

Motorcycle Accidents Caused by Commercial Trucks in Georgia

The Size Imbalance That Turns A Near-Miss Into A Fatal Wreck

A motorcycle weighs somewhere between 400 and 800 pounds. A loaded tractor-trailer can weigh 80,000 pounds. When those two vehicles collide, the outcome for the rider is largely determined by physics before any fault question even enters the picture. The truck barely registers the impact. The rider absorbs all of it.

Crashes between motorcycles and commercial trucks are among the deadliest on Georgia's highways, and they occur for reasons that are predictable and preventable. Truck drivers who fail to check mirrors before changing lanes, who underestimate a motorcycle's speed when making left turns, or who don't account for a rider already in an adjacent lane create exactly the kind of crash that kills riders or leaves them with catastrophic injuries.

According to [NHTSA's motorcycle safety data](#), motorcyclists were nearly 27 times more likely to die in a traffic crash than passenger car occupants per vehicle miles traveled in 2024, and 6,228 riders were killed that year. Commercial truck involvement compounds those odds dramatically.

At the [Law Offices of Gary Martin Hays & Associates, P.C.](#), our [Georgia motorcycle accident lawyers](#) have represented riders and families after truck collisions. The cases involve a different set of regulations, a different set of defendants, and a different kind of investigation than a collision between two passenger vehicles. Since 1993, we've recovered over [\\$1 billion for Georgia families](#) hurt in crashes like these, and we know how these cases are built.

The Blind Spots That Make Trucks Dangerous For Riders

A standard tractor-trailer has blind spots on all four sides. The right-side blind zone is the most dangerous for motorcycles because it runs nearly the entire length of the trailer and extends several lanes wide on highway-speed roads. A rider traveling in that zone may be completely invisible to a truck driver for hundreds of feet, especially when that truck driver isn't watching for motorcyclists.

The [truck blind-spot zones](#) that produce so many serious crashes aren't a secret. Every CDL program covers them. Every commercial driver is trained to account for them before changing lanes or merging. When a semi-truck driver changes lanes without a proper mirror check into a lane where a motorcycle is already traveling, that's not an unavoidable accident. It's a failure of the specific skill the driver was trained and licensed to perform.

Take a rider traveling on I-75 south of Atlanta in the right center lane. A flatbed beside them begins moving right without signaling, and the rider has nowhere to go. The contact doesn't have to be severe to be fatal at 70 mph. The rider gets clipped, loses control, and goes down. The truck driver may not have felt anything. But the physics of a 400-pound motorcycle and rider against pavement at highway speed don't require much force to produce catastrophic results.

Left turns create a different but equally lethal scenario. Truck drivers making wide turns across multiple lanes in urban areas frequently misjudge the closing speed of a motorcycle in the opposing lane. The truck's slow, wide arc looks like it's clearing space, but a motorcycle traveling at 45 mph covers that space faster than the driver anticipated. [Left turn motorcycle accidents](#) are one of the most consistent patterns in motorcycle fatality data, and commercial trucks are disproportionately involved.

Federal Regulations Governing Commercial Truck Driver Conduct

Commercial truck drivers aren't held to the same standard as a passenger car driver who failed to check a mirror. They're licensed professionals operating under a federal regulatory framework administered by the Federal Motor Carrier Safety Administration, and their obligations are specifically defined.

The [FMCSA's Large Truck and Bus Crash Facts](#) annual report documents the scale of crashes involving large commercial vehicles. That data forms the backdrop against which individual cases are evaluated. When an attorney can show that a trucking company's driver violated a federal safety regulation and that violation contributed to the crash, it changes the strength and value of the case significantly.

[Hours-of-service rules](#) limit how long a commercial driver can be behind the wheel before rest is required. Carriers who push drivers past those limits through dispatch pressure or by failing to enforce compliance create the fatigued driving conditions that lead to missed mirrors, slow reaction times, and the kind of inattention that puts a motorcycle rider in a fatal position. Electronic logging devices now make hours-of-service violations harder to conceal, but the data still has to be collected before it becomes unavailable.

[GPS and telematics data](#) from the truck's onboard systems record speed, lane position, braking activity, and other parameters in the seconds before a crash. When that data shows no braking before impact, it's powerful evidence that the driver never saw the rider at all. This kind of reconstruction evidence is part of what distinguishes a well-built motorcycle versus truck case from a simple he-said-she-said.

Injuries That Define These Cases

The injuries riders sustain in commercial truck collisions tend to be severe even at relatively low speeds, because the rider's body has no protection beyond riding gear and a helmet. At highway speed, the injury spectrum reaches into categories that require intensive medical management and produce permanent disability.

[Fractures and crush injuries](#) are common when a rider goes down under or beside a truck. Femur fractures, pelvic injuries, and upper extremity fractures from the rider's instinctive attempt to break a fall account for a large share of the orthopedic injuries in these cases. [Spinal cord injuries](#) from the impact forces involved can range from nerve root damage that produces chronic pain to complete injuries that result in paralysis. [Road rash](#) at highway speed strips away skin and underlying tissue across large areas of the body, creating wound care needs that can extend for months. [Arm and hand injuries](#) are nearly universal when a rider's reflex puts their arm out before impact.

In crashes involving [multiple vehicle contacts](#) where the rider goes down and is then struck by a second vehicle or the truck itself as it continues moving, the injury patterns become exponentially more severe. These aren't hypothetical scenarios. They're what happens when a rider loses control on a multi-lane highway surrounded by moving traffic.

Comparative Fault Arguments In Truck-Motorcycle Cases

Georgia's modified [comparative fault framework](#) allows a defendant to reduce the damages they owe if they can establish that the injured party bears some percentage of fault. In motorcycle versus truck cases, that argument takes a predictable form: the carrier's defense team argues that the rider was speeding, riding in the truck's blind spot deliberately, or failed to take evasive action.

These arguments exist to reduce the carrier's exposure, not because they accurately describe what happened. A rider who is traveling lawfully in a lane they're entitled to use and is struck by a truck whose driver didn't check mirrors before changing lanes isn't meaningfully at fault for being in the truck's path. The legal task is building a case that shows the sequence of events clearly enough that a jury can see the fault picture accurately.

Georgia's Senate Bill 68 affects these cases through its [insurance defense tactics](#). Carriers now use the phantom damages provision to drive a wedge between what a rider's medical care cost and what an insurer paid, pushing for lower damages awards. Riders and families who don't understand how that provision works going into settlement negotiations are at a significant disadvantage.

The [FMCSA](#) also makes carrier safety data publicly available, and a carrier's history of safety violations, failed inspections, and prior crashes is evidence that belongs in every truck-motorcycle case where the carrier's training and supervision are at issue.

Georgia Law On Fault When A Truck Strikes A Rider

When a commercial truck hits a motorcycle on a Georgia road, the fault analysis begins with the driver's conduct and expands from there. Was the driver within his hours-of-service limits? Did the trucking company train him on blind-spot checking procedures? Did their safety rating reflect a pattern of similar violations? Did dispatch push him to make a delivery window that required him to rush through a lane change without a proper mirror check?

Riders and their families deserve answers to those questions. There's no retainer and no hourly billing when you hire our firm for a motorcycle crash claim. We work on a contingency basis, and our fee is tied entirely to the recovery we deliver. If you or someone you love was hurt when a commercial truck struck a motorcycle on a Georgia road, [contact us](#) for a free consultation to discuss your case and the potential legal options available to you.