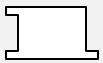


Truck Crash Profile:

The National Picture 1996

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For more information:

Information on truck crashes and the nature and results of Office of Motor Carriers safety programs is available from the Office of Motor Carrier Information Analysis, Analysis Division (HIA-20), 400 Seventh Street, S.W., Washington, D.C. 20590.

Questions about this profile and the availability of other reports on OMC crash data should be directed to Ralph Craft, Analysis Division staff, at (202) 366-0324. The general number for the Analysis Division is (202) 366-1861. Send FAX messages to (202) 366-8842.

Executive Summary

- In 1996 in the United States there were 4,740 large trucks involved in **fatal** crashes, a six percent increase from the 4,472 involved in fatal crashes in 1995, but very close to the 1994 number of 4,644. There were an estimated 94,000 trucks involved in injury crashes, a 13 percent increase from 1995, and an estimated 296,000 involved in property-damage-only crashes, up two percent from 1995.
- Fifty-nine percent of the trucks and buses involved in 1996 **fatal** crashes, and slightly less than 50 percent involved in **non-fatal** crashes were tractors pulling single semi-trailers. About three-quarters of the trucks had gross vehicle weight ratings of more than 26,000 pounds. Only five percent were transporting hazardous materials.
- Of truck drivers involved in **fatal** crashes eight percent were under 26 years old, and only two percent were over 65. By contrast 24 percent of passenger vehicle drivers involved in **fatal** crashes with trucks were under 26, and 16 percent were over 65 years old.
- Among truck drivers involved in **fatal** crashes only one percent had a blood alcohol content of 0.10 grams per deciliter or greater, the level for intoxication in most States. By contrast 20 percent of passenger vehicle drivers in fatal crashes had a 0.10 alcohol level or greater.
- Driver-related crash factors were recorded for only 29 percent of truck drivers involved in **fatal** crashes with other vehicles. However, driver-related crash factors were recorded for 67 percent of the passenger vehicle drivers involved in **fatal** crashes with trucks.
- Driver-related crash factors were recorded for 67 percent of truck drivers where the truck was the only vehicle involved in the **fatal** crash. An even higher 84 percent of passenger vehicle drivers involved in single vehicle **fatal** crashes were coded for at least one driver-related factor.
- A large majority of 1996 **fatal** and **non-fatal** truck crashes occurred in good weather, during the day, and on weekdays.
- The first harmful event in three-fourths of **fatal** truck crashes was the collision of the truck with another moving vehicle. About sixty percent of the first crash events for trucks involved in **non-fatal** crashes was a collision with another vehicle in transport.
- The Office of Motor Carriers' Motor Carrier Management Information System (MCMIS) Crash File includes 95,027 trucks and buses that were involved in 1996 crashes, as of August 22, 1997. Of these, most were operated by interstate carriers and have been matched with carriers in the MCMIS Carrier Profile file.
- **None of the available data addresses crash causation or fault. Thus, the data can only**

be suggestive as to the reasons for truck and bus crashes.