



# NHTSA

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

## Commercial Motor Vehicle Resources

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NHTSA Region 8*

*November 30, 2022*



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# National Trends



# Fatality Analysis Reporting System (FARS) Early Estimates 2021 Compared to 2020

	2020	2021	Percentage Change
Total Fatalities	38,824	42,915	10.5% increase
Large Truck-Involved Fatalities	4,965	5,601	13% increase

Source: NHTSA DOT HS 813 298 Traffic Safety Facts, May 2022

# Fatality Analysis Reporting System (FARS) Early Estimates 2021 Compared to 2020

## Fatalities Involving Large Trucks – Percentage of Total Fatalities by Month



Fatalities		Jan	Feb	Mar	Apr	May	Jun
Involving Large Trucks	2020	14%	14%	12%	13%	11%	13%
	2021	12%	13%	12%	14%	13%	14%

Fatalities		Jul	Aug	Sep	Oct	Nov	Dec
Involving Large Trucks	2020	12%	13%	13%	14%	12%	13%
	2021	13%	13%	13%	12%	13%	14%

Source: NHTSA DOT HS 813 298 Traffic Safety Facts, May 2022

# Traffic Safety Facts

2020 Data

April 2022

DOT HS 813 286



## Large Trucks

*Use the camera on your phone to  
take a picture of the QR code to  
access a link to the website*



# Medium-Truck Specialty Study (GVWR 10,001-26,000 lbs.)

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## Study Objectives

- Identify reasons for the critical events and causal factors in fatal crashes involving at least one medium truck to focus efforts on appropriate countermeasures
- Assess how crash avoidance technologies could have affected the crash and injury severity of medium-truck crashes

# Medium-Truck Specialty Study (GVWR 10,001-26,000 lbs.)

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## Key Findings

- In 56 percent of the total estimated vehicles involved in the fatal MTSS crashes, Forward Collision Warning and Automatic Emergency Braking--if available and not disabled—likely would have reduced the severity and/or prevented the crash.
- The braking technologies showed much higher potential than lane (18%) and blind spot (less than 1%) technologies.



# Medium-Truck Specialty Study

(GVWR 10,001 - 26,000 lbs.)

DOT HS 813 371, September 2022

*Use the camera on your phone to  
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access a link to the website*



Data  
Visualization  
Tool





### NHTSA Data Visualization Fatality Analysis Reporting System (FARS) Tool – Large Truck 2011-2020 FARS Data

<https://cdan.dot.gov/DataVisualization/DataVisualization.htm#>

Note: Large trucks in this visualization tool include any medium or heavy truck, excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds. These large trucks include both commercial and non-commercial vehicles.

# Data Visualization Tool– Fatality Analysis Reporting System (FARS)

Data Visualization	Date Released
 Pedestrians	09/28/2020
 Pedalcyclists	09/28/2020
 Children	05/26/2021
 Motorcycles	10/06/2021
 Speeding	03/15/2022
 Large Trucks	05/18/2022
 Occupant Protection	10/18/2022



*Use the camera on your phone to take a picture of the QR code to access a link to the website*

# Dashboard Options for Data Visualization – Left Hand Navigation Panel

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Geography



Two-Vehicle  
Crashes



Crash  
Characteristics



Large-Truck  
Drivers

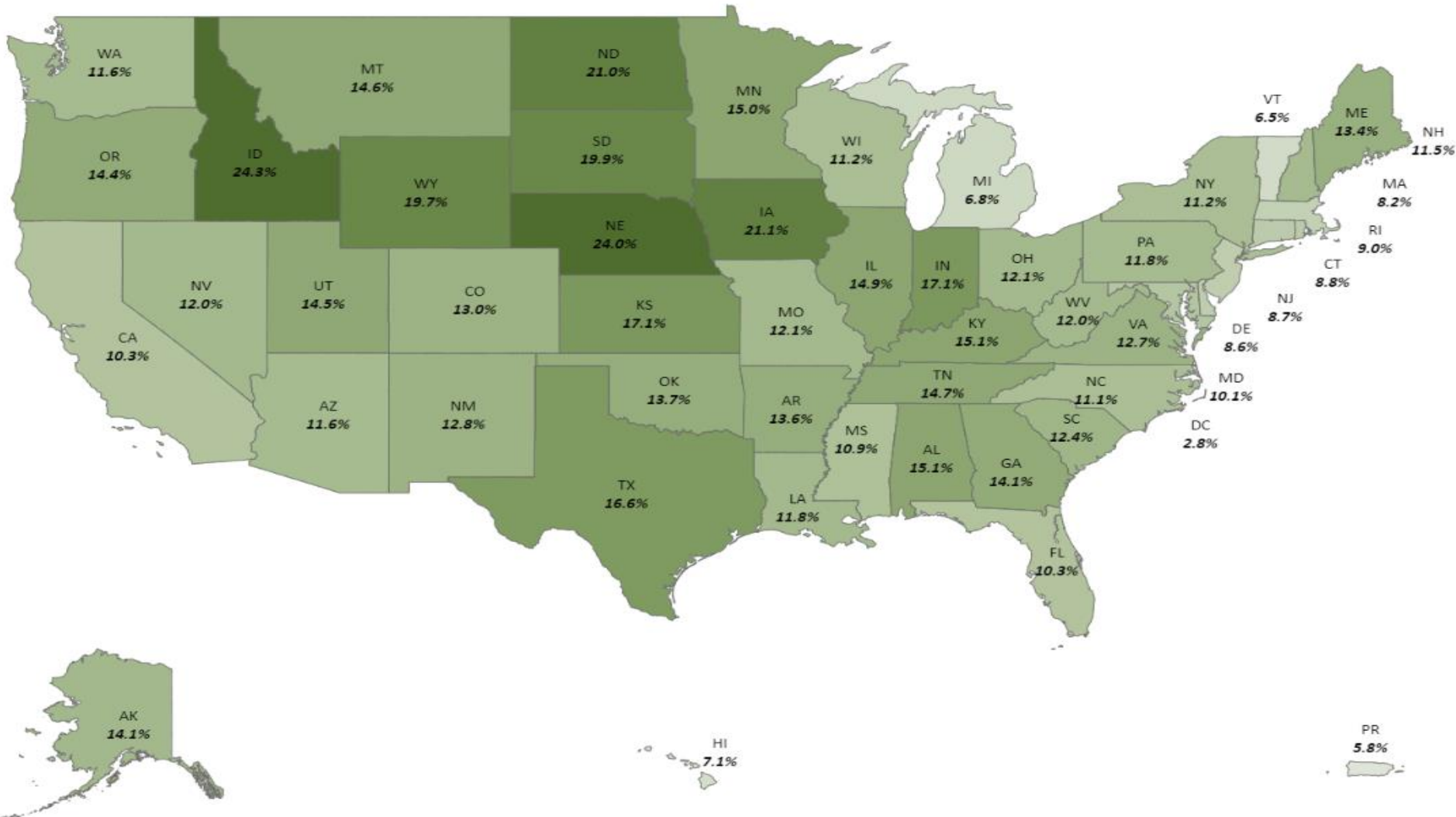


Environmental  
Characteristics

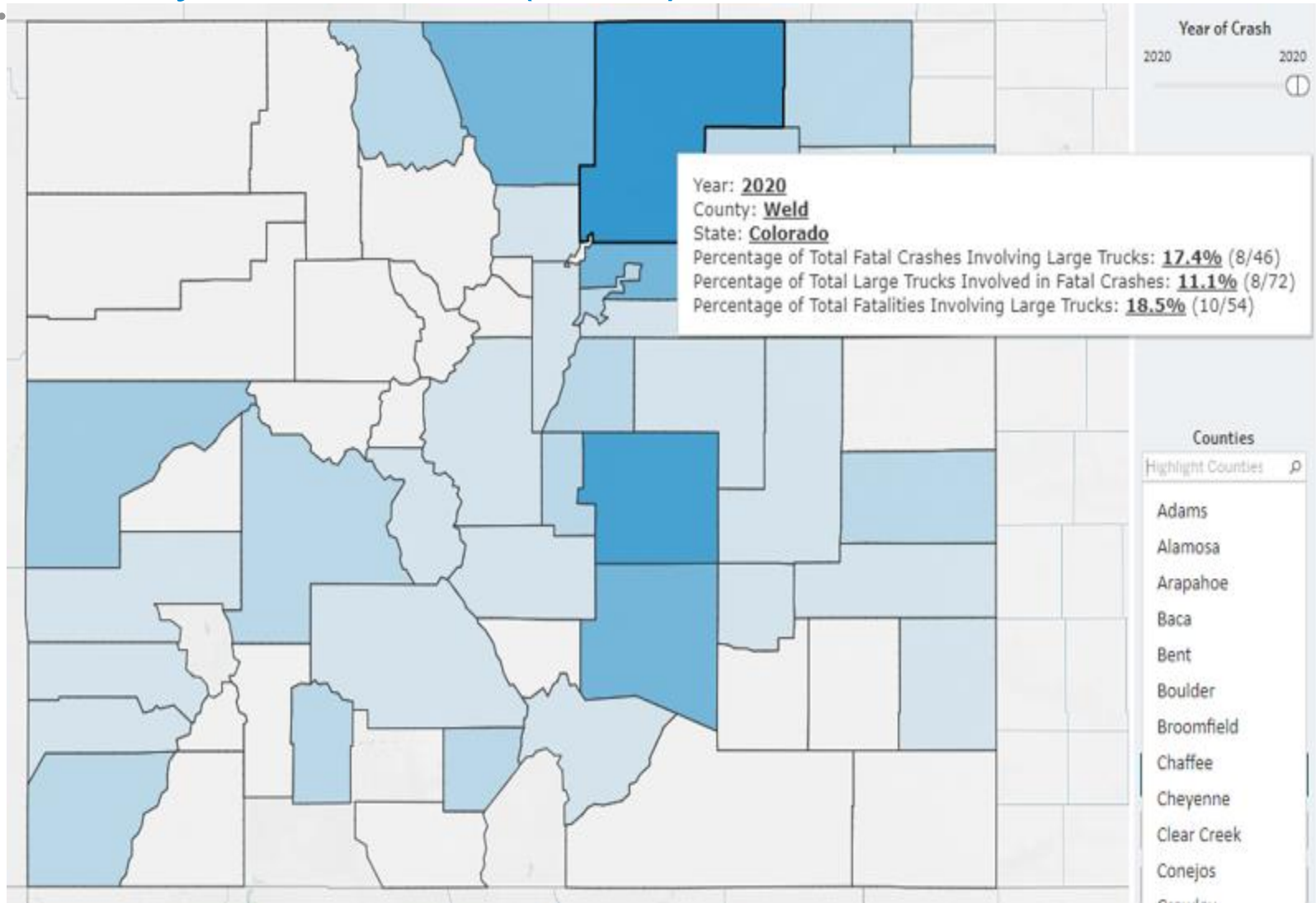


Alcohol

# Percentage of Fatalities Involving Large Trucks by State (2020)

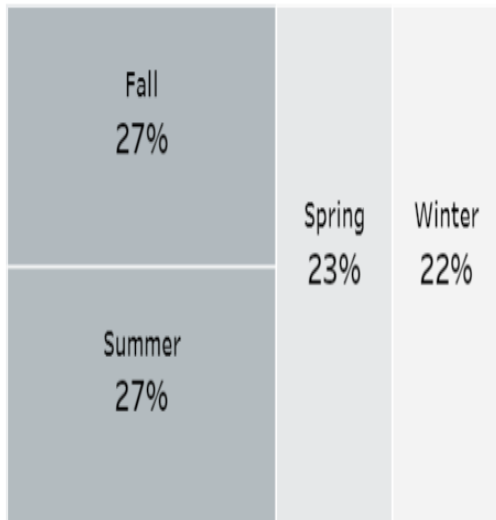


# Percentage of Fatalities Involving Large Trucks by County - Colorado (2020)

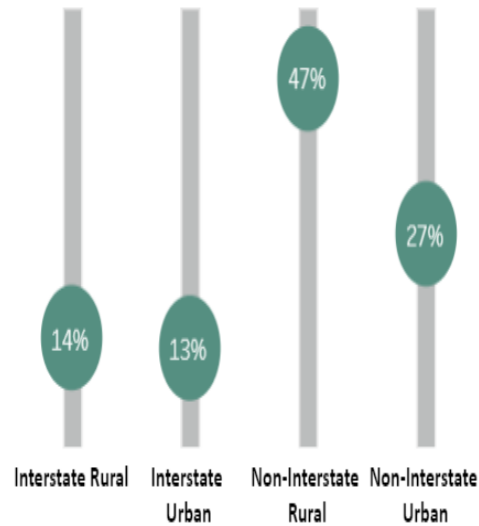


# National Large Truck Overview 2011-2020

### Season



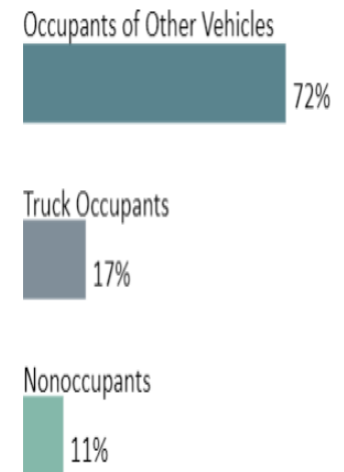
### Roadway Function Class



### Crash Type



### Occupant Type



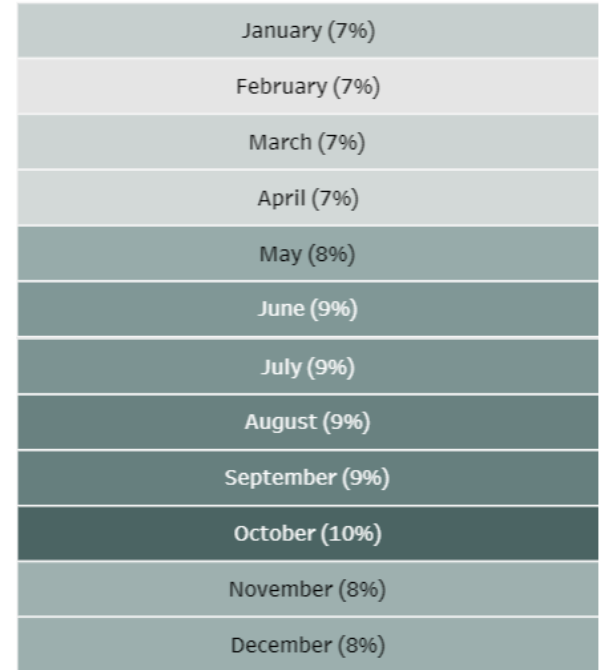
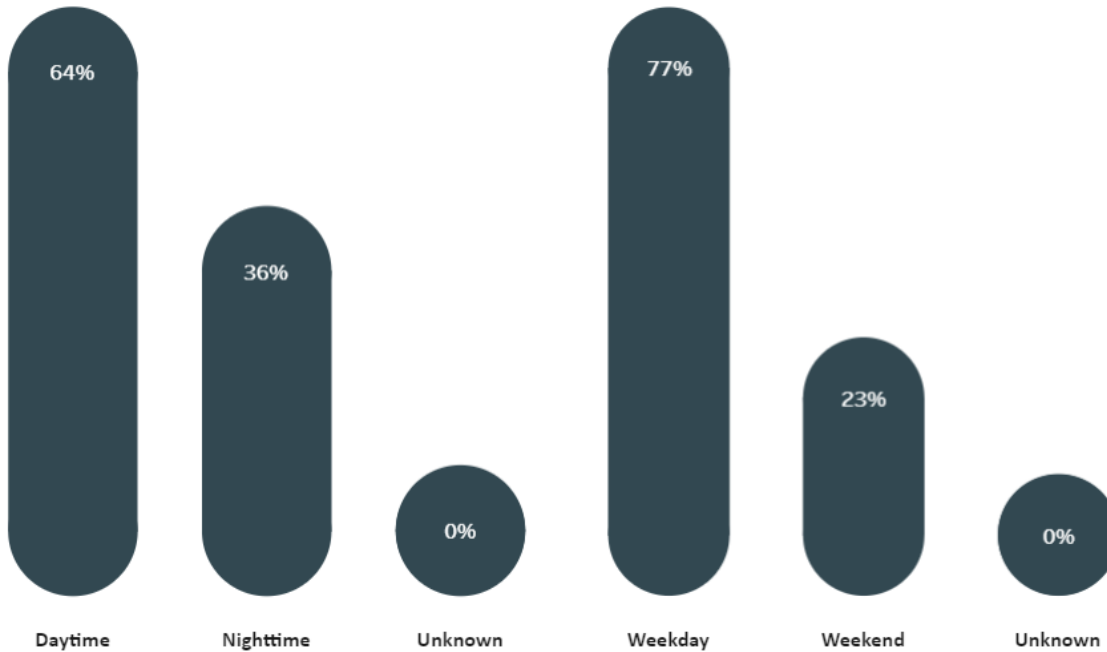


# National Large Truck Fatal Crash Characteristics 2016-2020

Time of Day

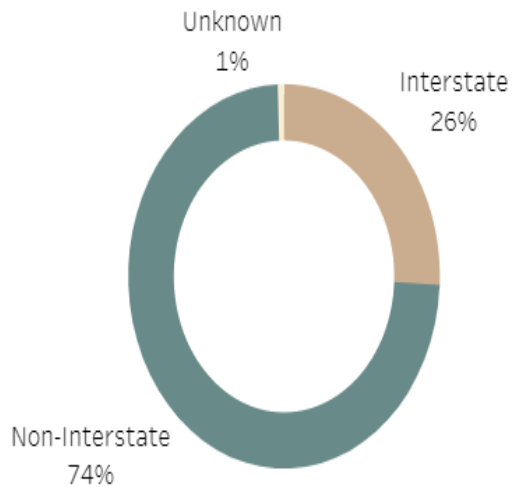
Day of Week

Month

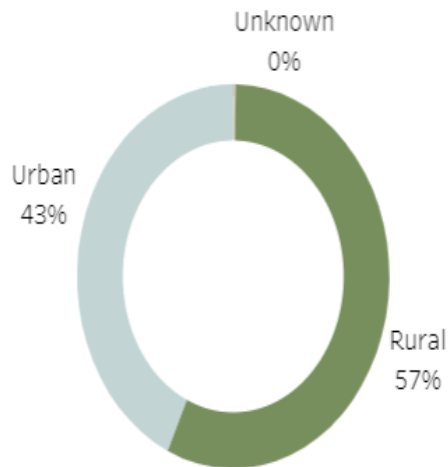


# National Large Truck Fatal Crash Characteristics 2016-2020

### Roadway



### Land Use

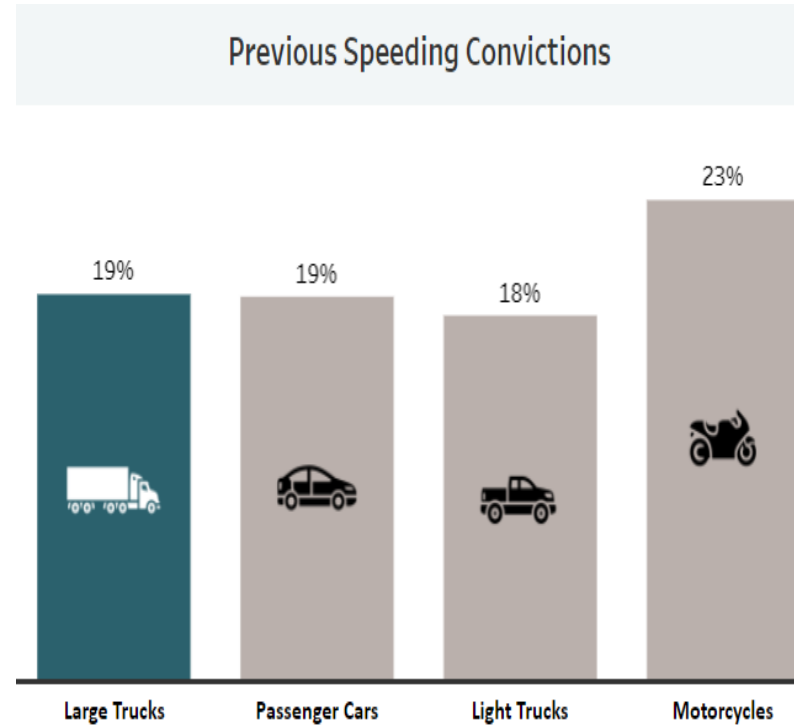
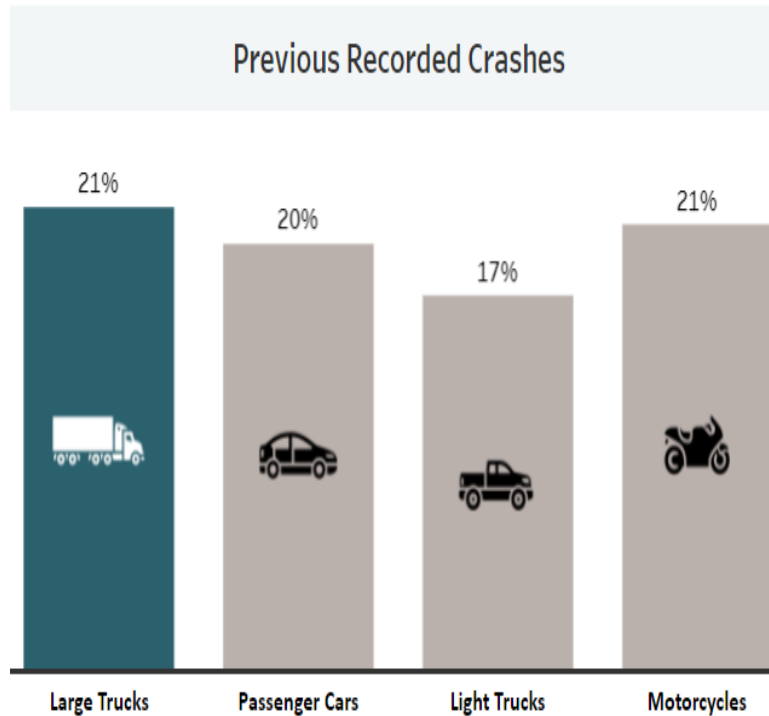


### Work Zone



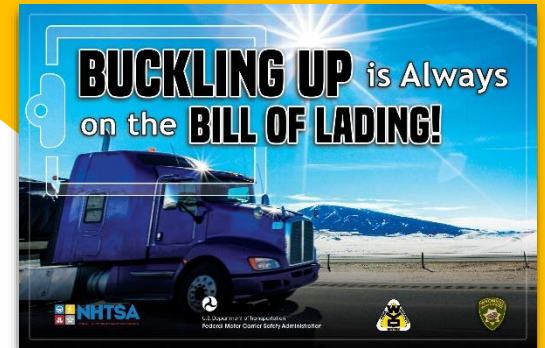
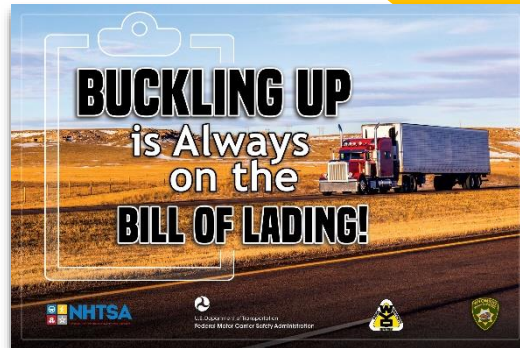
# National Large Truck Drivers 2016-2020

## Previous Driving Records of Large Truck Drivers Compared to Other Vehicle Operators Involved in Fatal Crashes



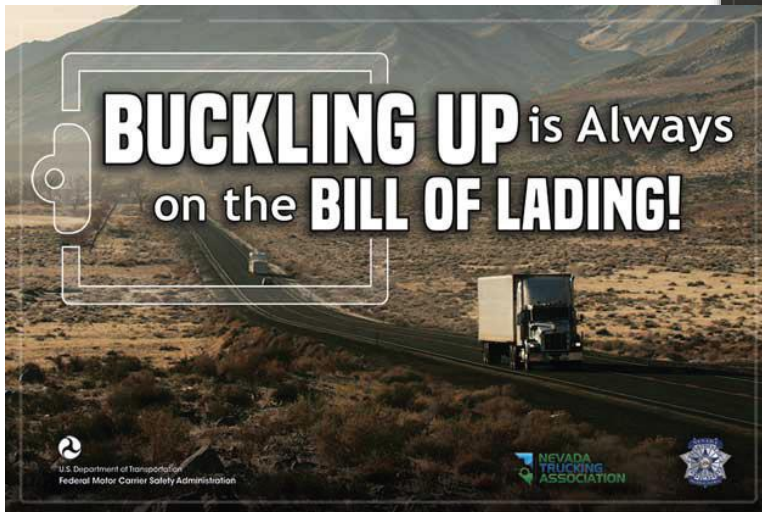
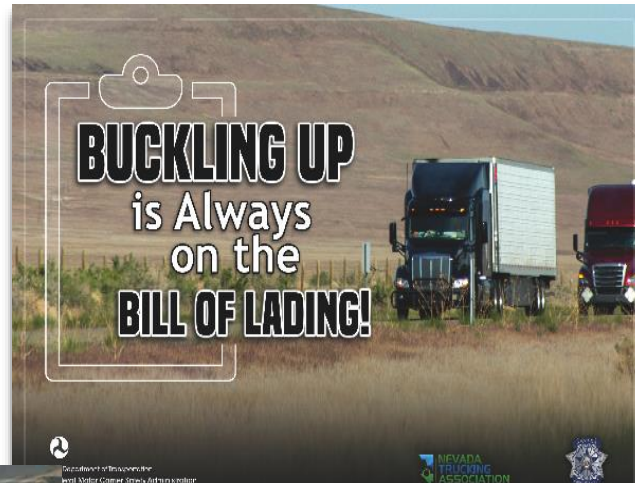
NHTSA  
Contributions to  
Commercial  
Vehicles –  
Operator and  
Driver Safety



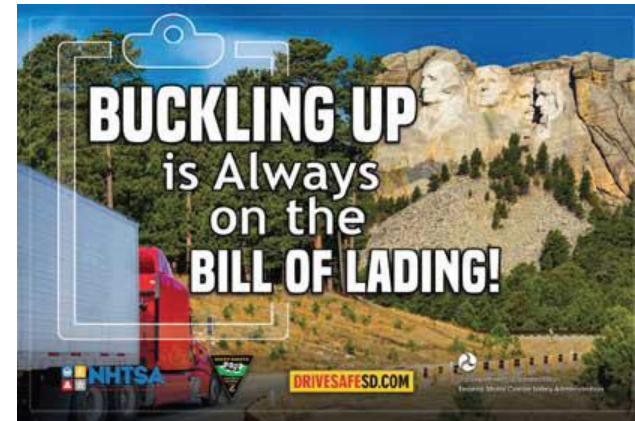
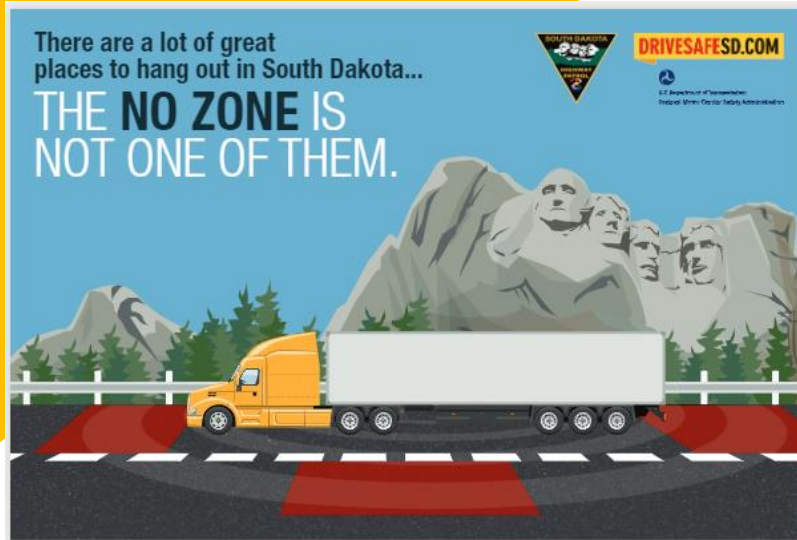


Wyoming

# Nevada



# South Dakota



NHTSA  
Contributions to  
Commercial  
Vehicle Safety:  
Motor Vehicle  
Safety  
Standards





# Automated Emergency Braking (AEB)

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## Bipartisan Infrastructure Law Sec. 23010

### FEDERAL MOTOR VEHICLE SAFETY STANDARD.—

- (1) IN GENERAL.—Not later than 2 years after the date of enactment of this Act, the Secretary shall—
  - (A) prescribe a motor vehicle safety standard under section 30111 of title 49, United States Code, that requires any **commercial motor vehicle** subject to section 571.136 of title 49, Code of Federal Regulations (relating to Federal Motor Vehicle Safety Standard Number 136) (or a successor regulation) that is manufactured after the effective date of the standard prescribed under this subparagraph to be equipped with an automatic emergency braking system; and
  - (B) as part of the standard under subparagraph (A), establish performance requirements for automatic emergency braking systems.
- 2) CONSIDERATIONS.—Prior to prescribing the motor vehicle safety standard under paragraph (1)(A), the Secretary shall—
  - (A) conduct a review of automatic emergency braking systems in use in applicable **commercial motor vehicles** and address any identified deficiencies with respect to those automatic emergency braking systems in the rulemaking proceeding to prescribe the standard, if practicable; and
  - (B) consult with representatives of **commercial motor vehicle drivers** regarding the experiences of drivers with automatic emergency braking systems in use in applicable commercial motor vehicles, including any malfunctions or H. R. 3684—339 unwarranted activations of those automatic emergency braking systems.

## Tentative Rulemaking Timeline

- **Notice for Proposed Rulemaking 2023**
- **Implementation of Final Rule 2024**

# Safe System Approach



# A New Direction – The Safe System Approach

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The Safe System Approach aims to eliminate fatal and serious injuries for all road users by:



**Accommodating human mistakes**



**Keeping impacts on the human body at tolerable levels**





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## NHTSA Region 8 Contact Information:

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