

Large Truck Crashes (2013)

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Large Truck Fatal Crashes & Fatalities Five-Year Trend					
	2009	2010	2011	2012	2013
Large Truck Fatal Crashes	76	80	76	94	90
Total Fatal Crashes	646	616	609	642	621
Large Truck as Percentage of Total Fatal Crashes	11.8%	13.0%	12.5%	14.6%	14.5%
Fatalities Occurring in Large Truck Crashes	101	84	91	109	98
Total Fatalities	737	668	696	708	678
Percentage of Fatalities Occurring in Large Truck Crashes	13.7%	12.6%	13.1%	15.4%	14.5%

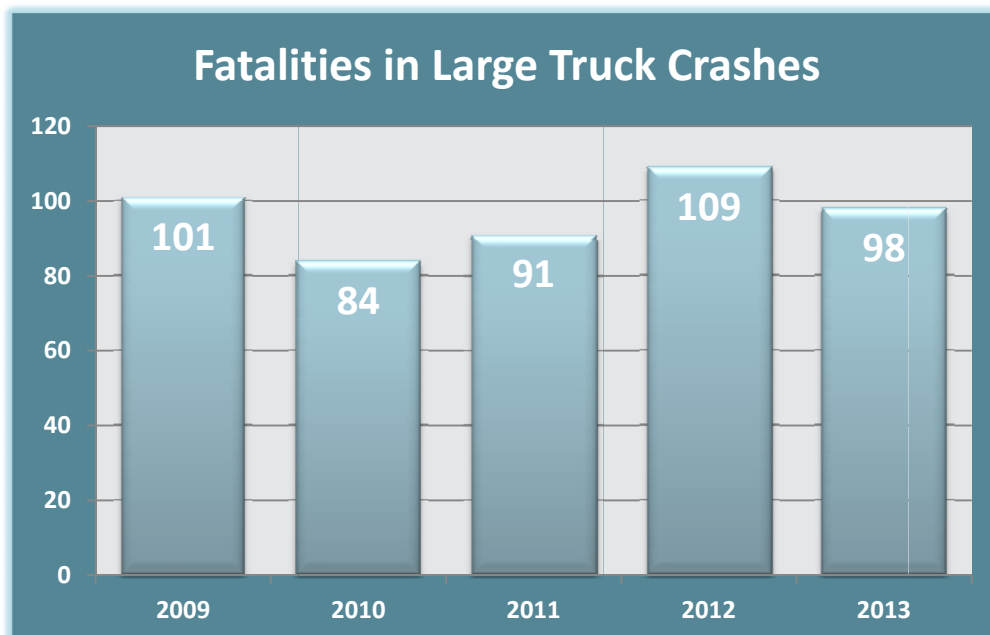
Definition

Large trucks include the following vehicle configurations as shown on the *Official Oklahoma Traffic Collision Report*: Single Unit Truck - 2 Axles, Single Unit Truck - 3 or More Axles, Truck/Trailer, Truck-Tractor/Semi-Trailer, Truck-Tractor/Double Trailers, Truck-Tractor/Triple Trailers and Truck more than 10,000 lbs. - Cannot Classify.

Serious injury includes incapacitating injury and non-incapacitating injury.

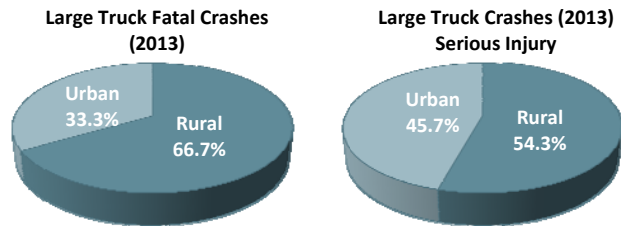
Crashes, Fatalities & Injuries

In 2013, 5,182 crashes involving large trucks were reported in Oklahoma, a 6.3% increase over the 4,876 crashes reported in 2012. Ninety of these crashes were fatal and 679 were serious injury crashes. These crashes resulted in 98 fatalities and 883 persons seriously injured. Fatalities in large truck crashes decreased 10.1% from 109 in 2012 to 98 in 2013. Fatalities in large truck crashes accounted for 14.5% of the total fatalities in 2013 crashes.



Rural vs. Urban

Oklahoma's 2013 crash data show that 66.7% of fatal crashes and 54.3% of serious injury crashes involving large trucks occurred in rural areas.



Safety Equipment Use Among Fatalities

- Seven of the 12 drivers with known restraint use and killed in large trucks were unrestrained.
- 21 of the 46 drivers with known restraint use and killed in passenger vehicles/pickup trucks were unrestrained.
- Seven of the 10 passengers with known restraint use and killed in passenger vehicles/pickup trucks were unrestrained.

Persons Killed or Seriously Injured in Large Truck Crashes (2013) By Person Injury Severity & Person Type			
	Person Type	Count	% of Total
Fatal	Occupant of Passenger Vehicle	37	37.8%
	Occupant of Pickup Truck	24	24.5%
	Occupant of Large Truck	25	25.5%
	Occupant of Motorcycle	4	4.1%
	Occupant of Other Type Vehicle		
	Non-Motorist	8	8.2%
	Total		98
Serious Injury	Occupant of Passenger Vehicle	406	46.0%
	Occupant of Pickup Truck	145	16.4%
	Occupant of Large Truck	300	34.0%
	Occupant of Motorcycle	12	1.4%
	Occupant of Other Type Vehicle	6	0.7%
	Non-Motorist	14	1.6%
	Total		883

Safety Equipment Use by Fatalities (2013) Safety Equipment, Vehicle Type & Person Type						
	Vehicle Type	Safety Equipment Use				Total
		Unknown	Not In Use	In Use	Helmet	
Driver	Passenger Vehicle	3	8	17		28
	Pickup Truck	1	13	8		22
	Large Truck	9	7	5		21
	Motorcycle	1	3			4
	Other					
	Total		14	31	30	
Passenger	Passenger Vehicle	1	5	3		9
	Pickup Truck		2			2
	Large Truck	2		2		4
	Motorcycle					
	Total		3	7	5	
Total	Passenger Vehicle	4	13	20		37
	Pickup Truck	1	15	8		24
	Large Truck	11	7	7		25
	Motorcycle	1	3			4
	Total		17	38	35	

Fatalities exclude 8 non-motorists.

Driver Age

Drivers of large trucks accounted for 4.3% of the total 126,173 drivers involved in 2013 crashes. Of the 5,454 drivers of large trucks in crashes, 25.5% were age 46-55, 21.8% were age 36-45 and 19.0% were age 26-35. Of the 99 drivers of large trucks in fatal crashes, 33.3% were age 46-55, 24.2% were age 36-45 and 18.2% were age 26-35. Of the 725 drivers of large trucks in serious injury crashes, 24.0% were age 46-55, 23.2% were age 36-45 and 19.4% were age 26-35.

Of the 5,454 drivers of large trucks involved in crashes, 1.8% were involved in fatal crashes and 13.3% were involved in serious injury crashes.

Drivers of Large Trucks in Crashes (2013) Driver Age & Crash Injury Severity								
Driver Age	Crash Injury Severity						Total	
	Fatal		Serious Injury		Other			
	Number	% of Total	Number	% of Total	Number	% of Total	Number	% of Total
Unknown	1	1.0%	21	2.9%	350	13.8%	372	6.8%
Under 16		0.0%	1	0.1%	2	0.1%	3	0.1%
16 - 25	4	4.0%	53	7.3%	347	17.8%	404	7.4%
26 - 35	18	18.2%	141	19.4%	875	38.2%	1034	19.0%
36 - 45	24	24.2%	168	23.2%	996	41.4%	1188	21.8%
46 - 55	33	33.3%	174	24.0%	1183	49.6%	1390	25.5%
56 - 65	15	15.2%	136	18.8%	688	31.7%	839	15.4%
66 - 75	4	4.0%	24	3.3%	162	6.4%	190	3.5%
76+		0.0%	7	1.0%	27	1.1%	34	0.6%
Total	99	100.0%	725	100.0%	4630	200.0%	5454	100.0%

Other includes drivers with possible injury and unknown injury, and drivers in property damage only crashes.

Alcohol-Related Driver Condition

In 2013, a total of 108 alcohol-related crashes involving large trucks were reported. A total of 12 persons were killed in these crashes. These 12 alcohol-related fatalities accounted for 12.2% of the total 98 fatalities in crashes involving a large truck.

The number of drivers of large trucks with an alcohol-related condition decreased from 32 in 2012 to 28 in 2013.

Drivers in Large Truck Crashes (2013) Alcohol-Related Driver Condition				
Driver Age	Type of Vehicle			
	Drivers of Large Trucks		Drivers of Other Vehicles	
	Number	% of Total	Number	% of Total
Unknown	1	3.6%		0.0%
Under 16		0.0%		0.0%
16 - 25	2	7.1%	19	23.8%
26 - 35	7	25.0%	26	32.3%
36 - 45	6	21.4%	17	21.3%
46 - 55	10	35.7%	11	13.8%
56 - 65	1	3.6%	6	7.5%
66 - 75	1	3.6%	1	1.3%
76+		0.0%		0.0%
Total	28	100.0%	80	100.0%

Driver Contributing Factors

The three primary contributing factors by drivers of large trucks involved in crashes were: Other Improper Act/Movement (14.0%), Inattention (8.2%) and Unsafe Speed (7.6%). The three primary contributing factors by drivers of other vehicles were: Failed to Yield (7.9%), Other Improper Act/Movement (6.9%) and Inattention (6.9%).

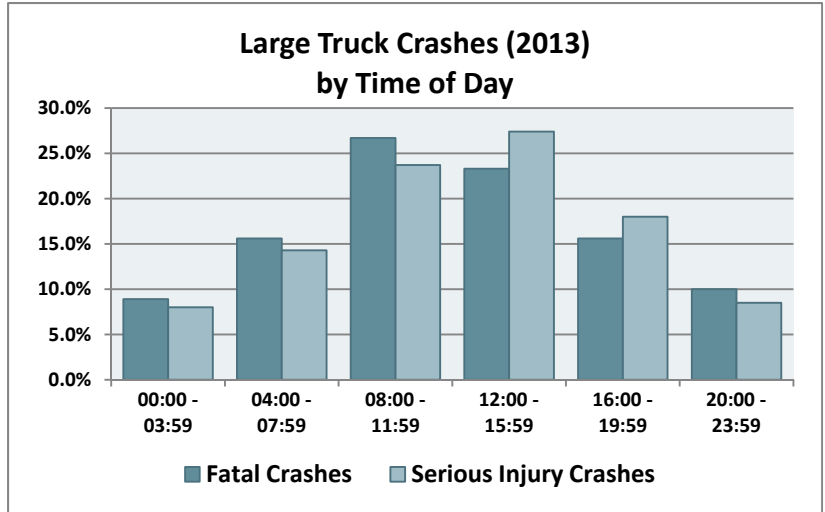
Other improper act/movement includes such things as: failed to signal, disregarded warning signal, improper use of lane, improper backing, apparently sleepy and failure to secure load.

Drivers in Large Truck Crashes (2013) Driver Contributing Factors				
Contributing Factor	Drivers of Large Truck		Drivers of Other Vehicles	
	Number	% of Total	Number	% of Total
Changed Lanes Unsafely	338	6.2%	217	5.4%
Failed To Stop	75	1.4%	67	1.7%
Failed To Yield	272	5.0%	313	7.9%
Followed Too Closely	294	5.4%	168	4.2%
Improper Overtaking	49	0.9%	81	2.0%
Improper Parking	11	0.2%	6	0.2%
Improper Start	21	0.4%	6	0.2%
Improper Turn	327	6.0%	107	2.7%
Inattention	446	8.2%	273	6.9%
Left of Center	101	1.9%	96	2.4%
Unknown/No Improper Action	48	0.9%	39	1.0%
No Improper Action by Driver	2106	38.6%	1960	49.2%
Other Improper Act/Movement	764	14.0%	274	6.9%
Stopped in Traffic Lane	10	0.2%	17	0.4%
Unsafe Speed	416	7.6%	255	6.4%
Unsafe Vehicle	150	2.8%	34	0.9%
Wrong Way	5	0.1%	3	0.1%
Alcohol DUI/DWI	15	0.3%	48	1.2%
Drugs DUI	6	0.1%	20	0.5%
Total	5454	100.0%	3984	100.0%

Time & Day

In 2013, fatal and serious injury crashes involving a large truck occurred most often between 8:00 a.m. (08:00) and 3:59 p.m. (15:59).

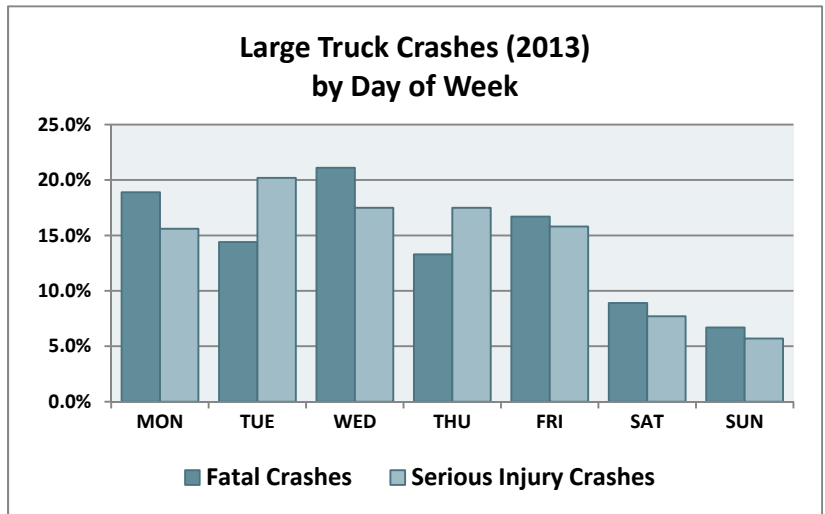
More large truck crashes occurred on weekdays than on weekends, with the highest number of fatal crashes occurring on Wednesday and the highest number of serious injury crashes occurring on Tuesday.



Highway Class

In 2013, 27.8% of large truck fatal crashes occurred on rural U.S. highways, 17.8% on rural state highways and 12.2% on urban U.S. highways.

Some 22.7% of large truck serious injury crashes occurred on interstate highways, 18.1% on city streets and 15.6% on rural U.S. highways.



Large Truck Crashes (2013) Highway Class & Crash Injury Severity				
Highway Class	Crash Injury Severity			
	Fatal		Serious Injury	
	Number	% of Total	Number	% of Total
Rural US Highway	25	27.8%	106	15.6%
Interstate Highway	10	11.1%	154	22.7%
Interstate Turnpike	6	6.7%	30	4.4%
Rural State Highway	16	17.8%	91	13.4%
County Road	6	6.7%	46	6.8%
City Street	9	10.0%	123	18.1%
Urban US Highway	11	12.2%	82	12.1%
Urban State Highway	6	6.7%	36	5.3%
Non-Interstate Turnpike	1	1.1%	11	1.6%
Total	90	100.0%	679	100.0%