



Fatal Crashes Involving Drivers Recorded as Asleep or Fatigued, 2013

In 2013, 30,057 fatal crashes took place on our Nation’s roadways, with 11.8 percent (3,541) involving at least 1 large truck. This analysis reviews fatal crashes in which the large truck driver was recorded as being fatigued at the time of the crash.

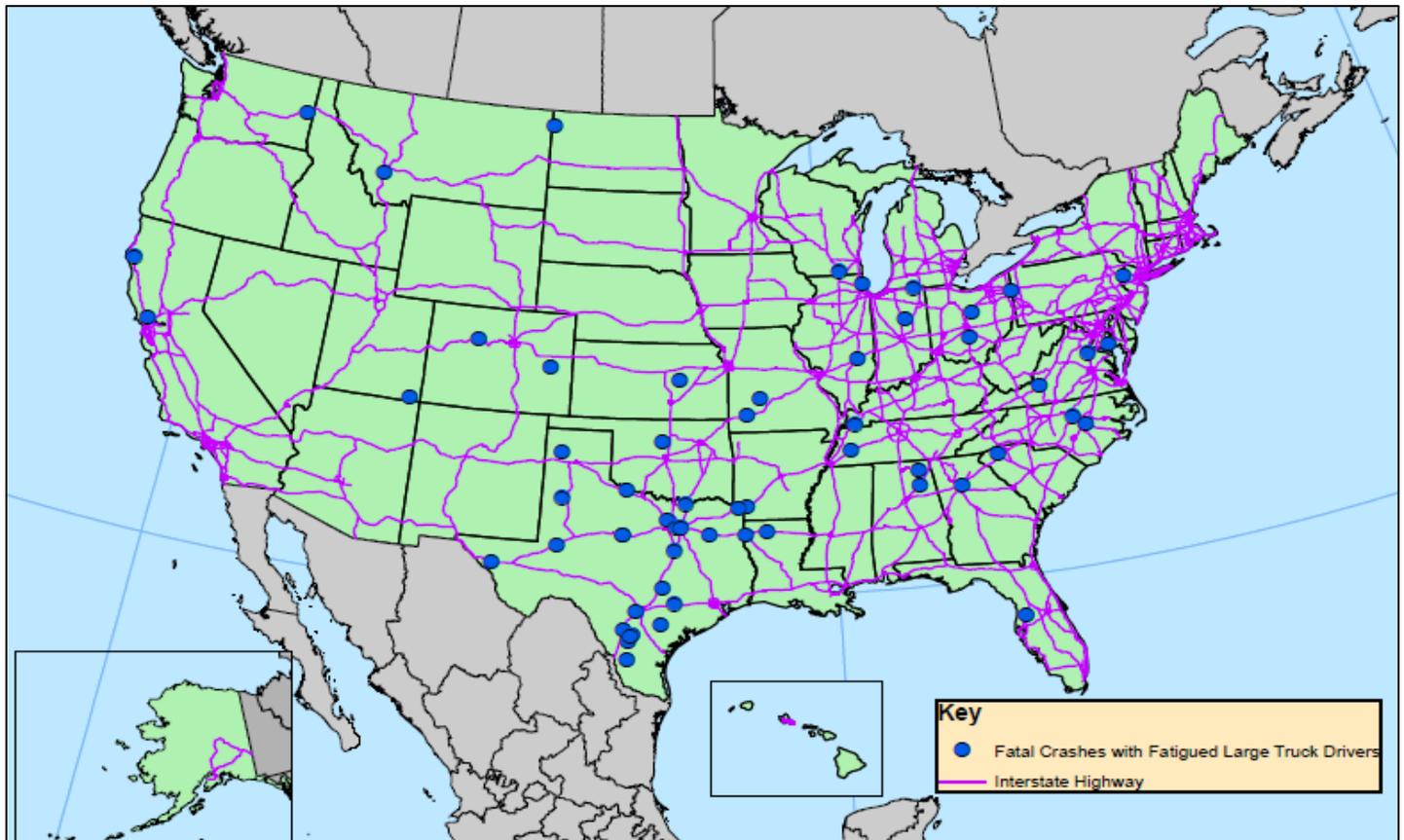
Based on data contained in the National Highway Traffic Safety Administration’s (NHTSA’s) Fatality Analysis Reporting System (FARS), in 2013, there were 59 fatal crashes involving a large truck where the large truck driver was coded as being “asleep or

fatigued” (see Figure 1).¹ These crashes accounted for 1.7 percent of all large truck fatal crashes. As driver fatigue is recorded as a driver-related factor on police accident reports (PARs), it is often under-reported. NHTSA has acknowledged that there are inherent limitations to FARS data with respect to determining the presence of fatigued drivers.²

¹ This FARS element records factors related to a driver expressed by the investigating officer on the police accident report (PAR). An investigating officer is allowed to code each driver up to four driver-related factors, one of which records the driver as being “Drowsy, Sleepy, Asleep, Fatigued.” For more information, refer to Driver Related Factors in the FARS Analytical User’s Manual, available at <http://www-nrd.nhtsa.dot.gov/Pubs/811855.pdf>.

² NHTSA Crash Stats: Drowsy Driving, 2011, available at <http://www-nrd.nhtsa.dot.gov/pubs/811449.pdf>.

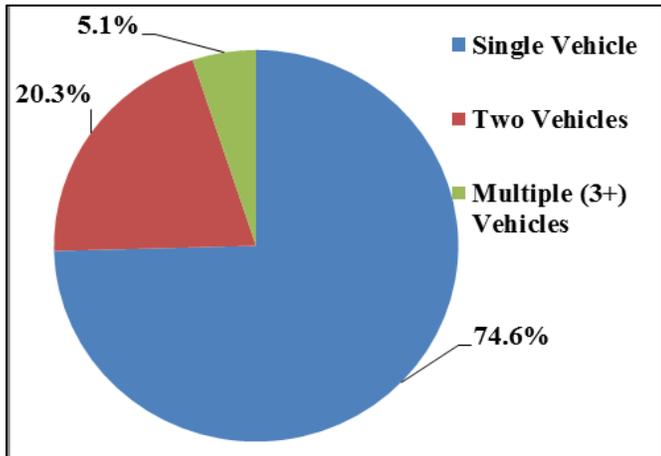
Figure 1. Map. Fatal large truck crashes with drivers recorded as being asleep or fatigued, 2013.



Source: U.S. Department of Transportation (USDOT), NHTSA, FARS.

In 2013, roughly 75 percent of large truck crashes with fatigue recorded as a driver-related factor were single-vehicle crashes, while 20 percent involved two vehicles and 5 percent involved three or more vehicles (see Figure 2).

Figure 2. Pie chart. Fatal crashes involving large trucks with large truck drivers recorded as asleep or fatigued, by number of vehicles involved, 2013.

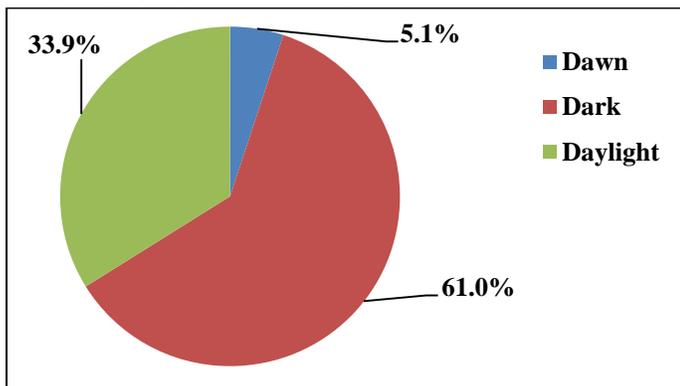


Source: USDOT, NHTSA, FARS.

CRASH CHARACTERISTICS

Figure 3 shows that in 2013, 64 percent of fatal large truck crashes with fatigue recorded as a large-truck-driver-related factor took place in the dark, with 34 percent occurring during daylight hours, and 5 percent occurring at dawn.³

Figure 3. Pie chart. Fatal crashes involving large trucks with large truck drivers recorded as asleep or fatigued, by light condition, 2013.



Note: This FARS data element records the type/level of light that existed at the time of the crash.

Source: USDOT, NHTSA, FARS.

³ Percentages are based on the FARS variable “light condition,” which records the type/level of light that existed at the time of the crash as indicated in the case material. For more information, refer to the FARS Analytical User’s Manual at: <http://www-nrd.nhtsa.dot.gov/Pubs/811855.pdf>.

Approximately 60 percent of the fatal crashes in which the large truck driver was coded as asleep or fatigued were linked to a post-crash inspection record in the Federal Motor Carrier Safety Administration’s (FMCSA’s) Motor Carrier Management Information System (MCMIS) database. For the crashes that were subject to a post-crash inspection, more than half the driver violations (54 percent) were related to hours-of-service noncompliance or driving while ill or fatigued.

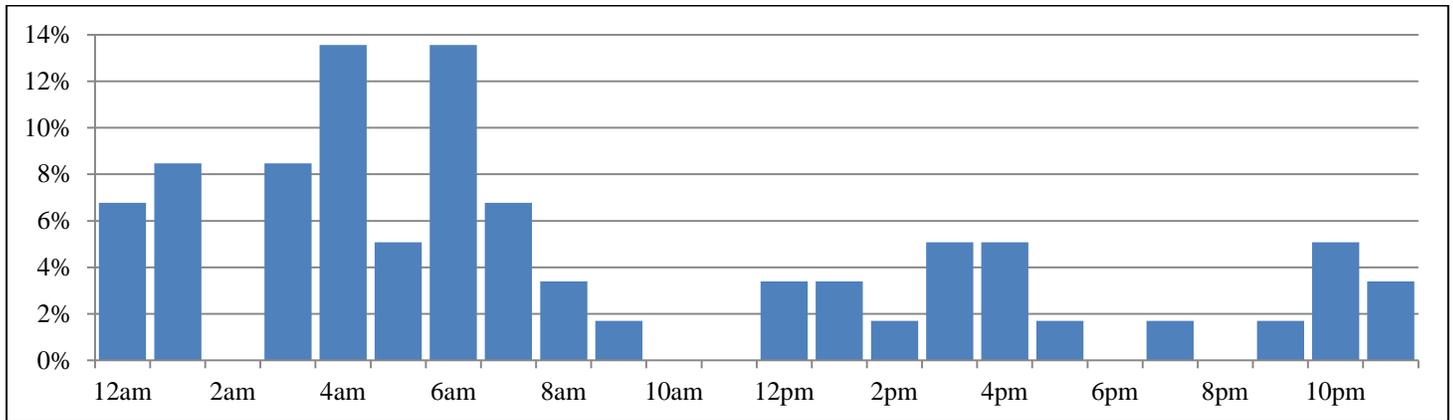
In 2013, more than half of the 59 fatal crashes involving large trucks in which the large truck driver was coded as being “asleep” or “fatigued” occurred in the early morning hours or during morning rush hour. As shown in Figure 4 (page 3), 56 percent of these fatal crashes in 2013 occurred in the early morning hours (between midnight and 7 a.m.), with 24 percent taking place during the morning rush hour. Approximately 11 percent occurred in the evening, between the hours of 7 p.m. and midnight.

MATCHING DRIVER DATA

In addition to examining crash characteristics for large truck drivers coded as asleep or fatigued, the identified drivers were matched to FMCSA’s Driver Information Resource (DIR) database to examine their driving history. Of the 59 drivers identified, 57 were successfully matched within the DIR database.

As seen in Table 1 (page 3), the majority of the previous violations for these drivers were log violations, hours-of-service violations, or reporting violations. In addition, the data show that one of the identified drivers was involved in a previous fatal crash and seven were involved in at least one previous injury crash. In the 13-year period from 2000 to 2013, these 57 drivers had a total of 175 violations in traffic enforcement inspections, 89 of which were driver violations and 26 of which were out-of-service (OOS) violations (including 18 driver OOS violations and 8 vehicle OOS violations).

Figure 4. Bar graph. Fatal crashes involving large trucks with large truck drivers recorded as asleep or fatigued, by time of day, 2013.



Source: USDOT, NHTSA, FARS.

Table 1. Top 10 prior driver violations in roadside inspections for large truck drivers recorded as asleep or fatigued in fatal crashes involving a large truck, 2013.

Violation Code	Violation Description	Violation Count
39111B2	Non-English Speaking Driver	54
3958	Log Violation (General/Form And Manner)	29
3958F1	Driver's Record of Duty Status Not Current	20
3922W	Size and Weight (§ 392.2w*)	20
3953A2	Requiring or Permitting Driver to Drive after 14 Hours On Duty	12
3953A1	Requiring or Permitting Driver to Drive More Than 11 Hours	9
3928	Failing to Inspect/Use Emergency Equipment	6
3958K2	Driver Failing to Retain Previous 7 Days' Logs	5
3958E	False Report of Driver's Record of Duty Status	5
3922LV	Lane Restriction Violation	4

Source: USDOT, FMCSA, Motor Carrier Management Information System (MCMIS), data snapshot as of September 25, 2015.