

**MOTOR VEHICLE TRAFFIC CRASHES INVOLVING
A PASSENGER VEHICLE WITH A TRAILING UNIT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 1975-2014 FINAL & 2015 ARF
GENERAL ESTIMATES SYSTEM (GES) 1988-2015**

Year	Crash Severity						Total	
	Fatal Crash		Injury Crash		Property Damage Only Crash			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1975	355	100.0%	NA	-	NA	-	355	100.0%
1976	330	100.0%	NA	-	NA	-	330	100.0%
1977	326	100.0%	NA	-	NA	-	326	100.0%
1978	362	100.0%	NA	-	NA	-	362	100.0%
1979	314	100.0%	NA	-	NA	-	314	100.0%
1980	356	100.0%	NA	-	NA	-	356	100.0%
1981	352	100.0%	NA	-	NA	-	352	100.0%
1982	338	100.0%	NA	-	NA	-	338	100.0%
1983	345	100.0%	NA	-	NA	-	345	100.0%
1984	376	100.0%	NA	-	NA	-	376	100.0%
1985	367	100.0%	NA	-	NA	-	367	100.0%
1986	403	100.0%	NA	-	NA	-	403	100.0%
1987	434	100.0%	NA	-	NA	-	434	100.0%
1988	395	0.8%	13,309	26.5%	36,453	72.7%	50,157	100.0%
1989	448	1.1%	10,363	25.8%	29,329	73.1%	40,139	100.0%
1990	412	0.9%	9,592	22.0%	33,563	77.0%	43,567	100.0%
1991	404	0.9%	9,488	21.2%	34,835	77.9%	44,727	100.0%
1992	422	1.0%	11,557	27.4%	30,269	71.6%	42,249	100.0%
1993	395	1.0%	8,853	22.3%	30,461	76.7%	39,709	100.0%
1994	381	0.8%	12,193	26.1%	34,081	73.0%	46,655	100.0%
1995	387	0.8%	11,835	24.8%	35,593	74.4%	47,815	100.0%
1996	396	0.7%	15,812	26.0%	44,675	73.4%	60,883	100.0%
1997	398	0.6%	15,530	25.1%	45,922	74.2%	61,850	100.0%
1998	394	0.8%	15,094	31.8%	31,934	67.3%	47,422	100.0%
1999	405	0.6%	21,508	32.6%	43,991	66.8%	65,904	100.0%
2000	353	0.6%	15,874	28.5%	39,512	70.9%	55,739	100.0%
2001	329	0.6%	14,316	26.0%	40,445	73.4%	55,091	100.0%
2002	313	0.6%	14,022	27.3%	36,968	72.1%	51,304	100.0%
2003	365	0.7%	14,484	26.4%	40,080	73.0%	54,929	100.0%
2004	362	0.6%	17,467	27.1%	46,737	72.4%	64,566	100.0%
2005	428	0.7%	16,482	25.6%	47,368	73.7%	64,278	100.0%
2006	363	0.7%	11,746	21.5%	42,520	77.8%	54,630	100.0%
2007	387	0.7%	12,704	23.8%	40,320	75.5%	53,411	100.0%
2008	339	0.6%	11,898	19.4%	49,107	80.1%	61,345	100.0%
2009	323	0.6%	12,736	22.5%	43,621	77.0%	56,680	100.0%
2010	338	0.6%	13,879	24.8%	41,747	74.6%	55,964	100.0%
2011	305	0.8%	9,910	24.4%	30,403	74.9%	40,618	100.0%
2012	323	0.6%	11,262	21.7%	40,241	77.6%	51,826	100.0%
2013	310	0.6%	10,496	21.5%	37,971	77.8%	48,776	100.0%
2014	332	0.7%	14,555	29.0%	35,308	70.3%	50,195	100.0%
2015	387	0.7%	11,182	21.4%	40,751	77.9%	52,320	100.0%
1975-2015	15,052	1.0%	368,149	25.1%	1,084,207	73.9%	1,467,408	100.0%

NOTE: The above 'Injury' and 'Property Damage Only' crash numbers are not actual counts, but estimates of the actual counts. The estimates are calculated from data obtained from a nationally representative sample of crashes collected through NHTSA's General Estimates System (GES). Estimates should be rounded to the nearest 1,000.

**FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING
A PASSENGER VEHICLE WITH A TRAILING UNIT
FATALITY ANALYSIS REPORTING SYSTEM (FARS) 1975-2014 FINAL & 2015 ARF**

Year	Fatalities
1975	433
1976	423
1977	408
1978	454
1979	393
1980	424
1981	411
1982	412
1983	417
1984	436
1985	431
1986	485
1987	522
1988	484
1989	531
1990	511
1991	471
1992	482
1993	459
1994	464
1995	456
1996	446
1997	478
1998	458
1999	499
2000	437
2001	381
2002	384
2003	424
2004	426
2005	503
2006	419
2007	457
2008	394
2009	381
2010	383
2011	365
2012	391
2013	361
2014	383
2015	426
1975-2015	17,903

**ESTIMATE OF PERSONS INJURED IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING
A PASSENGER VEHICLE WITH A TRAILING UNIT
GENERAL ESTIMATES SYSTEM (GES) 1988-2015**

Year	Persons Injured
1988	20,359
1989	15,435
1990	18,615
1991	15,427
1992	19,851
1993	15,429
1994	19,557
1995	19,984
1996	27,726
1997	24,961
1998	28,006
1999	33,304
2000	26,095
2001	21,356
2002	23,420
2003	24,597
2004	27,232
2005	26,353
2006	20,346
2007	21,775
2008	18,634
2009	20,805
2010	20,234
2011	14,208
2012	17,677
2013	14,909
2014	20,950
2015	16,136
1988-2015	593,381

NOTE: The above numbers are not actual counts, but estimates of the actual counts. The estimates are calculated from data obtained from a nationally representative sample of crashes collected through NHTSA's General Estimates System (GES). Estimates should be rounded to the nearest 1,000.