



Data Linkage Results

Pickup Truck Drivers – Crash Injuries, Oklahoma, 2007

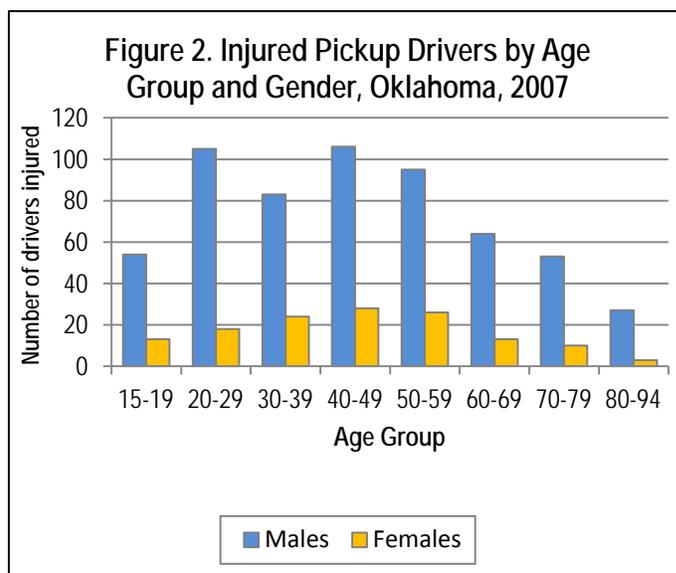
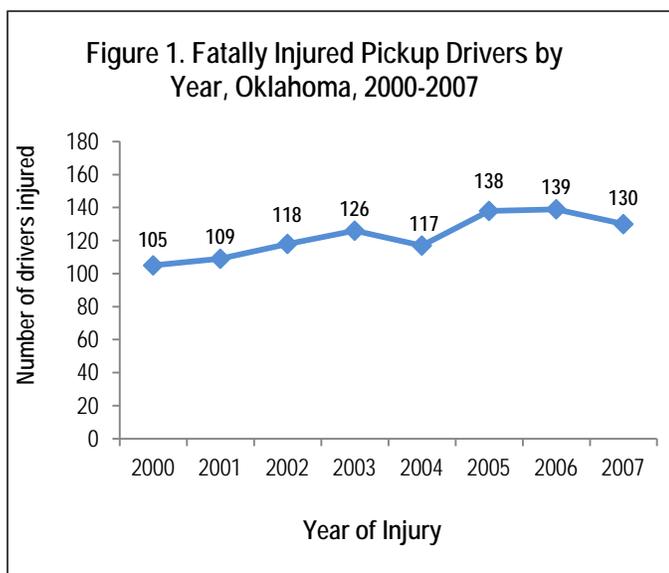
Pickup truck drivers were identified from the 2007 linked Traffic Data Linkage Project (TDLP) database as all crash incidents where the persons' occupancy status was a driver and the vehicle type was a pickup truck. This report includes all drivers of a pickup truck who were hospitalized or died as a result of crashes on public roadways.

- Of a total 75,059 traffic crashes in Oklahoma in 2007, 26,983 (36%) involved a pickup truck.
- From 2000 to 2007, the number of pickup drivers who died increased by 24% (Figure 1).
- There was a total of 722 injured pickup drivers in 713 crashes in 2007; 81% were male and 19% were female.
 - 130 died
 - 592 were hospitalized and survived
 - 44% were involved in single vehicle crashes and 56% were multi-vehicle.
- The median age of drivers was 45 years. The number of injured males was over four times that of females. The highest number occurred among male drivers 20-29 and 40-49 years of age (Figure 2).

- Information on inpatient hospital charges was available for 588 nonfatally injured persons. The overall total hospital charges were \$26.9 million (median \$23,628).
- Seat belt use status was known for 664 pickup drivers. Of these, 34% were not restrained.
- Seventy-four percent of pickup drivers who survived were wearing a seat belt versus 33% of those who died.
- Ejection from vehicle status was known for 710 drivers. Nine percent were totally ejected from the vehicle during the crash; 3% were partially ejected. Of the 89 persons who were partially or totally ejected, 94% were not wearing a seat belt.
- The proportion of injured pickup drivers was highest between noon and 8:00 p.m. and in April and May (Figures 3-4).

Characteristics of Drivers by Vehicle Type

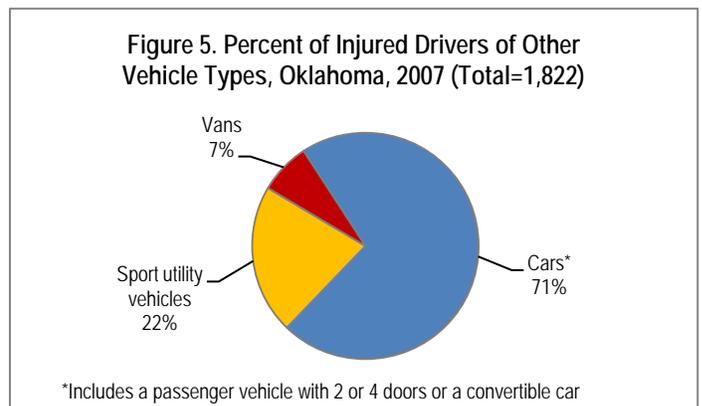
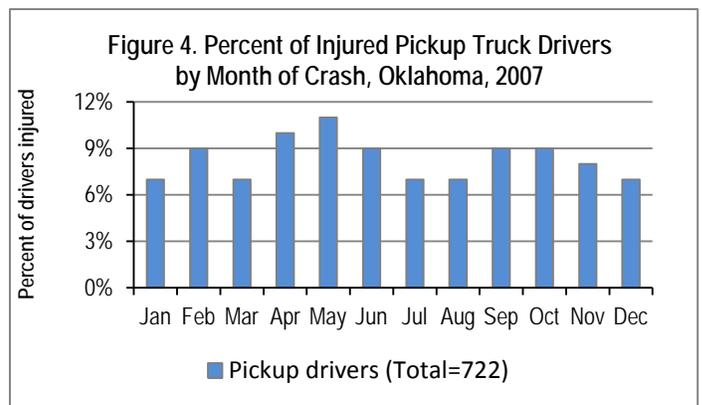
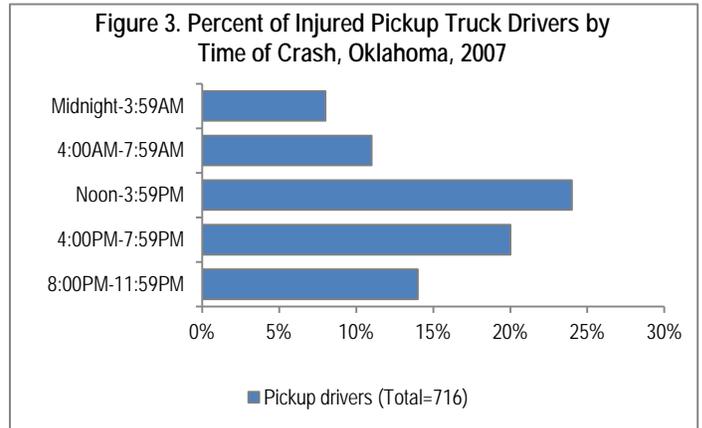
Crash and personal factors for pickup truck drivers were examined and compared to drivers of other vehicles including passenger cars, vans, and sport utility vehicles (SUVs) (Table 1, Figure 5).



TDLP Data Linkage Results

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- Males were more likely to be injured driving a pickup truck than females when compared to persons driving other vehicles.
- Median age of persons was slightly higher for drivers of a pickup truck than drivers of other vehicles.
- There was no statistically significant difference in the fatality outcome between the two groups.
- Pickup truck drivers were more likely to be injured in a single vehicle crash than drivers of other vehicles.
- Pickup truck drivers were less likely to wear a seat belt and were more likely to be impaired by alcohol when compared to drivers of other vehicles.
 - Alcohol impaired pickup drivers were less likely to wear a seat belt than pickup drivers who were not impaired (11% versus 89%).
- Pickup truck drivers were more likely to be totally or partially ejected from the vehicle during the crash than drivers of other vehicles.
- Regardless of vehicle type, there was no statistically significant difference between drivers who were speeding and drivers who were not speeding.
- Pickup trucks were more likely to roll over in crashes than other vehicles; however, 71% of the other vehicles were passenger cars. When pickup trucks were compared to SUVs alone, the result indicated that the pickup trucks were less likely to roll over than the SUVs.
- Pickup truck drivers were more likely to be injured on rural roadways than drivers of other vehicles.
 - The proportion of persons who were not wearing a seat belt on rural roadways was 22% higher for pickup truck drivers (79%) than for drivers of other vehicles (62%).
 - Eighty-three percent of pickup truck driving fatality crashes occurred in rural areas versus 69% of drivers of other vehicle fatalities.
- Using principal diagnosis, fractures were the most common type of injury sustained by hospitalized drivers in both groups. Approximately one of every five hospitalized persons sustained a traumatic brain injury.
- Slightly over one-third of hospitalized drivers had commercial health insurance as their primary payer in each group.



- Twenty-seven percent of pickup truck drivers and 33% of drivers of other vehicles were covered by Medicare/Medicaid.
- Pickup truck drivers were more likely covered by workers' compensation than drivers of other vehicles.
- In both groups, 17% were reportedly uninsured; 37% of uninsured pickup drivers were not wearing a seat belt; whereas, 28% of uninsured drivers of other vehicles were not belted.
- The median hospital length of stay (3 days) was the same in both groups.

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Hospital charges and safety equipment

- Overall, the median hospital charge among nonfatally injured persons was very similar between pickup truck drivers (\$23,628) and drivers of other vehicles (\$22,824) (Table 1).
- The median hospital charge was 27% higher for non-belted drivers (\$29,257) of pickup trucks than for belted pickup truck drivers (\$21,474) (Table 2).
- The highest median hospital charge was among persons who were not belted and had non-deployed air bags.
- Hospital discharge status was known for 601 pickup truck drivers. Seventy-four percent were discharged to home or self-care, 8% to an inpatient rehabilitation facility, 6% to another facility for inpatient care, 6% to home under care of an organized home health service, 3% died, and the other 3% to one of the following: a skilled nursing facility, left against medical advice, home hospice, or a long term care hospital.

Table 2. Median Hospital Charges among Pickup Drivers by Safety Equipment Use Status, Oklahoma, 2007

Safety Equipment Use	Pickup Trucks
Belted	\$21,474 (N=400)
Range	\$1,234 - \$772,117
Non-belted	\$29,257 (N=149)
Range	\$1,119 - \$529,935
Air bag deployed	\$23,870 (N=150)
Range	\$3,099 - \$419,741
Non-belted and air bag not deployed	\$32,357 (N=91)
Range	\$1,119 - \$529,935
N=number of drivers who survived	

Table 1. Characteristics of Injured Drivers by Vehicle Type, Oklahoma, 2007

Description (N=number of drivers)	Pickup Trucks (N=722)	Other Vehicles* (N=1,822)
Gender		
Male	587 (81%)	913 (50%)
Female	135 (19%)	909 (50%)
Median age	45 years	44 years
Range	15-94 years	15-96 years
Age group (years)		
15-19	67 (9%)	165 (9%)
20-29	123 (17%)	376 (21%)
30-39	107 (15%)	259 (14%)
40-49	134 (19%)	259 (14%)
50-59	121 (17%)	251 (14%)
60-69	77 (11%)	180 (10%)
70-79	63 (9%)	208 (11%)
80-96	30 (4%)	124 (7%)
Outcome		
Survived	592 (82%)	1,550 (85%)
Died	130 (18%)	272 (15%)
Type of crash	(N=713)	(N=1,788)
Single vehicle	311 (44%)	576 (32%)
Multiple vehicle	402 (56%)	1,212 (68%)
Seat belt	(N=664)	(N=1,722)
In use	440 (66%)	1,362 (79%)
Not in use	224 (34%)	360 (21%)
Alcohol		
Impaired	156 (22%)	256 (14%)
Not impaired	566 (78%)	1,566 (86%)
Ejected from the vehicle	(N=710)	(N=1,775)
Totally ejected	67 (9%)	119 (7%)
Partially ejected	22 (3%)	26 (1%)
Not ejected	621 (87%)	1,630 (92%)
Driver speeding	(N=551)	(N=1,316)
Yes	124 (22%)	310 (24%)
No	427 (78%)	1,006 (76%)
Vehicle rolled	(N=721)	
Yes	175 (24%)	306 (17%)
No	546 (76%)	1,516 (83%)
Location of crash		
Rural	431 (60%)	729 (40%)
Urban	291 (40%)	1,093 (60%)
Common types of injuries	(N=399)	(N=960)
Fractures/dislocations	201 (50%)	522 (54%)
Traumatic brain injury	75 (19%)	189 (20%)
Primary payer	(N=601)	(N=1,589)
Commercial	218 (36%)	549 (35%)
Medicare/Medicaid	164 (27%)	532 (33%)
Uninsured/self-pay	101 (17%)	274 (17%)
Workers' compensation	47 (8%)	50 (3%)
Automobile insurance	25 (4%)	109 (7%)
Other**	46 (8%)	75 (5%)
Median hospital charge	(N=588)	(N=1,546)
Nonfatal injuries	\$23,628	\$22,824
Range	\$1,119-\$772,117	\$1,075-\$924,562
*Other vehicles included drivers of passenger cars (a passenger vehicle with 2 or 4 doors or a convertible car), vans, and sport utility vehicles.		
**Other type of primary payer included Indian Health Service, Veterans Affairs, and charity.		