HEAVY TRUCK/BUS INVOLVED CRASHES (CONTINUED)

CRASH TYPE	ALL CRASHES		FATAL CRASHES		INJURY CRASHES	
	Number of Heavy Trucks	% of Total	Number of Heavy Trucks	% of Total	Number of Heavy Trucks	% of Total
Single Vehicle	2,193	14.1	5	4.4	258	9.7
Head On	174	1.1	21	18.6	76	2.9
Head On - Left Turn	141	0.9	0	0.0	64	2.4
Angle	1,802	11.6	26	23.0	525	19.7
Rear-end	3,445	22.2	34	30.1	846	31.8
Rear End - Left Turn	122	0.8	4	3.5	34	1.3
Rear End - Right Turn	115	0.7	0	0.0	21	0.8
Sideswipe - Same Direction	4,887	31.4	6	5.3	436	16.4
Sideswipe - Opposite Direction	606	3.9	2	1.8	84	3.2
Backing	645	4.2	2	1.8	24	0.9
Other / Unknown	1,409	9.1	13	11.5	294	11.0
TOTAL	15,539	100.0	113	100.0	2,662	100.0

The highest percentage of heavy trucks/buses are involved in same direction sideswipes for all crashes (31.4%) and in rear-end crashes for fatal crashes (30.1%) and injury crashes (31.8%).

HAZARDOUS ACTION	ALL CRASHES		FATAL CRASHES		INJURY CRASHES		HAZARDOUS CITATION ISSUED	
	Number of Heavy Trucks	% of Total	Number of Heavy Trucks	% of Total	Number of Heavy Trucks	% of Total	Number of Heavy Trucks	% of Total
None	7,790	50.1	78	69.0	1,497	56.2	26	1.0
Speed too fast	717	4.6	3	2.7	162	6.1	346	13.4
Speed too slow	6	0.0	1	0.9	3	0.1	0	0.0
Failed to yield	910	5.9	5	4.4	185	6.9	414	16.0
Disregard traffic control	158	1.0	3	2.7	62	2.3	88	3.4
Drove wrong way	4	0.0	0	0.0	2	0.1	3	0.1
Drove left of center	63	0.4	2	1.8	6	0.2	17	0.7
Improper passing	102	0.7	0	0.0	8	0.3	22	0.9
Improper lane use	819	5.3	1	0.9	76	2.9	253	9.8
Improper turn	468	3.0	0	0.0	20	0.8	150	5.8
Improper / no signal	18	0.1	0	0.0	3	0.1	4	0.2
Improper backing	575	3.7	0	0.0	18	0.7	152	5.9
Unable to stop in assured clear distance	1,471	9.5	6	5.3	345	13.0	709	27.4
Reckless driving	18	0.1	1	0.9	8	0.3	4	0.2
Careless / negligent driving	334	2.1	0	0.0	79	3.0	161	6.2
Other	1,133	7.3	5	4.4	84	3.2	232	9.0
Unknown	953	6.1	8	7.1	104	3.9	6	0.2
TOTAL	15,539	100.0	113	100.0	2,662	100.0	2,587	100.0

After no hazardous action, the most common hazardous action coded for drivers of heavy trucks/buses in all crashes (9.5%), fatal crashes (5.3%), and injury crashes (13.0%) is unable to stop in assured clear distance.