



Restraint Use by Injury Severity and Seat Position

2020

FATALITIES

| Occupant Position | Restrained | Un- Restrained | Unknown | Not Applicable | TOTAL |
|--|--------------|-------------------|------------|-------------------|--------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 946 | 799 | 205 | 473 | 2,423 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 2 | 7 | 1 | 0 | 10 |
| FRONT RIGHT | 198 | 139 | 34 | 0 | 371 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 32 | 53 | 3 | 25 | 113 |
| SECOND SEAT CENTER | 8 | 12 | 2 | 0 | 22 |
| SECOND SEAT RIGHT | 38 | 40 | 10 | 2 | 90 |
| THIRD SEAT LEFT | 0 | 1 | 1 | 0 | 2 |
| THIRD SEAT CENTER | 1 | 0 | 0 | 0 | 1 |
| THIRD SEAT RIGHT | 1 | 1 | 2 | 0 | 4 |
| PASSENGER IN BUS | 0 | 1 | 0 | 0 | 1 |
| OTHER IN VEHICLE | 3 | 5 | 0 | 0 | 8 |
| CARGO AREA | 0 | 2 | 0 | 1 | 3 |
| OUTSIDE VEHICLE | 1 | 5 | 0 | 5 | 11 |
| UNKNOWN | 3 | 14 | 16 | 0 | 33 |
| NOT APPLICABLE | 0 | 0 | 0 | 804 | 804 |
| Total | 1,233 | 1,079 | 274 | 1,310 | 3,896 |

Effective with the 2010 Annual Summary reports, "Incapacitating Injury" is referred to as "Suspected Serious Injury".
 Effective with the 2012 Annual Summary reports, "Non-Incapacitating Injury" is referred to as "Suspected Minor Injury".

Information contained in this report represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Department as of May 2, 2022.



Restraint Use by Injury Severity and Seat Position

2020

SUSPECTED SERIOUS INJURIES

| Occupant Position | Restrained | Un- Restrained | Unknown | Not Applicable | TOTAL |
|--|--------------|-------------------|--------------|-------------------|---------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 6,040 | 1,347 | 710 | 1,807 | 9,904 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 21 | 19 | 2 | 26 | 68 |
| FRONT RIGHT | 1,369 | 362 | 183 | 11 | 1,925 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 208 | 105 | 39 | 138 | 490 |
| SECOND SEAT CENTER | 67 | 59 | 21 | 4 | 151 |
| SECOND SEAT RIGHT | 274 | 114 | 47 | 4 | 439 |
| THIRD SEAT LEFT | 8 | 8 | 2 | 0 | 18 |
| THIRD SEAT CENTER | 3 | 6 | 1 | 0 | 10 |
| THIRD SEAT RIGHT | 8 | 7 | 0 | 1 | 16 |
| PASSENGER IN BUS | 1 | 5 | 19 | 7 | 32 |
| OTHER IN VEHICLE | 2 | 16 | 4 | 7 | 29 |
| CARGO AREA | 1 | 19 | 0 | 8 | 28 |
| OUTSIDE VEHICLE | 2 | 6 | 1 | 5 | 14 |
| UNKNOWN | 2 | 29 | 34 | 0 | 65 |
| NOT APPLICABLE | 0 | 0 | 0 | 1,471 | 1,471 |
| Total | 8,006 | 2,102 | 1,063 | 3,489 | 14,660 |

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Restraint Use by Injury Severity and Seat Position

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SUSPECTED MINOR INJURIES

| Occupant Position | Restrained | Un- Restrained | Unknown | Not Applicable | TOTAL |
|--|---------------|-------------------|--------------|-------------------|---------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 38,279 | 1,928 | 1,977 | 2,661 | 44,845 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 77 | 33 | 8 | 30 | 148 |
| FRONT RIGHT | 8,374 | 571 | 409 | 44 | 9,398 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 1,571 | 198 | 85 | 167 | 2,021 |
| SECOND SEAT CENTER | 483 | 122 | 38 | 8 | 651 |
| SECOND SEAT RIGHT | 1,933 | 246 | 86 | 5 | 2,270 |
| THIRD SEAT LEFT | 81 | 10 | 4 | 2 | 97 |
| THIRD SEAT CENTER | 48 | 5 | 1 | 0 | 54 |
| THIRD SEAT RIGHT | 66 | 8 | 3 | 0 | 77 |
| PASSENGER IN BUS | 26 | 39 | 33 | 59 | 157 |
| OTHER IN VEHICLE | 25 | 43 | 6 | 14 | 88 |
| CARGO AREA | 8 | 25 | 0 | 13 | 46 |
| OUTSIDE VEHICLE | 3 | 6 | 2 | 9 | 20 |
| UNKNOWN | 19 | 25 | 40 | 12 | 96 |
| NOT APPLICABLE | 0 | 0 | 0 | 2,601 | 2,601 |
| Total | 50,993 | 3,259 | 2,692 | 5,625 | 62,569 |

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POSSIBLE INJURIES

| Occupant Position | Restrained | Un-Restrained | Unknown | Not Applicable | TOTAL |
|---|----------------|---------------|--------------|----------------|----------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 81,876 | 1,544 | 3,574 | 1,740 | 88,734 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 173 | 28 | 17 | 20 | 238 |
| FRONT RIGHT | 20,614 | 533 | 825 | 47 | 22,019 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 4,798 | 235 | 213 | 123 | 5,369 |
| SECOND SEAT CENTER | 1,652 | 171 | 89 | 15 | 1,927 |
| SECOND SEAT RIGHT | 5,876 | 253 | 242 | 19 | 6,390 |
| THIRD SEAT LEFT | 236 | 16 | 14 | 1 | 267 |
| THIRD SEAT CENTER | 93 | 10 | 11 | 2 | 116 |
| THIRD SEAT RIGHT | 218 | 16 | 10 | 0 | 244 |
| PASSENGER IN BUS | 63 | 201 | 26 | 165 | 455 |
| OTHER IN VEHICLE | 41 | 57 | 11 | 44 | 153 |
| CARGO AREA | 10 | 33 | 1 | 14 | 58 |
| OUTSIDE VEHICLE | 4 | 8 | 3 | 14 | 29 |
| UNKNOWN | 79 | 26 | 95 | 23 | 223 |
| NOT APPLICABLE | 0 | 0 | 0 | 2,216 | 2,216 |
| Total | 115,733 | 3,131 | 5,131 | 4,443 | 128,438 |

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Restraint Use by Injury Severity and Seat Position

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NOT INJURED

| Occupant Position | Restrained | Un-Restrained | Unknown | Not Applicable | TOTAL |
|---|----------------|---------------|---------------|----------------|----------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 603,241 | 3,176 | 27,274 | 2,263 | 635,954 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 1,371 | 113 | 77 | 52 | 1,613 |
| FRONT RIGHT | 129,964 | 863 | 4,860 | 315 | 136,002 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 38,098 | 489 | 1,174 | 211 | 39,972 |
| SECOND SEAT CENTER | 14,222 | 438 | 526 | 46 | 15,232 |
| SECOND SEAT RIGHT | 46,278 | 529 | 1,372 | 138 | 48,317 |
| THIRD SEAT LEFT | 2,433 | 21 | 69 | 6 | 2,529 |
| THIRD SEAT CENTER | 960 | 32 | 39 | 0 | 1,031 |
| THIRD SEAT RIGHT | 2,309 | 19 | 63 | 9 | 2,400 |
| PASSENGER IN BUS | 1,998 | 3,436 | 933 | 3,649 | 10,016 |
| OTHER IN VEHICLE | 426 | 291 | 92 | 204 | 1,013 |
| CARGO AREA | 150 | 178 | 25 | 100 | 453 |
| OUTSIDE VEHICLE | 70 | 88 | 13 | 432 | 603 |
| UNKNOWN | 379 | 60 | 524 | 202 | 1,165 |
| NOT APPLICABLE | 0 | 0 | 0 | 579 | 579 |
| Total | 841,899 | 9,733 | 37,041 | 8,206 | 896,879 |

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Restraint Use by Injury Severity and Seat Position

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UNKNOWN INJURIES

| Occupant Position | Restrained | Un- Restrained | Unknown | Not Applicable | TOTAL |
|--|--------------|-------------------|---------------|-------------------|---------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 6,325 | 293 | 61,469 | 402 | 68,489 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 11 | 0 | 22 | 4 | 37 |
| FRONT RIGHT | 1,383 | 52 | 1,722 | 20 | 3,177 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 461 | 13 | 236 | 14 | 724 |
| SECOND SEAT CENTER | 186 | 10 | 70 | 2 | 268 |
| SECOND SEAT RIGHT | 542 | 12 | 255 | 6 | 815 |
| THIRD SEAT LEFT | 26 | 1 | 12 | 0 | 39 |
| THIRD SEAT CENTER | 6 | 1 | 4 | 1 | 12 |
| THIRD SEAT RIGHT | 22 | 0 | 4 | 1 | 27 |
| PASSENGER IN BUS | 10 | 26 | 30 | 77 | 143 |
| OTHER IN VEHICLE | 3 | 2 | 4 | 1 | 10 |
| CARGO AREA | 1 | 4 | 3 | 2 | 10 |
| OUTSIDE VEHICLE | 3 | 1 | 10 | 8 | 22 |
| UNKNOWN | 47 | 16 | 8,281 | 1,319 | 9,663 |
| NOT APPLICABLE | 0 | 0 | 0 | 106 | 106 |
| Total | 9,026 | 431 | 72,122 | 1,963 | 83,542 |

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TOTAL

| Occupant Position | Restrained | Un- Restrained | Unknown | Not Applicable | TOTAL |
|--|------------------|-------------------|----------------|-------------------|------------------|
| FRONT LEFT OR MOTORCYCLE DRIVER | 736,707 | 9,087 | 95,209 | 9,346 | 850,349 |
| FRONT CENTER OR MOTORCYCLE SIDECAR PASSENGER | 1,655 | 200 | 127 | 132 | 2,114 |
| FRONT RIGHT | 161,902 | 2,520 | 8,033 | 437 | 172,892 |
| SECOND SEAT LEFT OR MOTORCYCLE BACK PASSENGER | 45,168 | 1,093 | 1,750 | 678 | 48,689 |
| SECOND SEAT CENTER | 16,618 | 812 | 746 | 75 | 18,251 |
| SECOND SEAT RIGHT | 54,941 | 1,194 | 2,012 | 174 | 58,321 |
| THIRD SEAT LEFT | 2,784 | 57 | 102 | 9 | 2,952 |
| THIRD SEAT CENTER | 1,111 | 54 | 56 | 3 | 1,224 |
| THIRD SEAT RIGHT | 2,624 | 51 | 82 | 11 | 2,768 |
| PASSENGER IN BUS | 2,098 | 3,708 | 1,041 | 3,957 | 10,804 |
| OTHER IN VEHICLE | 500 | 414 | 117 | 270 | 1,301 |
| CARGO AREA | 170 | 261 | 29 | 138 | 598 |
| OUTSIDE VEHICLE | 83 | 114 | 29 | 473 | 699 |
| UNKNOWN | 529 | 170 | 8,990 | 1,556 | 11,245 |
| NOT APPLICABLE | 0 | 0 | 0 | 7,777 | 7,777 |
| Total | 1,026,890 | 19,735 | 118,323 | 25,036 | 1,189,984 |

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