | 0 | 0.0 | 3 | 2.6 | 1 | 1.4 | 1 | 0.8 | 30 | 0.9 |
| Sideswipe:same dir | 67 | 3.7 | 13 | 2.5 | 8 | 2.5 | 16 | 4.5 | 0 | 0.0 | 2 | 1.7 | 2 | 2.7 | 5 | 4.2 | 113 | 3.4 |
| Sideswipe:opp dir | 63 | 3.5 | 21 | 4.0 | 14 | 4.4 | 14 | 3.9 | 1 | 3.6 | 5 | 4.3 | 3 | 4.1 | 0 | 0.0 | 121 | 3.6 |
| Rear-to-side | 11 | 0.6 | 2 | 0.4 | 1 | 0.3 | 3 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 17 | 0.5 |
| Other | 13 | 0.7 | 5 | 0.9 | 2 | 0.6 | 3 | 0.8 | 0 | 0.0 | 1 | 0.9 | 1 | 1.4 | 1 | 0.8 | 26 | 0.8 |
| Unknown | 5 | 0.3 | 0 | 0.0 | 3 | 0.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 1 | 1.4 | 0 | 0.0 | 9 | 0.3 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-16
Fatal Truck Involvements by Accident Type and Driver Injury Severity – Tractor Combinations

| Accident type | Fatal injury (K) | | Incapacitating (A) | | Non-incapacitating (B) | | Complaint of pain (C) | | Injured, severity unk | | No injury (O) | | Died prior to accident | | Unknown | | Total | |
|--|------------------|--------------|--------------------|--------------|------------------------|--------------|-----------------------|--------------|-----------------------|--------------|---------------|--------------|------------------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Single vehicle | | | | | | | | | | | | | | | | | | |
| Ran off road | 224 | 47.4 | 10 | 7.6 | 5 | 1.7 | 5 | 1.4 | 0 | 0.0 | 8 | 0.4 | 0 | 0.0 | 1 | 3.7 | 253 | 7.6 |
| Hit object in road | 24 | 5.1 | 3 | 2.3 | 7 | 2.3 | 8 | 2.2 | 0 | 0.0 | 205 | 10.1 | 0 | 0.0 | 7 | 25.9 | 254 | 7.6 |
| Same direction, same trafficway | | | | | | | | | | | | | | | | | | |
| Rear-end, truck striking | 60 | 12.7 | 12 | 9.2 | 29 | 9.6 | 28 | 7.6 | 0 | 0.0 | 121 | 6.0 | 0 | 0.0 | 2 | 7.4 | 252 | 7.6 |
| Rear-end, truck struck | 9 | 1.9 | 10 | 7.6 | 15 | 5.0 | 40 | 10.8 | 0 | 0.0 | 258 | 12.7 | 0 | 0.0 | 8 | 29.6 | 340 | 10.2 |
| Sideswipe, in other's lane | 9 | 1.9 | 1 | 0.8 | 6 | 2.0 | 3 | 0.8 | 0 | 0.0 | 22 | 1.1 | 0 | 0.0 | 0 | 0.0 | 41 | 1.2 |
| Sideswipe, in truck's lane | 9 | 1.9 | 1 | 0.8 | 4 | 1.3 | 8 | 2.2 | 0 | 0.0 | 71 | 3.5 | 0 | 0.0 | 0 | 0.0 | 93 | 2.8 |
| Opposite direction, same trafficway | | | | | | | | | | | | | | | | | | |
| Head-on, in other's lane | 5 | 1.1 | 2 | 1.5 | 5 | 1.7 | 6 | 1.6 | 0 | 0.0 | 13 | 0.6 | 1 | 50.0 | 0 | 0.0 | 32 | 1.0 |
| Head-on, in truck's lane | 11 | 2.3 | 22 | 16.8 | 75 | 24.8 | 85 | 23.0 | 0 | 0.0 | 172 | 8.5 | 0 | 0.0 | 1 | 3.7 | 366 | 11.0 |
| Sideswipe, in other's lane | 11 | 2.3 | 5 | 3.8 | 14 | 4.6 | 6 | 1.6 | 0 | 0.0 | 11 | 0.5 | 0 | 0.0 | 0 | 0.0 | 47 | 1.4 |
| Sideswipe, in truck's lane | 8 | 1.7 | 9 | 6.9 | 29 | 9.6 | 53 | 14.3 | 2 | 66.7 | 251 | 12.4 | 0 | 0.0 | 0 | 0.0 | 352 | 10.6 |
| Change trafficway, one vehicle turning | | | | | | | | | | | | | | | | | | |
| Truck turn across path | 0 | 0.0 | 2 | 1.5 | 3 | 1.0 | 5 | 1.4 | 0 | 0.0 | 106 | 5.2 | 0 | 0.0 | 1 | 3.7 | 117 | 3.5 |
| Other turn across path | 5 | 1.1 | 10 | 7.6 | 19 | 6.3 | 16 | 4.3 | 0 | 0.0 | 110 | 5.4 | 0 | 0.0 | 0 | 0.0 | 160 | 4.8 |
| Intersecting paths, both going straight | | | | | | | | | | | | | | | | | | |
| Truck into side of other | 10 | 2.1 | 17 | 13.0 | 32 | 10.6 | 39 | 10.5 | 0 | 0.0 | 145 | 7.2 | 1 | 50.0 | 0 | 0.0 | 244 | 7.3 |
| Other into side of truck | 4 | 0.8 | 2 | 1.5 | 5 | 1.7 | 7 | 1.9 | 0 | 0.0 | 97 | 4.8 | 0 | 0.0 | 0 | 0.0 | 115 | 3.5 |
| Other accident types | | | | | | | | | | | | | | | | | | |
| Truck backed into other | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 16 | 0.8 | 0 | 0.0 | 0 | 0.0 | 16 | 0.5 |
| Other backed into truck | 2 | 0.4 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Untripped roll | 47 | 9.9 | 6 | 4.6 | 5 | 1.7 | 2 | 0.5 | 0 | 0.0 | 4 | 0.2 | 0 | 0.0 | 0 | 0.0 | 64 | 1.9 |
| No impact | 2 | 0.4 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| Other | 31 | 6.6 | 17 | 13.0 | 48 | 15.8 | 57 | 15.4 | 1 | 33.3 | 409 | 20.2 | 0 | 0.0 | 6 | 22.2 | 569 | 17.1 |
| Unknown | 2 | 0.4 | 2 | 1.5 | 1 | 0.3 | 2 | 0.5 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 1 | 3.7 | 13 | 0.4 |
| Total | 473 | 100.0 | 131 | 100.0 | 303 | 100.0 | 370 | 100.0 | 3 | 100.0 | 2024 | 100.0 | 2 | 100.0 | 27 | 100.0 | 3333 | 100.0 |

Table 6-17
Fatal Truck Involvements by Driver Injury Severity and Cargo Body Style – Tractor Combinations

| Driver injury severity | Van | | Flatbed | | Tank | | Dump | | Livestock | | Pole/logging | | Other* | | None/unk | | Total | |
|------------------------|-------------|--------------|------------|--------------|------------|--------------|------------|--------------|-----------|--------------|--------------|--------------|-----------|--------------|------------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Fatal injury (K) | 232 | 13.0 | 89 | 16.8 | 67 | 21.0 | 42 | 11.7 | 5 | 17.9 | 19 | 16.2 | 5 | 6.8 | 14 | 11.9 | 473 | 14.2 |
| Incapacitating (A) | 63 | 3.5 | 17 | 3.2 | 11 | 3.4 | 17 | 4.7 | 0 | 0.0 | 13 | 11.1 | 3 | 4.1 | 7 | 5.9 | 131 | 3.9 |
| Non-incapacitating (B) | 161 | 9.0 | 42 | 7.9 | 27 | 8.5 | 34 | 9.5 | 5 | 17.9 | 11 | 9.4 | 6 | 8.1 | 17 | 14.4 | 303 | 9.1 |
| Complaint of pain (C) | 190 | 10.6 | 53 | 10.0 | 37 | 11.6 | 49 | 13.6 | 3 | 10.7 | 21 | 17.9 | 4 | 5.4 | 13 | 11.0 | 370 | 11.1 |
| Injured, severity unk | 2 | 0.1 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 3 | 0.1 |
| No injury (O) | 1122 | 62.7 | 324 | 61.2 | 175 | 54.9 | 214 | 59.6 | 15 | 53.6 | 53 | 45.3 | 56 | 75.7 | 65 | 55.1 | 2024 | 60.7 |
| Died prior to accident | 2 | 0.1 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 0.1 |
| Unknown | 17 | 1.0 | 4 | 0.8 | 1 | 0.3 | 3 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 2 | 1.7 | 27 | 0.8 |
| Total | 1789 | 100.0 | 529 | 100.0 | 319 | 100.0 | 359 | 100.0 | 28 | 100.0 | 117 | 100.0 | 74 | 100.0 | 118 | 100.0 | 3333 | 100.0 |

* The Other category includes fifteen auto carriers and six refuse trucks.

Table 6-18
Fatal Truck Involvements by Driver Injury Severity and Rollover, Fire, Ejection Status – Tractor Combinations

| Rollover, fire, and ejection | Fatal injury (K) | | Incapacitating (A) | | Non-incapacitating (B) | | Complaint of pain (C) | | Injured, severity unk | | No injury (O) | | Died prior to accident | | Unknown | | Total | |
|------------------------------|------------------|--------------|--------------------|--------------|------------------------|--------------|-----------------------|--------------|-----------------------|--------------|---------------|--------------|------------------------|--------------|-----------|--------------|-------------|--------------|
| | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. | No. | Pct. |
| Rollover only | 145 | 30.7 | 28 | 21.4 | 63 | 20.8 | 41 | 11.1 | 0 | 0.0 | 54 | 2.7 | 1 | 50.0 | 0 | 0.0 | 332 | 10.0 |
| Fire only | 62 | 13.1 | 13 | 9.9 | 31 | 10.2 | 25 | 6.8 | 0 | 0.0 | 58 | 2.9 | 0 | 0.0 | 0 | 0.0 | 189 | 5.7 |
| Ejection only | 34 | 7.2 | 1 | 0.8 | 0 | 0.0 | 1 | 0.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 36 | 1.1 |
| Rollover and fire | 33 | 7.0 | 3 | 2.3 | 3 | 1.0 | 3 | 0.8 | 0 | 0.0 | 5 | 0.2 | 0 | 0.0 | 0 | 0.0 | 47 | 1.4 |
| Rollover and ejection | 61 | 12.9 | 4 | 3.1 | 4 | 1.3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 69 | 2.1 |
| Fire and ejection | 9 | 1.9 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 9 | 0.3 |
| Rollover, fire & eject | 4 | 0.8 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 | 4 | 0.1 |
| None | 120 | 25.4 | 81 | 61.8 | 202 | 66.7 | 299 | 80.8 | 2 | 66.7 | 1907 | 94.2 | 1 | 50.0 | 8 | 29.6 | 2620 | 78.6 |
| Unknown | 5 | 1.1 | 1 | 0.8 | 0 | 0.0 | 1 | 0.3 | 1 | 33.3 | 0 | 0.0 | 0 | 0.0 | 19 | 70.4 | 27 | 0.8 |
| Total | 473 | 100.0 | 131 | 100.0 | 303 | 100.0 | 370 | 100.0 | 3 | 100.0 | 2024 | 100.0 | 2 | 100.0 | 27 | 100.0 | 3333 | 100.0 |

Glossary and abbreviations

Glossary

A- dolly

An auxiliary axle assembly that attaches to a semitrailer by means of a pintle hitch at a single point. This allows the semitrailer to be used as a full trailer.

Bobtail

A tractor operating without a trailer. May also refer to a straight truck without a trailer.

B- train

A B-train is a doubles combination with a rear platform on the first trailer on which is mounted a fifth wheel to which another semitrailer may be attached.

C- dolly

A converter dolly with two drawbars that attach at two connection points to the first trailer in a doubles combination. These dollies can have one or more axles.

Cabover

A vehicle with a substantial part of its engine located under the driver's cab, so that the windshield is at the front of the vehicle. Thus, the cab sits over the engine.

CDL

Commercial Driver's License

CNTBS

Center for National Truck and Bus Statistics at the University of Michigan Transportation Research Institute (UMTRI)

Combination vehicle

A vehicle consisting of a power unit (truck or truck tractor) and one or more trailing units (such as a semitrailer).

Conventional cab

A conventional cab vehicle has the engine in front of the driver's cab.

Dolly (converter dolly)

An auxiliary axle assembly having a fifth wheel, used for the purpose of converting a semitrailer to a full trailer.

Double

A combination vehicle consisting of a tractor pulling two trailers.

Ejection

Refers to occupants being totally or partially thrown from the vehicle as a result of an impact or rollover.

Empty combination weight

The weight of the power unit and unloaded weight of the trailer(s).

FARS file

Fatality Analysis Reporting System file, compiled by the National Center for Statistics and Analysis at the National Highway Traffic Safety Administration.

Fatal involvement

The involvement of a truck in a fatal crash. The fatality does not necessarily occur in the truck.

Fifth wheel

The hitch used to attach a tractor to a semitrailer. It usually consists of a plate and latching mechanism mounted on the truck tractor (or converter dolly), into which fits a kingpin assembly mounted on the trailer.

For-hire carrier

A company that transports goods for compensation; i.e. the load-carrying capacity of the truck is for hire.

Full trailer

A trailer with axles at the front and at the rear, or along its entire length.

Gooseneck

A hitch resembling the neck of a goose; can be a fifth wheel or ball hitch attachment. Both straight trucks and tractor-trailer rigs can use gooseneck hitches.

Gross combination weight

The sum of the weight of all units of the vehicle (power unit and any trailers) and the weight of any cargo carried.

Gross vehicle weight rating (GVWR)

The maximum rated capacity of a vehicle, including the weight of the base vehicle, all added equipment, driver and cargo.

Hopper bottom

A cargo body capable of discharging its load through a bottom opening without tilting.

Injury severity

Injuries are classified according to the following categories:

K = a fatal injury

A = an incapacitating injury, other than fatal, that prevents a person from walking, driving, or normally performing the activities the person was capable of before the injury.

B = a non-incapacitating injury that is visible or evident to observers at the scene of the crash.

C = a possible injury that is reported as complaint of pain, but which is neither incapacitating nor evident to observers at the scene of the crash.

O = no injury

Interstate carrier

A carrier that transports goods across state lines.

Intrastate carrier

A carrier that operates entirely within the state, and does not transport goods across state lines.

Involvement

Represents a truck involved in a fatal accident; an accident may consist of one or more truck involvements.

Jackknife

The skidding of an articulated vehicle, resulting in rotation at the articulation point so that the tractor is rotated against the trailer in a manner similar to the closing of a jackknife.

Jeep

A trailing piece of equipment similar to a dolly with its own axles, typically found in heavy haul operations. It is used to increase the cargo-carrying capacity of a combination, as well as affect weight distribution by transferring the load weight through a greater number of axles.

License endorsements

Authorizations to an individual's commercial driver's license (CDL) required to permit the individual to operate certain types of commercial motor vehicles.

Lowboy

A flatbed trailer with a low floor used for hauling heavy equipment. The deck is typically 12" off the ground.

Open top

A cargo body with sides but without a permanent top.

Other trailer

Any trailer that does not fit into the semi or full trailer type categories. Examples are tag-along equipment such as bush chippers, or trailers with axle placement in any fashion besides the traditional front and rear configuration of the full trailer.

Over-the-road

Travel from one city to another, typically greater than fifty miles, as distinct from travel in and around the vehicle's base.

Piggyback

Refers to the way empty log trailers are carried on the bed of a tractor such that no axles touch the road. Also may refer to vehicles carried on the rear of a power unit in a manner that axles do contact the road.

Power unit

A truck, or the part of a combination that houses the engine.

Private carrier

A company which maintains its own trucks to transport its own freight.

Saddlemount tractor

A configuration consisting of a truck or tractor towing one or more trucks or tractors, where the towed unit is attached to the vehicle in front of it, utilizing a saddle that is attached to the frame or fifth wheel of the leading unit. The saddle mechanism is attached to the front axle of the towed vehicle.

Semitrailer

A trailer whose front rests on the back of a tractor, coupled to the tractor by a fifth wheel and kingpin. It has no front axle.

Straight truck

A truck power unit with a permanently attached cargo body. It may or may not pull a trailer.

TIFA file

Trucks Involved in Fatal Accidents is an annual survey of medium and heavy trucks involved in a fatal accident, conducted by the Center for National Truck and Bus Statistics at the University of Michigan's Transportation Research Institute.

Tractor

A vehicle designed to pull a semitrailer, generally with no cargo capacity. It has a circular fifth wheel plate for coupling to the semitrailer at its kingpin.

Trailer

A vehicle with or without motive power, designed for carrying persons or property and for being drawn by another motor vehicle. Examples are semitrailers, full trailers and other trailers (see separate definitions).

Triple

A combination vehicle consisting of a tractor pulling three trailers.

Table of Abbreviations

| Abbreviation | Definition |
|---|---------------------------------------|
| CDL | Commercial driver's license |
| Combs/oth combs | Combinations/other combinations |
| Convs | Convictions |
| Dist | Distance |
| Eject | Ejection |
| Equip | Equipment |
| LCV | Longer combination vehicle |
| Misc | Miscellaneous |
| Occ | Occupant |
| Opp | Opposite |
| Piggybk | Piggyback |
| Prev | Previous |
| Req | Required |
| Semi | Semitrailer |
| STAA | Surface Transportation Assistance Act |
| Stat | Statutory |
| Strt | Straight truck |
| Trac | Tractor |
| Trlrs | Trailers |
| Unk | Unknown |
| Veh | Vehicle |
| Viol | Violation |
| Wt | Weight |
| WO | Without |
| Injuries are classified according to severity under the following levels: | |
| K | Fatal injury |
| A | Incapacitating injury |
| B | Evident but not incapacitating |
| C | Complaint of pain |
| O | No injury |

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