U.S. Department
of Transportation
**National Highway
Traffic Safety
Administration**

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2011 Fatality Analysis Reporting System (FARS)
and
National Automotive Sampling System (NASS)
General Estimates System (GES)
Coding and Validation Manual

2011 MANUAL CHANGES

Below is a list of FARS and NASS/GES elements that have substantial changes for 2011. These changes, as well as others, are highlighted throughout the manual by ***bold/italic*** type.

<u>IT IS RECOMMENDED THAT YOU REVIEW THE ENTIRE MANUAL FOR ALL CHANGES</u>

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
All elements with Not Reported attributes			X	▪ Not Reported Remarks in all affected elements will be changed to read: **Not Reported** If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "Not Reported". **Code Not Reported in these situations:** • ~~*No coded data block exists on the report, and/or*~~ • A coded data block exists and it is left blank, and~~/or~~ • No other information is available (e.g., narrative, diagram or case materials)
C3	Number of Forms Submitted for Persons Not in Motor Vehicles	X		▪ Update Range to: **<u>00</u>**-99.
C5	Number of Motor Vehicle Occupant Forms	X		▪ Update Range to: **<u>000</u>**-999.
C8	Crash Date	X	X	▪ Deleted attribute ***98 – Not Reported*** for Month. ▪ Deleted attribute ***98 – Not Reported*** for Day. ▪ Added new GES Special Instructions.
C9	Crash Time	X	X	▪ Deleted attribute ***9998 – Not Reported.***
C11	Roadway Function Class		X	▪ Updated remarks section.
C12	Route Signing		X	▪ Updated remarks section.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
C13	Trafficway Identifier		X	▪ Updated remarks section.
C14	Milepoint	X	X	▪ Changed format from **5 ~~alphanumeric~~** to **5 numeric**. ▪ Updated element attributes with the addition of the decimal point. ▪ Updated remarks section.
C15	Global Position		X	▪ Updated GES Special Instruction remarks.
C17	Crash Events - Sequence of Events		X	▪ Delete attribute **~~98 – Not Reported~~**
C18	First Harmful Event	X	X	▪ Delete attribute **~~98 – Not Reported~~** ▪ Updated/Added new remarks.
C20a/b	Relation to Junction	X	X	▪ Updated/Added new Remarks. ▪ Updated Interchange Graphic. ▪ Addition of Parking Lot Diagram and Driveway Access Diagram.
C22	Relation to Trafficway	X	X	▪ Updated remarks section
C25	Atmospheric Conditions	X	X	▪ Updated remarks section.
C30	EMS Time at Hospital	X	X	▪ Added new attribute **9996 – Transport Terminated**. ▪ Added new remarks.
C32	Interstate Highway	X	X	▪ New GES Only Element ▪ Added new attributes **0 – No, 1 – Yes, 9 – Unknown**
C33	Stratum	X	X	▪ New GES Only Element ▪ Added new attributes **1 - Category 1 - Stratum L, 2 - Category 2, 3 - Category 3, 4 - Category 4, 5 - Category 1 - Stratum M, 6 - Category 1 - Stratum N**
C34	Police Jurisdiction	X	X	▪ New GES Only Element ▪ Added new attributes **001-128 Range**

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
V4	Number of Occupants	X	X	• Delete attribute ~~98 - Not Reported~~ • Removed remarks regarding Not Reported.
V7	Registration State		X	• Updated remarks section.
V9	Vehicle Make	X	X	• Added new Make *66 - Mahindra*
V10	Vehicle Model	X		• Add new attribute *598 – Low Speed Vehicle (LSV) / Neighborhood Electric Vehicle (NEV)* and *870 – Medium/Heavy Van-Based Vehicle.*
V10	Body Type	X	X	• Added new attributes: *55 – Van-Based Bus GVWR > 10,000 lbs.* and *94 – Low Speed Vehicle (LSV) / Neighborhood Electric Vehicle (NEV)* • Updated attributes: 61 – Single-unit straight truck *or Cab-Chassis* (10,000 lbs. < GVWR < or = 19,500 lbs.), 62 – Single-unit straight truck *or Cab-Chassis* (19,500 lbs. < GVWR < or = 26,000 lbs.), 63 – Single-unit straight truck *or Cab-Chassis* (GVWR > 26,000 lbs.), 64 – Single-unit straight truck *or Cab-Chassis* (GVWR unknown). • Updated/Added new remarks.
V15	Jackknife	X	X	• Removed GES Attributes. • Removed GES Remarks. • Added Updated Remarks about FARS/GES combined element.
V16	Motor Carrier Identification Number	X	X	• Added new attributes for GES only: Issuing Authority: *00 – Not Applicable, 01-56 – State Code, 57 – US DOT, 58 – MC/MX (ICC), 95 – Canada, 96 – Mexico, 88 – None, 77 – Not Reported, 99 – Unknown.* Identification Number: *8s – None.* • Updated/Added new remarks. • Deleted GES Special Instructions.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
V17	GVWR/GCWR	X	X	▪ New element for GES. ▪ Added new attributes for GES only: *0 – Not Applicable, 1 – 10,000 lbs or less, 2 – 10,001 lbs – 26,000 lbs., 3 – 26,001 lbs or more, 8 – Not Reported, 9 – Unknown* ▪ Updated remarks section
V18	Vehicle Configuration		X	▪ Added new remarks.
V27	Location of Rollover	X	X	▪ Add new attribute: *7 – In Parking Lane/Zone* ▪ Add new remarks.
V28	Areas of Impact – Initial Damage /Most Damaged		X	▪ Updated remarks section.
V30	Vehicle Removal		X	▪ Added new GES Special Instruction remarks.
V31	Sequence of Events	X	X	▪ Removal of attribute for GES only: ~~8 – Collision with a Motor Vehicle In-Transport (Not Reported)~~ ▪ Removal of attribute ~~98 – Not Reported~~ ▪ Added new remarks. ▪ Updated remarks section
V32	Most Harmful Event		X	▪ Added new remarks. ▪ Removal of attribute ~~98 – Not Reported~~ ▪ Updated remarks section
V35	Vehicle License Plate Number	X	X	▪ GES Only Element ▪ Add attributes: *0000000000 - No License Plate, Actual License Plate Number, 9999999998 - Not Reported, 9999999999 - Unknown* ▪ Updated remarks section.
D4	Driver Presence		X	▪ Updated remarks section.
D5	Driver's License State	X	X	▪ Delete attribute ~~00 - No Driver Present~~ ▪ Updated remarks section.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
D6	Driver's Zip Code	X	X	▪ Delete attribute ~~99998 - No Driver Present~~ ▪ Updated remarks section.
D21	Violations Charged		X	▪ Added new remarks.
D23 NM14	Condition (Impairment) at Time of Crash	X	X	▪ Updated attribute **99 – Unknown If ~~Physically~~ Impaired.** ▪ Updated remarks section.
D24	Related Factors – Driver Level		X	▪ Updated attribute 12 – Mother of Dead Fetus/ **Mother of Infant Born Post Crash**
D25	Driver License Number	X	X	▪ GES Only element ▪ Add attributes: **00000000000000000000 – No License, Actual Driver License Number (DLN), 98888888888888888888 – No Driver Present, 99999999999999999999 – Unknown** ▪ Added remarks section.
PC5	Trafficway Description		X	▪ Updated remarks section.
PC6	Total Lanes in Roadway		X	▪ Updated remarks section
PC7	Speed Limit	X	X	▪ Updated remarks section ▪ Change attribute range from ~~01-95~~ to **05-80 (in 5 mph increments)**.
PC8	Roadway Alignment		X	▪ Updated remarks section
PC9	Roadway Grade		X	▪ Updated remarks section
PC10	Roadway Surface Type		X	▪ Updated remarks section
PC11	Roadway Surface Conditions		X	▪ Updated remarks section

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
PC12	Traffic Control Device	X	X	▪ Updated attributes: ~~32~~ *23 – School Zone* ▪ Updated remarks section.
PC14	Driver Vision Obscured By	X	X	▪ Updated attribute: 95 - No Driver Present / *Unknown if Driver Present* ▪ Updated remarks section.
PC15	Driver Maneuvered to Avoid	X	X	▪ Updated attribute: 95 - No Driver Present / *Unknown if Driver Present* ▪ Updated remarks section.
PC16	Driver Distracted By	X	X	▪ Updated attribute: 16 - No Driver Present / *Unknown if Driver Present* ▪ Updated remarks section.
PC17	Pre-Event Movement (Prior to Recognition of Critical Event)	X	X	▪ Updated attributes: 02 – Decelerating in *Road*~~way~~, 03 – Accelerating in *Road*~~way~~, 04 – Starting in *Road*~~way~~, 05 – Stopped ~~in Traffic Lane~~ *in Roadway*. 07 – Disabled or *"Parked"* in *Travel* Lane ▪ Updated remarks section.
PC18	Critical Event - Precrash (Category)	X	X	▪ Updated attribute: 07 - Other ~~(Specify:)~~ ▪ Updated remarks section.
PC19	Critical Event – Precrash (Event)	X	X	▪ Updated attributes: 15 – Turning left at ~~trafficway~~ *junction,* 16 – Turning right at ~~trafficway~~ *junction,* 80 – Pedestrian in ~~roadway~~ *road,* 81 – Pedestrian approaching ~~roadway~~ *road,* 83 – Pedalcyclist or other non motorist in ~~roadway~~ *road* ~~(specify:)~~, 84 – Pedalcyclist or other non-motorist approaching ~~roadway~~ *road* ~~(specify:)~~, 85 – Pedalcyclist or other non-motorist unknown location ~~(specifiy:),~~87 – Animal in ~~roadway~~ *road,* 88 – Animal approaching ~~roadway~~ *road,* 90 – Object in ~~roadway~~ *road,* 91 – Object approaching ~~roadway~~ *road* ▪ Updated remarks section.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
PC20	Attempted Avoidance Maneuver		X	▪ Updated remarks section.
PC21	Pre-Impact Stability		X	▪ Updated remarks section.
PC22	Pre-Impact Location		X	▪ Updated remarks section.
PC23	Crash Type		X	▪ Updated remarks section.
P7	Person Type	X	X	▪ Deleted attribute: ~~88 - Not Reported~~. ▪ Updated remarks section.
P8	Injury Severity		X	▪ Deleted attribute: ~~*8 – Not Reported*~~ ▪ Updated remarks section. ▪ Added the KABCO State Conversion Tables for GES.
P9	Seating Position		X	▪ Removal of attribute for GES only: ~~00 – Not a Motor Vehicle Occupant.~~ ▪ Updated remarks section.
P10	Restraint System/ Helmet Use		X	▪ Updated remarks section.
P11	Any Indication of Mis-Use of Restraint System / Helmet Use		X	▪ Updated remarks section.
P12	Air Bag Deployed		X	▪ Updated remarks section.
P18	Alcohol Test	X	X	▪ Updated remarks section. ▪ Attributes matching FARS. ▪ GES will not record: Vitreous, Blood Plasma/Serum, Blood Clot, Liver
P21	Drug Test	X	X	▪ Updated remarks section. ▪ Attribute number changes for GES. Test Status attributes: *2* – Test Given, *8* – Not Reported. Test Type attributes: *0* – Test

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
				Not Given, *1* – Blood, *2* – Urine, *3* – Both: Blood and Urine Tests, *7* – Unknown Test Type, *8* – Other Test Type, *6* – Not Reported, *9* – Unknown if Tested. Test Result attributes: *000* – Test Not Given, *001* – **Tested,** No Drugs **Found**/Negative, *997* – Tested for Drug, Results Unknown, *998* – Tested for Drugs, Drugs Found, Type Unknown/Positive, *095* – Not Reported, *999* – Unknown If Tested. ▪ GES will not record: Narcotic*, Depressant*, Stimulant*, Hallucinogen*, Cannabinoid*, Phencyclidine (PCP)*, Anabolic Steroid*, Inhalant*, Other Drug
P26	Related Factors – Person Level (Not a Motor Vehicle Occupant)	X	X	▪ Updated attributes: 18 – Mother of Dead Fetus/ ***Mother of Infant Born Post Crash*** ▪ Updated remarks section.
NM4	Number of Motor Vehicle Striking Non-Motorist	X		▪ Removal of attribute for GES only: ~~00 – Not Applicable – Occupant of a Motor Vehicle.~~
NM7	Person Type	X	X	▪ Deleted attribute: ~~88 - Not Reported~~. ▪ Updated remarks section.
NM8	Injury Severity		X	▪ Deleted attribute: ~~*8 – Not Reported*~~ ▪ Updated remarks section. ▪ Added the KABCO State Conversion Tables for GES.
NM10	Non-Motorist Location at Time of Crash	X	X	▪ Updated remarks section. ▪ Removal of attribute for GES only: ~~00 – Motor Vehicle Occupant~~.
NM13	Non-Motorist Safety Equipment	X	X	▪ Updated remarks section. ▪ Removal of attribute for GES only: ~~0 – Not Applicable.~~
NM17	Alcohol Test	X	X	▪ Updated remarks section. ▪ Attribute matching FARS. GES will not record Vitreous, Blood Plasma/Serum, Blood Clot, Liver.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
NM20	Drug Test	X	X	▪ Updated remarks section. ▪ Attribute number changes for GES. Test Status attributes: *2* – Test Given, *8* – Not Reported. Test Type attributes: *0* – Test Not Given, *1* – Blood, *2* – Urine, *3* – Both: Blood and Urine Tests, *7* – Unknown Test Type, *8* – Other Test Type, *6* – Not Reported, *9* – Unknown if Tested. Test Result attributes: *000* – Test Not Given, *001* – **Tested,** No Drugs **Found**/Negative, *997* – Tested for Drug, Results Unknown, *998* – Tested for Drugs, Drugs Found, Type Unknown/Positive, *095* – Not Reported, *999* – Unknown If Tested. ▪ GES will not record: Narcotic*, Depressant*, Stimulant*, Hallucinogen*, Cannabinoid*, Phencyclidine (PCP)*, Anabolic Steroid*, Inhalant*, Other Drug
NM25	Related Factors – Person Level (Not a Motor Vehicle Occupant)	X	X	▪ Updated attributes: 18 – Mother of Dead Fetus/ ***Mother of Infant Born Post Crash*** ▪ Updated remarks section

If you have any questions concerning this Coding Manual, please contact NISR, Inc. at: 717-751-2823; or by e-mail at: john@nisrinc.com
NEED HELP IN CODING? CONTACT NISR AT: codingquestions@nisrinc.com

LIST OF ELEMENTS AND LOCATION CODES

A 2011 Manual Changes summary is available in electronic format.

* FARS ONLY Elements   ** GES ONLY Elements

VEHICLE LEVEL

DRIVER LEVEL

A 2011 Manual Changes summary is available in electronic format.
* FARS ONLY Elements   **** GES ONLY Elements**

PRECRASH LEVEL

PERSON (MOTOR VEHICLE OCCUPANT) LEVEL

A 2011 Manual Changes summary is available in electronic format.
* FARS ONLY Elements   **** GES ONLY Elements**

PERSON (NOT A MOTOR VEHICLE OCCUPANT) LEVEL

A 2011 Manual Changes summary is available in electronic format.
* FARS ONLY Elements   **** GES ONLY Elements**

100. SUBMISSION INSTRUCTIONS

101. HOW TO SUBMIT

Each case must have at least one person level form with INJURY SEVERITY attribute Fatal Injury.

2010 Data

Enter data directly from coded FARS forms, using procedures described in the FARS MICROCOMPUTER DATA ENTRY MANUAL.

2011 Data

Enter data directly from coded FARS forms (Exhibit 100-A), using procedures described in the FARS Microcomputer Data Entry Manual (MDE Manual).

102. WHEN TO SUBMIT

Make submissions at anytime during the week via the Microcomputer.

103. DATA SOURCES

1. Use the ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accident for definitions in coding the FARS forms.

2. Obtain information from death certificates for persons who die as a result of injuries sustained in a motor vehicle crash.

3. Use the State Driver Licensing Files, Vehicle Registration Files, Highway Department Files, Crash Reports and Vital Statistics Reports.

4. See the FARS MDE manual for instructions on obtaining data and responding to requests for data on vehicles and drivers not registered or licensed in your state.

5. The message system should be used to obtain data on involved Out-of-State drivers and vehicles.

CRASH LEVEL FORM

2011 Fatality Analysis Reporting System

CRASH LEVEL

U.S. Department of Transportation
National Highway Traffic Safety
Administration

STATE NUMBER (GSA CODES) (C1)		CONSECUTIVE NUMBER (C2)			** Number of Forms Submitted for Persons Not in Motor Vehicles (C3)		** Number of Vehicle Forms Submitted (C4)			** Number of Motor Vehicle Occupant Forms Submitted (C5)	

COUNTY (C6)
Actual GSA Code
Except for:
000-Not Applicable   998-Not Reported
997-Other   999-Unknown

CITY (C7)
Actual GSA Code
Except for:
0000-Not Applicable   9898-Not Reported
9997-Other   9999-Unknown

CRASH DATE (C8)
Actual Month and Day

2 0 1 1

Month   Day   Year

CRASH TIME (C9)
Military Time:
9999-Unknown

NATIONAL HIGHWAY SYSTEM (C10)

0-This section IS NOT on the NHS   9-Unknown if this section is on the NHS
1-This section IS ON the NHS

ROADWAY FUNCTION CLASS (C11)

RURAL
01-Principal Arterial - Interstate
02-Principal Arterial - Other
03-Minor Arterial
04-Major Collector
05-Minor Collector
06-Local Road or Street
09-Unknown Rural

URBAN
11-Principal Arterial - Interstate
12-Principal Arterial - Other (Freeways or Expressways)
13-Other Principal Arterial
14-Minor Arterial
15-Collector   99-Unknown
16-Local Road or Street
19 Unknown Urban

ROUTE SIGNING (C12)

1-Interstate
2-U.S. Highway
3-State Highway
4-County Road

LOCAL STREET
5-Township
6-Municipality
7-Frontage Road

8-Other
9-Unknown

TRAFFICWAY IDENTIFIER (C13)
Actual Posted Number, Assigned Number, or Common Name
(If No Posted or Assigned Number) Except: Nine-Fill if Unknown

1

2

MILEPOINT (C14)
Actual to Nearest .1 Mile
Except: 0000.0-None   9999.8-Not Reported   9999.9-Unknown

GLOBAL POSITION (C15)

LATITUDE
(See Instruction Manual)

LONGITUDE
(See Instruction Manual)

Degrees   Minutes   Seconds   Degrees   Minutes   Seconds

SPECIAL JURISDICTION (C16)

0-No Special Jurisdiction
1-National Park Service
2-Military
3-Indian Reservation

4-College/University Campus
5-Other Federal Properties
8-Other
9-Unknown

** CRASH EVENTS (C17)
(Element Table Completed in MDE)

** FIRST HARMFUL EVENT (C18)
(Auto-Fill from CRASH EVENTS - C17)

MANNER OF COLLISION (C19)

00-Not a Collision with a Motor Vehicle In-Transport
01-Front-to-Rear   09-Rear-to-Side
02-Front-to-Front   10-Rear-to-Rear
06 -Angle   11-Other
07-Sideswipe-Same Direction   98-Not Reported
08-Sideswipe-Opposite Direction   99-Unknown

RELATION TO JUNCTION (C20)

Specific Location(C20b)
01-Non-Junction
02-Intersection
03-Intersection-Related
05-Entrance/Exit Ramp Related
06-Railway Grade Crossing
07-Crossover Related
04-Driveway Access
08-Driveway Access Related
16-Shared-Use Path or Trail
17-Acceleration/Deceleration Lane

Within Interchange Area? (C20a)
0-No
1-Yes
8-Not Reported
9-Unknown   (a)

18-Through Roadway
19-Other Location Within Interchange Area
98-Not Reported
99-Unknown   (b)

TYPE OF INTERSECTION (C21)

1-Not an Intersection
2-Four-Way Intersection
3-T-Intersection
4-Y-Intersection

5-Traffic Circle
6-Roundabout
7-Five Point, or More
8-Not Reported
9-Unknown

RELATION TO TRAFFICWAY (C22)

01-On Roadway
02-On Shoulder
03-On Median
04-On Roadside
05-Outside Trafficway
06-Off Roadway - Location Unknown

07-In Parking Lane/Zone
08-Gore
10-Separator
11-Continuous Left-Turn Lane
98-Not Reported
99-Unknown

WORK ZONE (C23)

0-None   2-Maintenance   4-Work Zone, Type Unknown
1-Construction   3-Utility   8-Not Reported

LIGHT CONDITION (C24)

1-Daylight
2-Dark - Not Lighted
3-Dark - Lighted

6-Dark - Unknown Lighting   7-Other
4-Dawn   8-Not Reported
5-Dusk   9-Unknown

ATMOSPHERIC CONDITIONS (C25)

00-No Additional Atmospheric   03-Sleet, Hail (Freezing   06-Severe Crosswinds   Condition 1
   Conditions   Rain or Drizzle)   07-Blowing Sand, Soil, Dirt
01-Clear   04-Snow   08-Other
10-Cloudy   11-Blowing Snow   98-Not Reported
02-Rain   05-Fog, Smog, Smoke   99-Unknown

Condition 2

SCHOOL BUS RELATED (C26)

0-No   1-Yes   8-Not Reported

RAIL GRADE CROSSING IDENTIFIER (C27)
(See Instruction Manual)

NOTIFICATION TIME EMS (C28)

Military Time Except: 8888-Not Applicable (Not Notified)
                        9998-Unknown if Notified   9999-Unknown EMS Notification Time

ARRIVAL TIME EMS (C29)

Military Time Except: 8888-Not Applicable (Not Notified) 9998-Unknown if Arrived
                      9997-Officially Canceled   9999-Unknown EMS Scene Arrival Time

EMS TIME AT HOSPITAL (C30)

Military Time 8888-Not Applicable (Not Transported) 9998-Unknown if Transported
Except: 9996-Terminated Transport   9999-Unknown EMS
          9997-Officially Canceled   Hospital Arrival Time

RELATED FACTORS (C31)
(See Instruction Manual)

ADDITIONAL STATE INFORMATION
(See Instruction Manual)

VEHICLE LEVEL FORM

CODED BY:_____ INPUT BY: _____
DATE CODED:_____ DATE INPUT: _____
STATE CASE NO.:_____

VEHICLE LEVEL

U.S. Department of Transportation
National Highway Traffic Safety
Administration
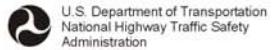
STATE NUMBER (V1) (GSA CODES)	CONSECUTIVE NUMBER (V2)	** VEHICLE NUMBER (V3) (Assigned by Analyst)	** NUMBER OF OCCUPANTS (V4) Actual Value if Total Known Except: 96- Ninety-Six or More 99-Unknown

UNIT TYPE (V5) **

1-Motor Vehicle In-Transport (Inside or Outside the Trafficway)
2-Motor Vehicle Not In-Transport Within the Trafficway
3-Motor Vehicle Not In-Transport Outside the Trafficway
4-Working Motor Vehicle (Highway Construction, Maintenance, Utility Only)

HIT-AND-RUN (V6)

0-No   1-Yes   8-Not Reported   9-Unknown

REGISTRATION STATE (V7)

GSA CODES Except:
00-Not Applicable
91-Not Reported
92-No Registration
93-Multiple State Registration
94-U.S. Government Tags (includes military)
95-Canada
96-Mexico
97-Other Foreign Country
98-Other Registration (includes Native American Indian Nations)
99-Unknown

REGISTERED VEHICLE OWNER (V8)

0-Not Applicable, Vehicle Not Registered
1-Driver (in this crash) Registered Owner
2-Driver (in this crash) Not Registered Owner (Other Private Owner Listed)
3-Vehicle Registered as Business/Company/Government Vehicle
4-Vehicle Registered as Rental Vehicle
5-Vehicle Stolen (Reported by Police)
6-Driverless/Motor Vehicle Parked/Stopped Off Roadway
9-Unknown

VEHICLE MAKE (V9) (See Instruction Manual)	VEHICLE MODEL (V10) (See Instruction Manual)

BODY TYPE (V11) (See Instruction Manual)	MODEL YEAR (V12) Actual Value Except: 9998-Not Reported 9999-Unknown

VEHICLE IDENTIFICATION NUMBER (V13)

Actual Value Except:
0-Fill if No VIN Required   8-Fill if Not Reported   9-Fill if Unknown

VEHICLE TRAILING (V14)

0-No Trailing Units
1-One Trailing Unit
2-Two Trailing Units
3-Three or More Trailing Units
4-Yes, Number of Trailing Units Unknown
5-Vehicle Towing Another Motor Vehicle - Fixed Linkage
6-Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage
9-Unknown

JACKKNIFE (V15)

0-Not an Articulated Vehicle
1-No
2-Yes-First Event
3-Yes-Subsequent Event

MOTOR CARRIER (V16) IDENTIFICATION NUMBER (See Instruction Manual)

Issuing Authority   -   Identification Number

GROSS VEHICLE WEIGHT RATING/ (V17) GROSS COMBINATION WEIGHT RATING

0-Not Applicable
1-10,000 lbs. or less
2-10,001 - 26,000 lbs.
3-26,001 lbs. or more
8-Not Reported
9-Unknown

VEHICLE CONFIGURATION (V18)

00-Not Applicable
10-Vehicle 10,000 pounds or less placarded for hazardous materials
01-Single-Unit Truck (Two Axles and GVWR more than 10,000 lbs)
02-Single-Unit Truck (Three or More Axles)
04-Truck Pulling Trailer(s)
05-Truck Tractor (Bobtail)
06-Truck Tractor/Semi-Trailer
07-Truck Tractor/Double
08-Truck Tractor/Triple
19-Truck more than 10,000 lbs, cannot classify
20-Bus/Large Van (seats 9-15 occupants, including driver)
21-Bus (seats for more than 15 occupants, including driver)
98-Not Reported
99-Unknown

CARGO BODY TYPE (V19)

00-Not Applicable
01-Van/Enclosed Box
02-Cargo Tank
03-Flatbed
04-Dump
05-Concrete Mixer
06-Auto Transporter
07-Garbage/Refuse
08-Grain/Chips/Gravel
09-Pole - Trailer
10-Log
11-Intermodal Container Chassis
12-Vehicle Towing Another Motor Vehicle
22-Bus
28-Not Reported
96-No Cargo Body Type
97-Other
98-Unknown Cargo Body Type
99-Unknown

HAZARDOUS MATERIAL INVOLVEMENT/PLACARD (V20)

HM1(Involvement)	HM2 (Placard)	HM3 (Idenitification Number)	HM4 (Class Number)	HM5 (Released)
Blank 1-No 2-Yes	Blank 0-Not Applicable 1-No 2-Yes 8-Not Reported	Blanks 0000-Not Applicable Actual 4-digit number 8888-Not Reported	Blanks 00-Not Applicable Actual 1-digit number (with leading zero) 88-Not Reported	Blank 0-Not Applicable 1-No 2-Yes 8-Not Reported

BUS USE (V21)

00-Not a Bus
01-School
04-Intercity
05-Charter/Tour
06-Transit/Commuter
07-Shuttle
08-Modified for Personal/Private Use
98-Not Reported
99-Unknown

SPECIAL USE (V22)

00-No Special Use
01-Taxi
02-Vehicle Used as School Bus
03-Vehicle Used as Other Bus
04-Military
05-Police
06-Ambulance
07-Fire Truck
08-Emergency Services Vehicle
98-Not Reported
99-Unknown

EMERGENCY USE (V23)

0-No   1-Yes   8-Not Reported   9-Unknown

TRAVEL SPEED (V24)

Actual Miles Per Hour Except:
000-Stopped Motor Vehicle In-Transport
001-151-Reported Speed up to 151 mph
997-Greater than 151 mph
998-Not Reported
999-Unknown

UNDERRIDE/OVERRIDE (V25)

0-No Underride or Override
UNDERRIDING A MOTOR VEHICLE IN-TRANSPORT
1-Underride (Compartment Intrusion)
2-Underride (No Compartment Intrusion)
3-Underride (Compartment Intrusion Unknown)
UNDERRIDING A MOTOR VEHICLE NOT IN-TRANSPORT
4-Underride (Compartment Intrusion)
5-Underride (No Compartment Intrusion)
6-Underride (Compartment Intrusion Unknown)
7-Overriding a Motor Vehicle In-Transport
8-Overriding a Motor Vehicle Not In-Transport
9-Unknown if Underride or Override

ROLLOVER (V26)

0-No Rollover
1-Rollover, Tripped by Object/Vehicle
2-Rollover, Untripped
9-Rollover, Unknown Type

LOCATION OF ROLLOVER (V27)

0-No Rollover
1-On Roadway
2-On Shoulder
3-On Median/Separator
4-In Gore
5-On Roadside
6-Outside of Trafficway
7-In Parking Lane/Zone
9-Unknown

AREAS OF IMPACT - INITIAL/MOST DAMAGED (V28)

00-Non-Collision
01-12-Clock Points
13-Top
14-Undercarriage
18-Set-in-Motion (Not a Clock Point)
61-Left
62-Left-Front Half
63-Left-Back Half
81-Right
82-Right-Front Half
83-Right-Back Half
98-Not Reported
99-Unknown

Initial	Most Damaged

EXTENT OF DAMAGE (V29)

0-No Damage
2-Minor Damage
4-Functional Damage
6-Disabling Damage
8-Not Reported
9-Unknown

VEHICLE REMOVAL (V30)

1-Driven Away
2-Towed Due to Disabling Damage
3-Towed Not Due to Disabling Damage
4-Abandoned / Left at Scene
8-Not Reported
9-Unknown

SEQUENCE OF EVENTS (V31) (See Instruction Manual)

(Read-Only from CRASH EVENTS - C17)

MOST HARMFUL EVENT (V32) (See Instruction Manual)

RELATED FACTORS (V33) (See Instruction Manual)

FIRE OCCURRENCE (V34) (Auto-filled by MDE)

0-No or Not Reported   1-Yes

HS Form 214-A (Rev. December, 2010) O.M.B. Number 2127-0006   ** Mandatory Field   75114-M-34h

CODED BY:_____ INPUT BY: _____
DATE CODED:_____ DATE INPUT: _____
STATE CASE NO.:_____

2011 Fatality Analysis Reporting System

DRIVER LEVEL

U.S. Department of Transportation
National Highway Traffic Safety
Administration
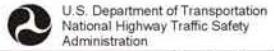
| STATE NUMBER (D1) (GSA CODES) | | | CONSECUTIVE NUMBER (D2) | | | ** VEHICLE NUMBER (D3) *(Assigned by Analyst)* | | |

** DRIVER PRESENCE (D4)
0-No Driver Present/Not Applicable
1-Yes
9-Unknown

DRIVER'S LICENSE STATE (D5)
GSA Codes Except:
93-Indian Nation
94-U.S. Government
95-Canada
96-Mexico
97-Other Foreign Country
98-Not Reported
99-Unknown

DRIVER'S ZIP CODE (D6)
Actual Value Except:
00000-Not a Resident of U.S. or Territories
99999-Unknown

NON-CDL LICENSE TYPE/STATUS (D7)

LICENSE TYPE
0-Not Licensed
1-Full Driver License
2-Intermediate Driver License
7-Learner's Permit
8-Temporary License
9-Unknown License Type

LICENSE STATUS
0-Not Licensed
1-Suspended
2-Revoked
3-Expired
4-Canceled or Denied
6-Valid
9-Unknown License Status

Type   Status

COMMERCIAL MOTOR VEHICLE LICENSE STATUS (D8)
00-No Commercial Driver's License (CDL)
01-Suspended
02-Revoked
03-Expired
04-Canceled or Denied
05-Disqualified
06-Valid
07-Learner's Permit
08-Other - Not Valid
98-Not Reported
99-Unknown

COMPLIANCE WITH CDL ENDORSEMENTS (D9)
0-No Endorsement(s) Required for this Vehicle
1-Endorsement(s) Required, complied with
2-Endorsement(s) Required, not complied with
3-Endorsement(s) Required, compliance unknown
8-Not Reported
9-Unknown, if required

LICENSE COMPLIANCE WITH CLASS OF VEHICLE (D10)
0-Not Licensed
1-No License Required for This Class Vehicle
2-No Valid License for This Class Vehicle
3-Valid License for This Class Vehicle
7-Not Reported
8-Unknown if Commercial Driver's License (CDL) and/or CDL Endorsements Required for This Vehicle
9-Unknown

COMPLIANCE WITH LICENSE RESTRICTIONS (D11)
0-No Restrictions or Not Applicable
1-Restrictions Complied With
2-Restrictions Not Complied With
3-Restrictions, Compliance Unknown
8-Not Reported
9-Unknown

DRIVER HEIGHT (D12)

FEET
0-See Inches
2-8-Actual Feet
9-Unknown

INCHES
00-11, 24-96 - Actual Inches
98-Other
99-Unknown

Feet   Inches

DRIVER WEIGHT (D13)
040-700 lbs.
998-Other
999-Unknown

PREVIOUS RECORDED CRASHES (D14)
Actual Value Except:
00-None
98-Crashes Not Reported
99-Unknown

PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS (D15)
Actual Value Except:
00-None
99-Unknown

PREVIOUS DWI CONVICTIONS (D16)
Actual Value Except:
00-None
99-Unknown

PREVIOUS SPEEDING CONVICTIONS (D17)
Actual Value Except:
00-None
99-Unknown

PREVIOUS OTHER HARMFUL MV CONVICTIONS (D18)
Actual Value Except:
00-None
99-Unknown

DATE OF FIRST CRASH, SUSPENSION OR CONVICTION (D19)
Actual Value Except:

MONTH
00-No Record
99-Unknown

YEAR
0000-No Record
9999-Unknown

Month   Year

DATE OF LAST CRASH, SUSPENSION OR CONVICTION (D20)
Actual Value Except:

MONTH
00-No Record
99-Unknown

YEAR
0000-No Record
9999-Unknown

Month   Year

VIOLATIONS CHARGED (D21)
(SELECT ALL THAT APPLY)
(See Instruction Manual)

SPEED RELATED (D22)
0-No   1-Yes   9-Unknown

CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23)
(SELECT ALL THAT APPLY)

00-None/Apparently Normal
01-Ill, Blackout
02-Asleep or Fatigued
03-Walking with a Cane or Crutches
04-Paraplegic or Restricted to a Wheelchair
05-Impaired Due to Previous Injury
06-Deaf
07-Blind
08-Emotional(depressed, angry, disturbed, etc.)
09-Under the Influence of Alcohol, Drugs or Medication
10-Physical Impairment-No Details
96-Other Physical Impairment
98-Not Reported
99-Unknown if Impaired

RELATED FACTORS (D24)
(See Instruction Manual)

COMMENTS:

HS Form 214-B (Rev. December, 2010) O.M.B. No. 2127-0006   ** **Mandatory Field**   75114-M-34h

PRECRASH LEVEL (VEHICLE/DRIVER) FORM

CODED BY: _____ INPUT BY: _____

DATE CODED: _____ DATE INPUT: _____

STATE CASE NO.: _____

2011 Fatality Analysis Reporting System

PRECRASH LEVEL (VEHICLE/DRIVER)

U.S. Department of Transportation
National Highway Traffic Safety
Administration

| STATE NUMBER (PC1) (GSA CODES) | | CONSECUTIVE NUMBER (PC2) | | ** VEHICLE NUMBER (PC3) (Assigned by Analyst) | |

CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE (PC4)
(SELECT ALL THAT APPLY)

00-None	10-Wipers
01-Tires	11-Wheels
02-Brake System	12-Mirrors
03-Steering	13-Windows/Windshield 99-Unknown
04-Suspension	14-Body,Doors
05-Power Train	15-Truck Coupling/Trailer Hitch/Safety Chains
06-Exhaust System	16-Safety Systems
07-Head Lights	17-Vehicle Contributing Factors-No Details
08-Signal Lights	97-Other
09-Other Lights	98-Not Reported

TRAFFICWAY DESCRIPTION (PC5)
0-Non-Trafficway Area
1-Two-Way, Not Divided
5-Two-Way, Not Divided with a Continuous Left-Turn Lane   4-One-Way Trafficway
2-Two-Way, Divided, Unprotected (Painted > 4 Feet) Median 6-Entrance/Exit Ramp
3-Two-Way, Divided, Positive Median Barrier   8-Not Reported
9-Unknown

TOTAL LANES IN ROADWAY (PC6)
Actual Value Except:
 0-Non-Trafficway Area   8-Not Reported
 7-Seven or More Lanes   9-Unknown

SPEED LIMIT (PC7)
Actual Speed Limit Except (in 5mph increments):
00-No Statutory Limit/Non-Trafficway Area   98-Not Reported   99-Unknown

ROADWAY ALIGNMENT (PC8)
0-Non-Trafficway Area
1-Straight   3-Curve-Left   8-Not Reported
2-Curve-Right   4-Curve-Unknown Direction   9-Unknown

ROADWAY GRADE (PC9)
0-Non-Trafficway Area 5-Uphill   2-Grade, Unknown Slope   8-Not Reported
1-Level   6-Downhill   4-Sag (Bottom)   9-Unknown
3-Hillcrest

ROADWAY SURFACE TYPE (PC10)
0-Non-Trafficway Area   3-Brick or Block   7-Other
1-Concrete   4-Slag, Gravel or Stone   8-Not Reported
2-Blacktop, Bituminous or Asphalt   5-Dirt   9-Unknown

ROADWAY SURFACE CONDITIONS (PC11)
00-Non-Trafficway Area	04-Ice/Frost	07-Oil
01-Dry	05-Sand	08-Other
02-Wet	06-Water (standing or moving)	98-Not Reported
03-Snow	11- Mud, Dirt or Gravel	99-Unknown
10-Slush		

TRAFFIC CONTROL DEVICE/ DEVICE FUNCTIONING (PC12/PC13)
DEVICE: *(See Instruction Manual)*

Device PC12   Functioning PC13

FUNCTIONING:
0-No Controls
1-Device Not Functioning   3-Device Functioning Properly
2-Device Functioning - Functioning   8-Not Reported
 Improperly   9-Unknown

DRIVER'S VISION OBSCURED BY (PC14)
(SELECT ALL THAT APPLY)

00-No Obstruction Noted	09-Inadequate Defrost or Defog System
01-Rain, Snow, Fog, Smoke, Sand, Dust	10-Inadequate Vehicle Lighting System
02-Reflected Glare, Bright Sunlight, Headlights	11-Obstruction Interior to the Vehicle
	12-External Mirrors
03-Curve, Hill or Other Roadway Design Feature	13-Broken or Improperly Cleaned Windshield
04-Building, Billboard, Other Structure	14-Obstructing Angles on Vehicle
05-Trees, Crops, Vegetation	95-No Driver Present/Unknown if Driver Present
06-In-Transport Motor Vehicle (including load)	97-Vision Obscured - No Details
07-Not In-Transport Motor Vehicle (parked/working)	98-Other Visual Obstruction
08-Splash or Spray of Passing Vehicle	99-Unknown

DRIVER MANEUVERED TO AVOID (PC15)
(SELECT ALL THAT APPLY)

00-Driver Did Not Maneuver to Avoid   05-Pedestrian, Pedalcyclist or Other
01-Object   Non-Motorist
02-Poor Road Conditions (Puddle,   92-Phantom/Non-Contact Motor Vehicle
 Ice, Pothole, etc.)   95-No Driver Present/Unknown if Driver Present
03-Live Animal   98-Not Reported
04-Motor Vehicle   99-Unknown

DRIVER DISTRACTED BY (PC16)
(SELECT ALL THAT APPLY)

00-Not Distracted	12-Distracted by Outside Person, Object or Event
01-Looked But Did Not See	
03-By Other Occupant(s)	13-Eating or Drinking
04-By Moving Object in Vehicle	14-Smoking Related
05-While Talking or Listening to Cellular Phone	15-Other Cellular Phone Related
06-While Dialing Cellular Phone	16-No Driver Present/Unknown if Driver Present
07-Adjusting Audio And/Or Climate Controls	
09-While Using Other Device/Controls Integral to Vehicle	92-Distraction/Inattentive, Details Unknown
10-While Using or Reaching for Device/ Object Brought into Vehicle	96-Not Reported
	97-Inattentive or Lost in Thought
	98-Other Distraction
	99-Unknown if Distracted

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) (PC17)
00-No Driver Present	11-Turning Left
01-Going Straight	12-Making a U-Turn
02-Decelerating in Road	13-Backing Up (other than for Parking Position)
03-Accelerating in Road	14-Negotiating a Curve
04-Starting in Road	15-Changing Lanes
05-Stopped in Road	16-Merging
06-Passing or Overtaking Another Vehicle	17-Successful Avoidance to a Previous Critical Event
07-Disabled or "Parked" in Travel Lane	
08-Leaving a Parking Position	98-Other (specify:)
09-Entering a Parking Position	99-Unknown
10-Turning Right	

CRITICAL EVENT - PRECRASH (CATEGORY) (PC18)
1-This Vehicle Loss Control Due To: 6-Object or Animal
2-This Vehicle Traveling   7-Other
3-Other Motor Vehicle in Lane   9-Unknown
4-Other Motor Vehicle Encroaching into Lane
5-Pedestrian or Pedalcyclist or Other Non-Motorist

CRITICAL EVENT - PRECRASH (EVENT) (PC19)
(See Instruction Manual)

ATTEMPTED AVOIDANCE MANEUVER (PC20)
00-No Driver Present	08-Braking and Steering Left
01-No Avoidance Maneuver	09-Braking and Steering Right
02-Braking (No Lockup)	10-Accelerating
03-Braking (Lockup)	11-Accelerating and Steering Left
04-Braking(Lockup Unknown)	12-Accelerating and Steering Right
05-Releasing Brakes	98-Other Action (specify:)
06-Steering Left	99-Unknown
07-Steering Right	

PRE-IMPACT STABILITY (PC21)
0-No Driver Present   4-Skidding Laterally Counter-Clockwise Rotation
1-Tracking   7-Other Vehicle Loss-of-Control (specify:)
2-Skidding Longitudinally   9-Precrash Stability Unknown
3-Skidding Laterally Clockwise Rotation

PRE-IMPACT LOCATION (PC22)
0-No Driver Present   4-Departed Roadway
1-Stayed in Original Travel Lane   5-Remained off Roadway
2-Stayed on Roadway, but Left Original   6-Returned to Roadway
 Travel Lane   7-Entered Roadway
3-Stayed on Roadway, not Known if   9-Unknown
 Left Original Travel Lane

CRASH TYPE (PC23)
(See Instruction Manual)

COMMENTS:

PERSON LEVEL (MV OCCUPANT) FORM

CODED BY:_____ INPUT BY:_____
DATE CODED:_____ DATE INPUT:_____
STATE CASE NO.:_____

2011 Fatality Analysis Reporting System
PERSON LEVEL (MV OCCUPANT)

U.S. Department of Transportation
National Highway Traffic Safety
Administration

| STATE NUMBER (P1) (GSA CODES) | | CONSECUTIVE NUMBER (P2) | | | ** VEHICLE NUMBER (P3) (Assigned by Analyst) | | | ** PERSON NUMBER (P4) (Assigned by Analyst) | | |

AGE (P5)
Actual Value Except:
000-Less than One Year   998-Not Reported
001-120-Actual Age*   999-Unknown

SEX (P6)
1-Male   8-Not Reported
2-Female   9-Unknown

** PERSON TYPE (P7)
01-Driver of a Motor Vehicle In-Transport
02-Passenger of a Motor Vehicle In-Transport
03-Occupant of a Motor Vehicle Not In-Transport
09-Unknown Occupant Type in a Motor Vehicle In-Transport

INJURY SEVERITY (P8)
0-No Injury (O)   4-Fatal Injury (K)
1-Possible Injury (C)   5-Injured, Severity Unknown
2-Non-incapacitating Evident Injury (B)   6-Died Prior to Crash
3-Incapacitating Injury (A)   9-Unknown

SEATING POSITION (P9)

	Left	Middle	Right	Other	Unknown
Front Row Seats	11	12	13	18	19
2nd Row Seats	21	22	23	28	29
3rd Row Seats	31	32	33	38	39
4th Row Seats	41	42	43	48	49
5th Row Seats	51	51	51	51	

50-Sleeper Section of Cab (truck)
51-Other Passenger in Enclosed Passenger or Cargo Area
52-Other Passenger in Unenclosed Passenger or Cargo Area
53-Other Passenger in Passenger or Cargo Area, Unknown Whether or Not Enclosed
54-Trailing Unit
55-Riding on Exterior of Vehicle
98-Not Reported
99-Unknown

RESTRAINT SYSTEM/ HELMET USE (P10)
00-Not Applicable
07-None Used-Motor Vehicle Occupant
01-Shoulder Belt Only Used
02-Lap Belt Only Used
03-Shoulder and Lap Belt Used
04-Child Restraint - Type Unknown
10 Child Restraint - Forward Facing
11-Child Restraint - Rear Facing
12-Booster Seat
08-Restraint Used - Type Unknown
05-DOT-Compliant Motorcycle Helmet
16-Other Helmet
17-No Helmet
97-Other
98-Not Reported
99-Unknown

ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM / HELMET USE (P11)
0-No   1-Yes

AIR BAG DEPLOYED (P12)
00-Not Applicable
01-Deployed-Front
02-Deployed-Side (door, seatback)
03-Deployed-Curtain (roof)
07-Deployed-Other (knee, airbelt, etc)
08-Deployed-Combination
09-Deployed-Unknown Location
20-Not Deployed
28-Switched Off
98-Not Reported
99-Deployment Unknown

EJECTION (P13)
0-Not Ejected
1-Totally Ejected
2-Partially Ejected
3-Ejected-Unknown Degree
7-Not Reported
8-Not Applicable
9-Unknown if Ejected

EJECTION PATH (P14)
0-Not Ejected / Not Applicable
1-Through Side Door Opening
2-Through Side Window
3-Through Windshield
4-Through Back Window
5-Through Back Door/Tailgate Opening
6-Through Roof Opening (sunroof; convertible top down)
7-Through Roof (convertible top up)
8-Other Path (e.g., Back of pickup truck)
9-Unknown / Unknown Path

EXTRICATION (P15)
0-Not Extricated / Not Applicable   1-Extricated   9-Unknown

POLICE REPORTED ALCOHOL INVOLVEMENT (P16)
0-No (Alcohol Not Involved)   8-Not Reported
1-Yes (Alcohol Involved)   9-Unknown (Police Reported)

METHOD OF ALCOHOL DETERMINATION (By Police) (P17)
1-Evidential Test (Breath, Blood, Urine)   5-Observed
2-Preliminary Breath Test (PBT)   8-Other (e.g., Saliva test)
3-Behavioral   9-Not Reported
4-Passive Alcohol Sensor (PAS)

ALCOHOL TEST (P18)

Status	Type	Result

Status: 0-Test Not Given   1-Test Refused   2-Test Given
8-Not Reported   9-Unknown if Tested

Type: 00- Test Not Given   10-Preliminary   05-Blood Plasma/ 08-Other Test Type
01-Blood   BreathTest-PBT Serum   98-Unknown Test Type
02-Breathalyzer   03-Urine   06-Blood Clot   95-Not Reported
(BAC)   04-Vitreous   07-Liver   99-Unknown if Tested

Result: Actual Value (Decimal Implied Before First Digit (0.xx)) Except:
00-93-Actual Value   97-AC Test Performed, Results   95-Not Reported
94-.94 or Greater   Unknown   99-Unknown if Tested
96-Test Not Given   98-Positive Reading with No Actual Value

POLICE REPORTED DRUG INVOLVEMENT (P19)
0-No (Drugs Not Involved)   8-Not Reported
1-Yes (Drugs Involved)   9-Unknown (Police Reported)

METHOD OF DRUG DETERMINATION (By Police) (P20)
1-Evidential Test (Blood, Urine)   3-Behavioral   8-Not Reported
2-Drug Recognition Technician (DRT)   7-Other

DRUG TEST (P21)

Status	Type 1	Result 1	Type 2	Result 2	Type 3	Result 3

Status: 0-Test Not Given   1-Test Refused   2-Test Given
8 - Not Reported   9-Unknown if Tested

Type: 0-Test Not Given   3-Both: Blood & Urine Tests   6-Not Reported
1-Blood   7-Unknown Test Type   9-Unknown if Tested
2-Urine   8-Other Test Type

Result:
000-Test Not Given
001-Tested, No Drugs Found/Negative
100-295-Narcotic*
300-395-Depressant*
400-495-Stimulant*
500-595-Hallucinogen*
600-695-Cannabinoid*
700-795-Phencyclidine(PCP)*
800-895-Anabolic Steroid*
900-995-Inhalant*
996-Other Drug
997-Tested For Drugs, Results Unknown
998-Tested For Drugs, Drugs Found, Type Unknown
095-Not Reported
*See Instruction Manual for specific drug lists

TRANSPORTED TO MEDICAL FACILITY BY (P22)
0-Not Transported   4-Transported Unknown Source
1-EMS Air   6-Other
5-EMS Ground   8-Not Reported
3-EMS Unknown Mode   9-Unknown
2-Law Enforcement

DIED AT SCENE/EN ROUTE (P23)
0-Not Applicable   8-Died En Route
7-Died at Scene   9-Unknown

DEATH DATE (P24)
MONTH/DAY   YEAR
88-Not Applicable   8888-Not Applicable
(Non-fatal)   (Non-fatal)
99-Unknown   9999-Unknown

Month	Day	Year

DEATH TIME (P25)
Military Time Except: 8888-Not Applicable (Non-fatal)
9999-Unknown
(See Instruction Manual concerning known hr., but unknown min.)

RELATED FACTORS (P26)
(See Instruction Manual)

HS Form 214-C (Rev. December, 2010)   O.M.B. No. 2127-0006   ** Mandatory Field   75114-M-34h

CODED BY:_____ INPUT BY: _____
DATE CODED:_____ DATE INPUT: _____
STATE CASE NO.:_____

2011 Fatality Analysis Reporting System
PERSON LEVEL (NOT A MV OCCUPANT)
U.S. Department of Transportation
National Highway Traffic Safety
Administration

STATE NUMBER (NM1)
(GSA CODES)

CONSECUTIVE NUMBER (NM2)

** PERSON NUMBER (NM3)
(Assigned by Analyst)

NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST (NM4)
Assigned Vehicle Number, Except:
999-Unknown

AGE (NM5)
Actual Value Except:
000-Less than One Year
001-120-Actual Age*
998-Not Reported
999-Unknown

SEX (NM6)
1-Male
2-Female
8-Not Reported
9-Unknown

** PERSON TYPE (NM7)
04-Occupant of a Non-Motor Vehicle Transport Device
05-Pedestrian
06-Bicyclist
07-Other Cyclist
08-Person on Personal Conveyance
10-Persons In/On Buildings
19-Unknown Type of Non-Motorist

INJURY SEVERITY (NM8)
0-No Injury (O)
1-Possible Injury (C)
2-Non-incapacitating Evident Injury (B)
3-Incapacitating Injury (A)
4-Fatal Injury (K)
5-Injured, Severity Unknown
6-Died Prior to Crash
9-Unknown

PEDESTRIAN/BIKE TYPING (NM9)
(Element Completed in MDE)

NON-MOTORIST LOCATION AT TIME OF CRASH (NM10)
(See Instruction Manual)

NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH (NM11)
(SELECT ALL THAT APPLY)
01-Going To or From School (K-12)
02-Waiting to Cross Roadway
03-Crossing Roadway
04-Jogging/Running
05-Movement Along Roadway with Traffic
06-Movement Along Roadway Against Traffic
07-Movement on Sidewalk
08-In Roadway - Other (Working, Playing, etc.)
09-Adjacent to Roadway (e.g. Shoulder, Median)
10-Working in Trafficway
11-Entering/Exiting a Vehicle
12-Disabled Vehicle Related
14-Other
15-None
98-Not Reported
99-Unknown

NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH (NM12)
(SELECT ALL THAT APPLY)
00-No Improper Action
01-Dart/Dash
02-Failure to Yield Right-Of-Way
03-Failure to Obey Traffic Signs, Signals or Officer
04-In Roadway Improperly
05-Entering/Exiting Vehicle
06-Inattentive (Talking, Eating, etc.)
07-Improper Turn/Merge
08-Improper Passing
09-Wrong-Way Riding or Walking
10-Driving on Wrong Side of Road
12-Improper Crossing of Roadway or Intersection (Jaywalking)
13-Failing to Have Lights on When Required
14-Operating Without Required Equipment
15-Improper or Erratic Lane Changing
16-Failure to Keep in Proper Lane or Running Off Road
17-Making Improper Entry to or Exit from Trafficway
18-Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner
19-Not Visible (Dark Clothing, No Lighting, etc.)
20-Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
21-Other
98-Not Reported
99-Unknown

NON-MOTORIST SAFETY EQUIPMENT (NM13)
(SELECT ALL THAT APPLY)
1-None Used
2-Helmet
4-Protective Pads Used (elbows, knees, shins, etc.)
3-Reflective Equipment/Clothing (jacket, backpack, etc)
5-Lighting
7-Other Safety Equipment
8-Not Reported
9-Unknown if Used

CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14)
(SELECT ALL THAT APPLY)
00-None/Apparently Normal
01-Ill, Blackout
02-Asleep or Fatigued
03-Walking with a Cane or Crutches
04-Paraplegic or Restricted to Wheelchair
05-Impaired Due to Previous Injury
06-Deaf
07-Blind
08-Emotional (depressed, angry, disturbed)
09-Under the Influence of Alcohol/Drugs/Med.
10-Physical Impairment-No Details
96-Other Physical Impairment
98-Not Reported
99-Unknown if Impaired

POLICE REPORTED ALCOHOL INVOLVEMENT (NM15)
0-No *(Alcohol Not Involved)*
1-Yes *(Alcohol Involved)*
8-Not Reported
9-Unknown *(Police Reported)*

METHOD OF ALCOHOL DETERMINATION *(By Police)* **(NM16)**
1-Evidential Test *(Breath, Blood, Urine)*
2-Preliminary Breath Test *(PBT)*
3-Behavioral
4-Passive Alcohol Sensor *(PAS)*
5-Observed
8-Other *(e.g., Saliva test)*
9-Not Reported

ALCOHOL TEST (NM17)

Status | Type | Result

Status: 0-Test Not Given 1-Test Refused 2-Test Given
8-Not Reported 9-Unknown if Tested
Type: 00-Test Not Given 10-Preliminary 05-Blood Plasma/ 08-Other Test Type
01-Blood BreathTest-PBT Serum 98-Unknown Test Type
02-Breathalyzer 03-Urine 06-Blood Clot 95-Not Reported
(BAC) 04-Vitreous 07-Liver 99-Unknown if Tested
Result: *Actual Value (Decimal Implied Before First Digit (0.xx)) Except:*
00-93-Actual Value 97-AC Test Performed, Results 95-Not Reported
94-.94 or Greater Unknown
96-Test Not Given 98-Positive Reading with No Actual Value 99-Unknown if Tested

POLICE REPORTED DRUG INVOLVEMENT (NM18)
0-No *(Drugs Not Involved)*
1-Yes *(Drugs Involved)*
8-Not Reported
9-Unknown *(Police Reported)*

METHOD OF DRUG DETERMINATION *(By Police)* **(NM19)**
1-Evidential Test *(Blood, Urine)*
2-Drug Recognition Technician *(DRT)*
3-Behavioral
7-Other
8-Not Reported

DRUG TEST (NM20)

Status | Type 1 | Result 1 | Type 2 | Result 2 | Type 3 | Result 3

Status: 0-Test Not Given 1-Test Refused 2-Test Given
8 - Not Reported 9-Unknown if Tested
Type: 0-Test Not Given 3-Both: Blood & Urine Tests 6-Not Reported
1-Blood 7-Unknown Test Type 9-Unknown if Tested
2-Urine 8-Other Test Type
Result:
000-Test Not Given 800-895-Anabolic Steroid*
001-Tested, No Drugs Found/Negative 900-995-Inhalant*
100-295-Narcotic* 996-Other Drug
300-395-Depressant* 997-Tested For Drugs, Results Unknown
400-495-Stimulant* 998-Tested For Drugs, Drugs Found,
500-595-Hallucinogen* Type Unknown
600-695-Cannabinoid* 095-Not Reported
700-795-Phencyclidine(PCP)* *See Instruction Manual for specific drug lists

TRANSPORTED TO MEDICAL FACILITY BY (NM21)
0-Not Transported
1-EMS Air
5-EMS Ground
3-EMS Unknown Mode
2-Law Enforcement
4-Transported Unknown Source
6-Other
8-Not Reported
9-Unknown

DIED AT SCENE/EN ROUTE (NM22)
0-Not Applicable
7-Died at Scene
8-Died En Route
9-Unknown

DEATH DATE (NM23)
MONTH/DAY YEAR
88-Not Applicable 8888-Not Applicable
(Non-fatal) (Non-fatal)
99-Unknown 9999-Unknown
Month Day Year

DEATH TIME (NM24)
Military Time Except: 8888-Not Applicable (Non-fatal) 9999-Unknown
(See Instruction Manual concerning known hr., but unknown min.)

RELATED FACTORS (NM25)
(See Instruction Manual)

HS Form 214-E (Rev. December, 2010) O.M.B. No. 2127-0006 **** Mandatory Field** 75114-M-34h

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200. FORM CODING INSTRUCTIONS

201. GENERAL INSTRUCTIONS

.1   Codes

.11   All codes are numeric except TRAFFICWAY IDENTIFIER, ADDITIONAL STATE INFORMATION, RAIL GRADE CROSSING IDENTIFIER, VEHICLE IDENTIFICATION NUMBER and MOTOR CARRIER IDENTIFICATION NUMBER.

.12   All codes are on the forms except: GLOBAL POSITION, CRASH EVENTS, FIRST HARMFUL EVENT, RAIL GRADE CROSSING IDENTIFIER, RELATED FACTORS, VEHICLE MAKE, VEHICLE MODEL, BODY TYPE, MOTOR CARRIER IDENTIFICATION NUMBER, SEQUENCE OF EVENTS, MOST HARMFUL EVENT, VIOLATIONS CHARGED, TRAFFIC CONTROL DEVICE, CRITICAL EVENT – PRECRASH (EVENT), CRASH TYPE, NON-MOTORIST LOCATION AT TIME OF CRASH, PEDESTRIAN/BIKE TYPING, DEATH CERTIFICATE NUMBER, FATAL INJURY AT WORK and RACE/HISPANIC ORIGIN. See the appropriate data element pages for these codes.

.13   The code for attribute **Unknown** is always nine. **Unknown** should only be used when all sources for obtaining information on an element have been searched and the information is missing or stated unknown. In an element that includes the attribute **Not Reported, Unknown** is only used for stated unknowns.

.14   The code for attribute **Not Applicable** or its equivalent is always zero(s), except for data elements C28-C30 where **Not Applicable (Not Notified)** is 8888, P24/NM23 where **Not Applicable (non-fatal)** is 88888888 and P25/NM24 where **Not Applicable (non-fatal)** is 8888.

.15   The code for attribute **None** is always zero except for Alcohol Test Result.

.2   Coding Forms

.21   Blanks are used only in fields to be later updated with four exceptions:

.211   If DRIVER PRESENCE is coded "0" or "9" all other driver information except RELATED FACTORS-DRIVER LEVEL must be blank.

.212   If VIN is less than seventeen characters, do not zero-fill, leave remaining characters blank. If a State is not allowed to code the entire VIN, code the partial VIN and zero-fill the characters that cannot be completed.

.213   If TRAFFICWAY IDENTIFIER is less than 20 characters, do not zero-fill or 9-fill. Leave remaining characters blank. The second TRAFFICWAY IDENTIFIER field is also left blank for non-junction crashes.

.214   If MOTOR CARRIER IDENTIFICATION NUMBER is less than 9 characters, do not zero-fill or 9-fill. Leave remaining characters blank.

.22   All codes are right-justified except VIN, TRAFFICWAY IDENTIFIER and MOTOR CARRIER IDENTIFICATION NUMBER.

.3   Vehicle, Driver, Precrash and both Person Level Forms. These forms are automatically numbered by the system.

.31   Vehicles are numbered consecutively beginning with "001."

.32   For each vehicle, persons are numbered consecutively beginning with "001." Order is not important. The driver does not have to be "001."

.33   Persons not in motor vehicles are numbered consecutively beginning with "01." Order is not important.

.4   Miscellaneous

.41   The number of changes per case is not limited.

.42   Request of other States for information should always follow the format of the MDE systems Out-Of-State Data Request whether the MDE System itself or the mail is used.

.43   Refer all coding questions through the CODING ASSISTANCE PROGRAM.

.44   Copies of all cases or other actions submitted must be retained for 3 years after the data collection year.

.45   If a State will not allow transmittal of complete VIN, send a memorandum to the COTR informing him of this fact.

.5   Special Case - Coding Fatal Traffic Crashes for which there is only a death certificate.

.51　　Be sure the death occurred within thirty (30) days of the crash. If you don't know, do not submit the case. If it occurred after 30 days, do not submit.

.52　　For the cases you do submit, you must complete Forms HS-214, HS-214A, HS-214B, HS-214C, HS-214D, HS-214E unless you have been granted an exemption.

.6　　Code the required elements as follows:

The following elements must be coded. If any of these elements are left blank or if an edit check is violated which involves the coding of one of these elements, you will not have a usable FARS case.

Crash Level (Form HS-214)

Crash Date -	Appropriate Day, Month and Year
Crash Time -	Appropriate hour and minute if known, 9999 if not known
Number of Forms Submitted for Persons Not In Motor Vehicles -	*00*-99
Number of Vehicle Forms Submitted -	001-999
Number of Motor Vehicle Occupant Forms Submitted -	*000*-999
Crash Events -	Table completed in MDE
First Harmful Event -	Appropriate attribute derived from table, 99 if not known

Vehicle Level (Form HS-214A)

Vehicle Number -	001-999
Number of Occupants -	01-96 if known, 99 if unknown
Unit Type -	1-4

Driver Level (Forms HS-214B)

Vehicle Number -	001-999
Driver Presence -	Appropriate attribute if known, 9 if unknown

Precrash Form (Form HS-214C)

Vehicle Number -	001-999 if occupant
Crash Type -	01-99

Person Level (Motor Vehicle Occupant) (Form HS-214D)

Vehicle Number -	001-999 if occupant
Person Number -	001-999
Person Type -	01-03, 09 for occupants

Person Level (Not a Motor Vehicle Occupant) (Form HS-214E)

Person Number -	001-999
Number of Motor Vehicle Striking Non-Motorist	001-999
Person Type -	04-08, 10, 19 for non-occupants

.61   Code all other elements with the proper attribute if information is known. If no information is known, code the items **Unknown** or **Not Reported**. There are three exceptions to this, Rollover, Emergency Use and Fire Occurrence should all use the attribute "0" (**No Rollover**, **No** and **No or Not Reported**, respectively).

202. DELETION INSTRUCTIONS

See FARS Microcomputer Data Entry Manual for instructions on how to delete a case.

203. REQUEST FOR CASE LISTING INSTRUCTIONS

See FARS Microcomputer Data Entry Manual for instructions on how to list a case.

300. DATA ELEMENT CODING INSTRUCTIONS

301. SECTION ORGANIZATION

.1   For each element on the FARS forms, an instruction page follows in the order of the elements on the forms. In an element that is duplicated on more the one form, the instructions are provided in the first occurrence of the element with reference to the second occurrence.

.11   The letters in the upper right hand corner refer to the forms:

        'C' – Crash Level Form
        'V' – Vehicle Level Form
        'D' – Driver Level Form
        PC' – Precrash Level (Vehicle/Driver) Form
        'P' – Person Level (MV Occupant) Form
        'NM' – Person Level (Not a MV Occupant) Form

.12   The Format section gives the type element and whether it must be coded for an original case or whether it can be changed.

.13   The Element Value section lists the attributes for the element and their associated codes.

.14   The Remarks section contains coding instructions, special instructions, etc., for the element.

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STATE NUMBER

FORMAT: 2 numeric

SAS NAME: Accident.STATE; Vehicle.STATE; Person.STATE; Parkwork.STATE

ELEMENT VALUES:

01	Alabama	31	Nebraska
02	Alaska	32	Nevada
04	Arizona	33	New Hampshire
05	Arkansas	34	New Jersey
06	California	35	New Mexico
08	Colorado	36	New York
09	Connecticut	37	North Carolina
10	Delaware	38	North Dakota
11	District of Columbia	39	Ohio
12	Florida	40	Oklahoma
13	Georgia	41	Oregon
15	Hawaii	42	Pennsylvania
16	Idaho	43	Puerto Rico
17	Illinois	44	Rhode Island
18	Indiana	45	South Carolina
19	Iowa	46	South Dakota
20	Kansas	47	Tennessee
21	Kentucky	48	Texas
22	Louisiana	49	Utah
23	Maine	50	Vermont
24	Maryland	51	Virginia
25	Massachusetts	52	Virgin Islands
26	Michigan	53	Washington
27	Minnesota	54	West Virginia
28	Mississippi	55	Wisconsin
29	Missouri	56	Wyoming
30	Montana		

Remarks:

None.

C1, V1, D1
PC1, P1, NM1

Consistency Checks:

	IF	**THEN**
(200P)	CITY is greater than 0000 and less than 9997, and COUNTY is greater than 000 and less than 997,	COUNTY and CITY must be valid codes for the STATE.
(220P)	LIGHT CONDITION equals 4, and STATE is not equal to 02,	CRASH TIME must equal 0300-0900, 9999.
(2300)	LIGHT CONDITION equals 5, and STATE is not equal to 02,	CRASH TIME must equal 1600-2200, 9999.
(A010)	STATE equals 02, and LIGHT CONDITION equals 4,	CRASH TIME should equal 0300-1000, 9999.
(A020)	STATE equals 02, and LIGHT CONDITION equals 5,	CRASH TIME should equal 1500-2359, 9999.
(G01P)	STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) is not equal to 77, 88, 99 or blank,	LATITUDE (degrees) must be equal to, or greater than (1d), and LATITUDE (degrees) must not be greater than (2d).
(G02P)	STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) equals (1d),	LATITUDE (minutes) must be equal to, or greater than (1s).
(G03P)	STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) equals (2d),	LATITUDE (minutes) must not be greater than (2s).
(G04P)	STATE is ____, and GLOBAL POSITION - LONGITUDE (degrees) is not equal to 777, 888, 999 or blank,	LONGITUDE (degrees) must be equal to, or greater than, (3d), and LONGITUDE (degrees) must not be greater than (4d).
(G05P)	STATE is ____, and GLOBAL POSITION - LONGITUDE (degrees) equals (3d),	LONGITUDE (minutes) must be equal to, or greater than (3s).
(G06P)	STATE is ____, and GLOBAL POSITION - LONGITUDE (degrees) equals (4d),	LONGITUDE (minutes) must not be greater than (4s).
(A940)	*STATE NUMBER equals 11,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 55.*
(A945)	*STATE NUMBER equals 15,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 60.*
(A950)	*STATE NUMBER equals 02, 09, 10, 17, 23, 24, 25, 33, 34, 36, 39, 41, 42, 43, 44, 50, 55,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 65.*
(A955)	*STATE NUMBER equals 01, 05, 06, 12, 13, 18, 19, 20, 21, 22, 26, 27, 28, 29, 37, 45, 47, 48, 51, 53, 54,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 70.*

IF	**THEN**
(A960)	**STATE NUMBER equals 04, 08, 16, 30, 31, 32, 35, 38, 40, 46, 49, 56,**	**maximum SPEED LIMIT (not including 98 or 99) should equal 75.**
(V983)	VEHICLE TRAILING equals 3,	STATE should equal 04, 08, 16, 18, 20, 30-32, 38-41, 46, 49.
(V984)	STATE does not equal 04, 08, 16, 18, 20, 30-32, 38-41, 46, 49,	VEHICLE TRAILING should not equal 3.

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CONSECUTIVE NUMBER

FORMAT: 4 numeric

SAS NAME: Accident.ST_CASE; Vehicle.ST_CASE; Person.ST_CASE; Parkwork.ST_CASE

ELEMENT VALUES:

0001-9999   Assigned Number

Remarks:

Please complete FARS forms with the MDE assigned case number.

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NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES

FORMAT: 2 numeric

SAS NAME: Accident.PEDS

ELEMENT VALUES:

00-99   Actual Number

Remarks:

This count will match exactly the persons counted in the case structure field "Number of Persons Not in Motor Vehicles" (formerly called "Number of Non-Motorist Forms Submitted"). Occupants of any motor vehicle in-transport, parked/stopped off roadway motor vehicles, working motor vehicles, or motor vehicles in motion outside the trafficway will <u>not</u> be counted in this field.

The count for this field includes:
 1. Occupants of a Non-Motor Vehicle Transport Device (persons riding in an animal-drawn conveyance, on an animal, injured occupants of railway trains) - Person Type (NM7) attribute **04 (Occupant of a Non-Motor Vehicle Transport Device)**.
 2. Pedestrians, Bicyclists and Other Cyclists - Person Type (NM7) attributes: "05, 06 and 07."
 3. Other Persons on Personal Conveyances (i.e., skaters, wheel chair occupants) – Person (Not a Motor Vehicle Occupant) form Person Type attribute **08 (Person on Personal Conveyances)**.
 4. Any injured persons <u>outside</u> the trafficway that are not in a motor vehicle (in buildings) - Person (Not a Motor Vehicle Occupant) form Person Type attribute **10 (Persons In/On Buildings)**.

Consistency Checks:

	IF	THEN
(5Y0F)	FIRST HARMFUL EVENT equals 08-09, 15,	NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES must not equal 00.
(CSI4)	NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES must equal the actual number of persons not in motor vehicles in this case.	

IF	**THEN**

(PB34)   *NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08, and RELATION TO JUNCTION (b) equals 02,*

PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 320, 330, 360, 680, 830, 890, 900, or 910.

(PB35)   *NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08 and RELATION TO JUNCTION (b) equals 02,*

PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH LOCATION must equal 001.

NUMBER OF VEHICLE FORMS SUBMITTED

FORMAT: 3 numeric

SAS NAME: Accident.VE_TOTAL

ELEMENT VALUES:

001-999

Remarks:

This element records all motor vehicles which the officer has reported on the Police Accident Report (PAR) as a unit involved in the crash, regardless of whether the motor vehicle was a hit-and-run vehicle, an involved motor vehicle that had left the scene of the crash, etc. Included are: in-transport vehicles, not in-transport vehicles (parked/stopped off roadway/working motor vehicles) or vehicles located outside the trafficway boundaries.

Remember all vehicles that are part of the unstabilized situation are part of the crash. Therefore, when recording the number of vehicles involved, the vehicles need not make contact with one another. They need only have a harmful event as part of the unstabilized situation. For example, two vehicles are traveling through an intersection when a pedestrian steps into the roadway. The first vehicle strikes the pedestrian and the second vehicle swerves to avoid the first, loses control and overturns. Both vehicles in this situation are "contact" vehicles; therefore, this is a two-vehicle crash.

IMPORTANT:

Remember, you must have <u>at least one motor vehicle "In-Transport"</u> involved in the crash for this to be a *reportable case*.

GES SPECIAL INSTRUCTION:

When one motor vehicle is towing another, the number of motor vehicles entered depends on the type of linkage between the vehicles. A fixed linkage is defined as one which has the property of keeping the towed unit separated from the power unit by a distance which is essentially constant. Included within this definition are cradle linkages where the towed unit has two or more wheels off the ground. A non-fixed linkage (such as a rope or a chain) requires the towed unit to be manually controlled.

If the PAR indicates (probably in the narrative section) the linkage between the units is fixed, consider the towed unit as cargo throughout the entire crash sequence, regardless of subsequent events/impacts sustained by the towed unit. In other words, a vehicle towed by a fixed linkage: (1) is never considered as an in-transport vehicle, and (2) will be considered as cargo associated with the power unit.

If the linkage between the units is non-fixed, each vehicle is considered to be in-transport, and only the vehicle(s) involved in the crash sequence can be counted. If no information is available regarding type of linkage, assume fixed linkage.

Consistency Checks:

	IF	**THEN**
(050P)	PERSON TYPE equals 04-08, 19, and NUMBER OF VEHICLE FORMS SUBMITTED equals 001,	NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal 001.
(1A0P)	RELATED FACTORS-CRASH LEVEL equals 14,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(2Z0F)	any SEQUENCE OF EVENTS equals 12, 14, 45, 54-55,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(428P)	CRASH TYPE equals 20-91,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(429P)	NUMBER OF VEHICLE FORMS SUBMITTED equals 001,	CRASH TYPE must equal 00, 01-16, 92, 98-99.
(42AP)	NUMBER OF MOTOR VEHICLES FORMS SUBMITTED equals 001, and RELATION TO TRAFFICWAY equals 02, 04, 06-08, and ATTEMPTED AVOIDANCE MANEUVER equals 00 or 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 01-06, *08-14* or 19.
(670F)	FIRST HARMFUL EVENT equals 12, 14, 45, 54-55,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(A080)	DRIVER PRESENCE equals 0, FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002,	one RELATED FACTORS-DRIVER LEVEL should equal 20.
(A090)	NUMBER OF VEHICLE FORMS SUBMITTED is greater than 001,	there should be at least one vehicle with TRAVEL SPEED of 001-151, 997-999, or blanks.
(CSI1)	NUMBER OF VEHICLE FORMS must equal the actual number of Vehicle Level forms for this case.	
(CSI2)	There must be exactly one Driver Level form corresponding to each Vehicle Level form.	

NUMBER OF MOTOR VEHICLE OCCUPANT FORMS SUBMITTED

FORMAT: 3 numeric

SAS NAME: Accident.PERSONS

ELEMENT VALUES:

000-999

Remarks:

A Person Level form must be submitted for all persons involved in the crash, except for:

1) uninjured bus passengers (excluding van-based bus passengers); and
2) uninjured railway train occupants.

Always submit a Person Level (MV Occupant) form for the bus driver regardless of injury and any injured passengers, as well as any injured railway train occupants.

Submit a Person Level form for persons in a hit-and-run vehicle. If no information is known, code all elements as **Unknown**.

FARS SPECIAL INSTRUCTION:

Before 2003, the policy was not to submit a Person Level form for uninjured occupants of van-based buses. This policy has changed beginning in 2003. Always submit a Person Level form for all occupants of van-based vehicles, including van-based buses.

Consistency Check:

(CSI3)   NUMBER OF ***MOTOR VEHICLE OCCUPANT*** FORMS SUBMITTED must equal the actual number of Person Level ***(Motor Vehicle Occupant)*** forms for this case.

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COUNTY/CITY

FORMAT: one set 3 numeric, one set 4 numeric

SAS NAME: Accident.COUNTY, Person.COUNTY, Accident.CITY

ELEMENT VALUES:

County:		City:	
000	Not Applicable	0000	Not Applicable
001-996	GSA Codes	0001-9996	GSA Codes
997	Other	9997	Other
998	Not Reported	9898	Not Reported
999	Unknown	9999	Unknown

Remarks:

The crash location refers to the location of the unstabilized event.

COUNTY and CITY are considered one field. Both must be submitted at the same time.

If COUNTY only is known, CITY may be **9999 (Unknown)**.

Code CITY as **0000 (Not Applicable)** if the crash does not occur within city limits.

Code CITY as **9997 (Other)** if CITY is other than those given by the GSA Codes.

Code CITY as **9999 (Unknown)** if crash location is unknown.

Code COUNTY as **997 (Other)** if COUNTY is other than those given by the GSA Codes.

Code COUNTY as **999 (Unknown)** if location is unknown.

In general, **Not Applicable** should be used when there is no GSA code for the crash location.

Other should be used when the Analyst knows there is a GSA code for the location, but the attribute does not appear on the master GSA code list provided by Headquarters. Both situations should be reported to Headquarters.

Not Reported
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code Not Reported in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

<u>**Consistency Checks:**</u>

	IF	**THEN**
(200P)	CITY is greater than 0000 and less than 9997, and COUNTY is greater than 000 and less than 997,	COUNTY and CITY must be valid codes for the STATE.
(210P)	CITY is greater than 0000 and less than 9997,	COUNTY must not equal 999.

CRASH DATE

FORMAT: 2 sets of 2 numeric and 1 set of 4 numeric

SAS NAME: Accident.DAY, Vehicle.DAY, Person.DAY, parkwork.PDAY, Accident.MONTH, Accident.DAY_WEEK, Accident.YEAR; Vehicle.MONTH; Person.MONTH; Parkwork.PMONTH

ELEMENT VALUES:

01-12	Month
01-31	Day
Current (pre-printed)	Year

Remarks:

If the PAR indicates that the crash (usually a hit-and-run) occurred between some PM and AM time (e.g., 8:00 PM and 6:00 AM) on either a preceding or following day, code the crash as occurring on the following day. If a range of days is indicated (e.g., between Sunday and Friday), code the last date of the range (e.g., Friday).

FARS SPECIAL INSTRUCTION:

In cases where the crash date is reported as Unknown on the PAR, refer to the death certificate for the death date to establish the crash date.

GES SPECIAL INSTRUCTION:

The date of the crash is rolled up from NASS sampling program.

If the date of the crash is unknown, use the date the crash was reported. If the time of the crash is unknown, record the time as 9999.

If the month cannot be determined from the PAR, enter the month of the Ending Contact Date from the Inventory Record.

If the crash date on the PAR does not match the crash date shown on the data entry screen and it is determined that the crash date on the PAR is correct, the crash date is corrected.

Consistency Checks:

	IF	THEN
(1C0P)	***the MODEL YEAR not equal to 9998 or 9999,***	the vehicle MODEL YEAR must not be greater than CRASH YEAR plus ONE
(1C0P)	The vehicle MODEL YEAR must not be greater than CRASH YEAR plus ONE.	
(3K0P)	DATE OF LAST CRASH, SUSPENSION, CONVICTION must be less than or equal to CRASH DATE.	
(3U0P)	DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999,	DEATH TIME must not be less than CRASH TIME.
(4V1F)	INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
(4V2F)	CRASH MONTH equals 12, and DEATH MONTH equals 01,	DEATH YEAR must equal CRASH YEAR plus 1.
(4V3F)	CRASH MONTH equals 12,	DEATH MONTH must equal 01, 12, 88, 99, or blanks.
(4V4F)	CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88, 99 or blanks,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.
(4V5F)	CRASH MONTH equals 01, and DEATH MONTH is not equal to 88, 99 or blanks,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1 or CRASH MONTH plus 2.
(5K0P)	The Year of DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be within three years of the Year of CRASH DATE.	
(6V0P)	DEATH DATE must not be less than CRASH DATE.	
(7V0F)	DEATH YEAR equals 9999,	CRASH MONTH must not be 01-11.
(921P)	MAKE is not 97, 98, 99, and equals ___, and MODEL equals ___,	MODEL YEAR must equal ___, or CRASH YEAR plus 1.
(A030)	CRASH MONTH equals 05-09,	ATMOSPHERIC CONDITIONS should not equal 03-04, 11.
(A040)	CRASH MONTH equals 05-09,	ROADWAY SURFACE CONDITIONS should not equal 03-04, ***10***.
(FP4F)	***CRASH DATE is blank, case status is flawed.***	
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.
(V620)	CRASH MONTH is between January and March,	the VEHICLE MODEL YEAR should NOT be greater than the CRASH YEAR (contact Coding Assistance).

CRASH TIME

FORMAT: 4 numeric

SAS NAME: Accident.HOUR, Accident.MINUTE; Vehicle.HOUR, Vehicle.MINUTE, Person.HOUR, Person.MINUTE, parkwork.PHOUR, parkwork.PMINUTE

ELEMENT VALUES:

0000-2359   Valid military time (Code midnight as "0000")
   9999   Unknown

Remarks:

Enter time as shown on the PAR. All available information in the case materials should be used to determine Crash Time. If the hour cannot be determined, then enter **9999 (Unknown)**.

If the PAR indicates the crash occurred during some time interval of greater than one hour (e.g., 8:00 PM to 6:00 AM, or 8:00 AM to 5:00 PM), enter **9999 (Unknown)**. However, if the interval is one hour or less, code the midpoint of the interval.

Examples:
- 8:00 PM to 9:00 PM, enter **2030**
- 8:30 PM to 9:30 PM, enter **2100**
- 8:50 PM to 9:30 PM, enter **2110**

When the time is available but AM versus PM is not shown on the PAR, base the time on Light Condition (e.g., time is 10:00, Light Condition is **2 (Dark - Not Lighted)**; code as **2200**).

Midnight or 12 AM is coded as **0000** in military time and is the start of a new day. One minute after midnight is 12:01 and is coded as **0001**.
AM - Starts at 00:00 Midnight
PM - Starts at 12:00 Noon

If the case materials state the crash occurred at the beginning or early moments of the day, midnight is coded as **0000**.

FARS SPECIAL INSTRUCTION:

If the day of the crash and the day of EMS Notification do not have the same date, then be sure to use Date of Accident and Date of EMS Notification Were Not the Same Day in Related Factors – Crash Level.

How to Code Midnight:

In general, code midnight as **0000**. However, there may be confusion over which day midnight falls into. Crash Time is recorded between 00:00-23:59.   Midnight is coded as **0000** to represent the beginning of a new day. This may not be the practice followed in your sources. Therefore, you have to determine which part of the day is being considered in your sources.

End of Day
If your data sources give you a Crash Date and are consistent in talking about the end of that day, when they give the time of the crash as midnight, 12:00-midnight, 24:00 or 00:00, then you should code Crash Time as **2359**.

Beginning of Day
If your sources give a Crash Date and are consistent in referring to the beginning or early moments of that day when they give a crash time, code midnight as **0000**.

See remarks-Notification/Arrival Time EMS, EMS Arrival At Hospital.

GES SPECIAL INSTRUCTION:

The time of the crash is rolled up from NASS sampling program. If the time of the crash is unknown, record the time as 9999.

If the time of crash, on the PAR, does not match the crash time shown on the data entry screen and it is determined that the crash time on the PAR is correct, then the crash time should be changed to reflect the time listed on the PAR.

Consistency Checks:

	IF	THEN
(220P)	LIGHT CONDITION equals 4, and STATE is not equal to 02,	CRASH TIME must equal 0300-0900, 9999.
(2300)	LIGHT CONDITION equals 5, and STATE is not equal to 02,	CRASH TIME must equal 1600-2200, 9999.
(3U0P)	DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999,	DEATH TIME must not be less than CRASH TIME.
(4V1F)	INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
(A010)	STATE equals 02, and LIGHT CONDITION equals 4,	CRASH TIME should equal 0300-1000, 9999.
(A020)	STATE equals 02, and LIGHT CONDITION equals 5,	CRASH TIME should equal 1500-2359, 9999.

	IF	**THEN**
(A050)	CRASH TIME equals 0900-1600,	LIGHT CONDITION should not equal 2-6.
(A060)	CRASH TIME equals 2300-0400,	LIGHT CONDITION should not equal 1, 4-5, 9.
(A070)	NOTIFICATION TIME EMS is not 8888, 9998 or 9999,	NOTIFICATION TIME EMS should not be more than 120 minutes later than CRASH TIME.
(FP5F)	*CRASH TIME is blank, case status is flawed.*	
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

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NATIONAL HIGHWAY SYSTEM

FORMAT: 1 numeric

SAS NAME: Accident.NHS

ELEMENT VALUES:

    0   This section IS NOT on the NHS
    1   This section IS ON the NHS
    9   Unknown if this section is on the NHS

Remarks:

The National Highway System includes the Interstate System, and consists of principal arterial system routes and some Strategic Highway Network connectors functionally classified below principal arterial.

Federal Highway Administration classification obtainable from the State Highway Department must be used. No other classification source is acceptable. Refer problems in obtaining the F.H.W.A. classification to Regional State Assignee.

Consistency Checks:

	IF	THEN
(260P)	ROUTE SIGNING equals 1,	NATIONAL HIGHWAY SYSTEM must equal 1.
(300P)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	ROADWAY FUNCTION CLASS must not equal 01, 11.
(320P)	ROADWAY FUNCTION CLASS equals 01, 11, and ROUTE SIGNING does not equal 7,	NATIONAL HIGHWAY SYSTEM must equal 1.
(330P)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	ROUTE SIGNING must not equal 1.
(A850)	ROADWAY FUNCTION CLASS equals 02, 12, and ROUTE SIGNING equals 2,	NATIONAL HIGHWAY SYSTEM should equal 1.
(A860)	NATIONAL HIGHWAY SYSTEM equals 1,	ROADWAY FUNCTION CLASS should equal 01-02, 11-13.
(A910)	ROADWAY FUNCTION CLASS equals 03-06, 14-16,	NATIONAL HIGHWAY SYSTEM should equal 0, 9.
(A920)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	ROADWAY FUNCTION CLASS should not equal 02, 12, and ROUTE SIGNING should not equal 2.

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ROADWAY FUNCTION CLASS

FORMAT: 2 numeric

SAS NAME: Accident.ROAD_FNC; Person.ROAD_FNC

ELEMENT VALUES:

01	Rural-Principal Arterial – Interstate
02	Rural-Principal Arterial – Other
03	Rural-Minor Arterial
04	Rural-Major Collector
05	Rural-Minor Collector
06	Rural-Local Road or Street
09	Rural-Unknown Rural
11	Urban-Principal Arterial – Interstate
12	Urban-Principal Arterial – Other (Freeways or Expressways)
13	Urban-Other Principal Arterial
14	Urban-Minor Arterial
15	Urban-Collector
16	Urban-Local Road or Street
19	Urban-Unknown Urban
99	Unknown

Remarks:

NON-JUNCTION CRASHES

Assign the crash to the trafficway on which the first harmful event occurred. If the first harmful event occurred on private property, assign the crash to the trafficway on which the vehicle was traveling when the Unstabilized Situation began.

INTERSECTION CRASHES (Not Within an Interchange)

In an <u>at-intersection</u> crash, assign the crash to the highest function class of trafficway at the intersection.

If the vehicles are traveling on different roadways of equal class, assign the crash to the roadway on which the motor vehicle precipitating the crash is traveling.

INTERSECTION CRASHES (Within an Interchange)

Interchange crashes that occur in an intersection of a ramp that connects a higher and a lower class trafficway should be assigned to the highest-class trafficway. For example: vehicle #1 strikes vehicle #2 in the intersection of the I-270 ramp and US-10. Code Roadway Function Class as **01 or 11 (Principal Arterial – Interstate)**.

Ramps are part of the highest class of trafficway to which they connect. Therefore, if a crash occurs on a ramp, including in the merge/diverge lanes, and it is not an Intersection crash, it is assigned to the highest class of trafficway to which the ramp connects. Example: vehicle #1 overturns on the ramp of I-270 and US-10. Code Roadway Function Class **01 or 11 (Principal Arterial – Interstate)**. This includes intersection-related and entrance/exit ramp related crashes for Relation to Junction.

OTHER CRASHES (Within an Interchange)

For other crashes that occur within an interchange, other than intersection crashes, code Roadway Function class for the trafficway on which the vehicles were traveling. Example, vehicle #1 strikes vehicle #2 on US-10 bridge within the I-270 interchange (not in the intersection of any ramp, or on any ramp). Code Roadway Function Class for US-10 and not I-270.

QUESTIONABLE CASES

In any questionable case, the higher function class takes precedence.

Federal Highway Administration classification obtainable from the State Highway Department must be used. No other classification source is acceptable. Refer problems in obtaining the F.H.W.A. classification to Regional State Assignee.

Consistency Checks:

	IF	THEN
(1T0P)	SPEED LIMIT for every vehicle is greater than 55, and not equal to 99,	ROADWAY FUNCTION CLASS should not equal 15-16.
(300P)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	ROADWAY FUNCTION CLASS must not equal 01, 11.
(320P)	ROADWAY FUNCTION CLASS equals 01, 11, and ROUTE SIGNING does not equal 7,	NATIONAL HIGHWAY SYSTEM must equal 1.
(A110)	FIRST HARMFUL EVENT equals 10,	ROADWAY FUNCTION CLASS should not equal 01, 11-12.
(A150)	ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0,	RELATION TO JUNCTION (b) should not equal 02-04, 06, 08.
(A160)	ROADWAY FUNCTION CLASS equals 01-02, 04, 11-12, 13, 15,	ROADWAY SURFACE TYPE should equal 1-2, 8 or 9 for at least one vehicle.
(A170)	ROADWAY SURFACE TYPE equals 3-5 for every vehicle,	ROADWAY FUNCTION CLASS should not equal 01-03, 11-15.
(A180)	ROADWAY FUNCTION CLASS equals 01, 11,	SPECIAL JURISDICTION should not equal 1-5, 8-9.
(A190)	ROADWAY FUNCTION CLASS equals 12,	SPECIAL JURISDICTION should not equal 4.

IF	THEN
(A200)	RELATION TO JUNCTION (b) equals 07,	ROADWAY FUNCTION CLASS should not equal 04-06, 16.
(A210)	ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0,	TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, **23**, 40, 50, 65.
(A220)	ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A230)	SEQUENCE OF EVENTS equals 10,	ROADWAY FUNCTION CLASS should not equal 01, 11.
(A240)	ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0,	TRAVEL SPEED should not equal 005-040 for any vehicle.
(A250)	ROADWAY FUNCTION CLASS equals 01-02, 11-13, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05,	TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
(A720)	ROADWAY FUNCTION CLASS equals *01, 11*-12,	TRAFFICWAY DESCRIPTION should equal 2-3, 6 for at least one vehicle.
(A810)	FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02-03, 05,	ROADWAY FUNCTION CLASS should not equal 01, 11.
(A840)	ROUTE SIGNING equals 7,	ROADWAY FUNCTION CLASS should equal 01-02, 11-13.
(A850)	ROADWAY FUNCTION CLASS equals 02, 12, and ROUTE SIGNING equals 2,	NATIONAL HIGHWAY SYSTEM should equal 1.
(A860)	NATIONAL HIGHWAY SYSTEM equals 1,	ROADWAY FUNCTION CLASS should equal 01-02, 11-13.
(A883)	RELATION TO TRAFFICWAY equals 07,	ROADWAY FUNCTION CLASS should not equal 01, 11-12.
(A900)	SPEED LIMIT equals 60, 65 for every vehicle,	ROADWAY FUNCTION CLASS should not equal 05-06, 14-16.
(A910)	ROADWAY FUNCTION CLASS equals 03-06, 14-16,	NATIONAL HIGHWAY SYSTEM should equal 0, 9.
(A920)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	ROADWAY FUNCTION CLASS should not equal 02, 12, and ROUTE SIGNING should not equal 2.

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ROUTE SIGNING

FORMAT: 1 numeric

SAS NAME: Accident.ROUTE

ELEMENT VALUES:

1 Interstate
2 U.S. Highway
3 State Highway
4 County Road
5 Local Street - Township
6 Local Street - Municipality
7 Local Street - Frontage Road
8 Other
9 Unknown

Remarks:

Before coding this element, be certain of which trafficway is to be coded. ***This element is coded with respect to the trafficway in the top row of C13 – Trafficway Identifier. If there is any question, refer to the remarks section of C13 – Trafficway Identifier for a hierarchy for selecting the appropriate trafficway to be coded.***

CODING FRONTAGE ROADS
If the crash occurs on a frontage road which is part of a larger, higher order trafficway (such as Interstate, U.S. Highway or State Route), use the following guideline to code the highway elements:

- Code Trafficway Identifier and Roadway Function Class for the **1 (Interstate)**, **2 (US Highway)** or **3 (State Route)**
- Code Route Signing **7 (Local Street - Frontage Road)**

Make sure to include the highway designation in Trafficway Identifier when using **7 (Local Street - Frontage Road)**. See Trafficway Identifier (FARS-C13).

If the **Frontage Road** is a separate trafficway, code all highway elements for that trafficway. **Frontage Road** is not used.

8 (Other) includes 'Other Limited Access' and 'Other Major Artery.'

Federal Highway Administration classification obtainable from the State Highway Department must be used. No other classification source is acceptable. Refer problems in obtaining the F.H.W.A. classification to Regional State Assignee.

Consistency Checks:

	IF	THEN
(260P)	ROUTE SIGNING equals 1,	NATIONAL HIGHWAY SYSTEM must equal 1.
(320P)	ROADWAY FUNCTION CLASS equals 01, 11, and ROUTE SIGNING does not equal 7,	NATIONAL HIGHWAY SYSTEM must equal 1.
(330P)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	ROUTE SIGNING must not equal 1.
(340P)	ROUTE SIGNING equals 1,	the first position of TRAFFICWAY IDENTIFIER #1 must be "I" and the second position must be "-".
(341P)	the first position of TRAFFICWAY IDENTIFIER #1 equals "I" and the second position equals "-",	ROUTE SIGNING must equal 1 or 7.
(350P)	ROUTE SIGNING equals 2,	the first two positions of TRAFFICWAY IDENTIFIER #1 must be "US" and the third position must be "-".
(351P)	the first two positions of TRAFFICWAY IDENTIFIER #1 equals "US" and third position equals "-",	ROUTE SIGNING must equal 2 or 7.
(360P)	ROUTE SIGNING equals 3,	the first two positions of TRAFFICWAY IDENTIFIER #1 must be "SR" and the third position must be "-".
(361P)	the first two positions of TRAFFICWAY IDENTIFIER #1 equals "SR" and third position equals "-",	ROUTE SIGNING must equal 3 or 7.
(A280)	ROUTE SIGNING equals 1,	SPECIAL JURISDICTION should not equal 1-5, 8-9.
(A290)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	RELATION TO JUNCTION (b) should not equal 02-04, 06, 08, 16.
(A291)	RELATION TO JUNCTION (b) equals 07,	ROUTE SIGNING should not equal 5-6.
(A300)	ROUTE SIGNING equals 1,	TRAFFICWAY DESCRIPTION should equal 2-3, 6 for at least one vehicle.
(A310)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	TOTAL LANES IN ROADWAY should not equal 1 for any vehicle.
(A320)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A330)	ROUTE SIGNING equals 1-2,	ROADWAY SURFACE TYPE should equal 1-2, 8 for at least one vehicle.

	IF	**THEN**

(A350) ROUTE SIGNING equals 1, FIRST HARMFUL EVENT should not equal 10.

(A360) RELATION TO JUNCTION(b) equals 07, ROUTE SIGNING should not equal 4.

(A700) SPEED LIMIT is greater than 65 for every vehicle, ROUTE SIGNING should equal 1-4.

(A820) FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02-03, 05, ROUTE SIGNING should not equal 1.

(A840) ROUTE SIGNING equals 7, ROADWAY FUNCTION CLASS should equal 01-02, 11-13.

(A850) ROADWAY FUNCTION CLASS equals 02, 12, and ROUTE SIGNING equals 2, NATIONAL HIGHWAY SYSTEM should equal 1.

(A882) RELATION TO TRAFFICWAY equals 07, ROUTE SIGNING should not equal 1.

(A920) NATIONAL HIGHWAY SYSTEM equals 0, 9, ROADWAY FUNCTION CLASS should not equal 02, 12, and ROUTE SIGNING should not equal 2.

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TRAFFICWAY IDENTIFIER

FORMAT: 2 sets, 20 alphanumeric

SAS NAME: Accident.TWAY_ID; Accident.TWAY_ID2

ELEMENT VALUES:

Actual Posted Number, Assigned Number, or Common Name (if no posted or assigned number) except:
9s   Unknown

Remarks:

Beginning in 2004, a second trafficway identifier was added to accommodate intersection and intersection-related crashes where the officer provides the identifier for the second trafficway. (See diagram below.)

For Non-Junction Crashes:
Code the trafficway identifier from the police report or highway department in the top row. Leave the bottom row blank.

For Intersection Crashes (Not Within an Interchange Area):
Code the trafficway identifier for the trafficway with the highest function class in the top row. Code the second trafficway identifier at the intersection, if provided by the police, in the bottom row. If the vehicles are traveling on different roadways of equal class, assign the crash to the roadway on which the motor vehicle precipitating the crash is traveling and record this roadway in the top row.

For Intersection-Related Crashes (Not Within an Interchange Area):
Code the trafficway identifier for the trafficway provided by the police in the top row. This does not necessarily have to be the highest functional class. In all cases, this will be the trafficway where the first harmful event occurred or the Unstabilized Situation began. Code the second trafficway identifier at the intersection, if provided by the police, in the bottom row.

For Intersection Crashes Within an Interchange Area:
If the first harmful event occurs within the intersection of a ramp and the surface roadway:

- Code the trafficway identifier provided on the police report or highway log in the top row (this does not necessarily have to be the highest function class).
- Code Route Signing for the trafficway in the top row.
- It is important to code the Roadway Function Class and National Highway System for the highest class of trafficway at this intersection. (See FARS-C11 – Roadway Function Class).
- Use the bottom row to record the second trafficway identifier provided by the police for this intersection.

For Intersection-Related Crashes Within an Interchange Area:
Code the trafficway identifier for the trafficway provided by the police in the top row. In many cases, this will be the trafficway where the first harmful event occurred or the Unstabilized Situation began. Code the second trafficway identifier at the intersection, if provided by the police, in the bottom row.

For Ramp Crashes:
If the crash occurs on the ramp or is related to the ramp, include the word "RAMP" and/or the ramp ID number after the trafficway's identifier (e.g., I-10 RAMP).

General Guidelines for Coding Trafficway Identifier:
This data is obtained from the State Highway Department, or if same as that used by the State Highway Department, from the police accident report. Enter all alphabetic characters with CAPITAL LETTERS. If less than 20 characters, left-justify and do not zero-fill.

- Do not enter the street address where the crash occurred. For example, 245 Elm St. would be entered as *ELM STREET*.
- Do not enter milepoints here following the trafficway even if provided on the report. Milepoints are entered in the element Milepoint.
- Do not enter a cross street referenced by the investigating officer for a <u>non-junction</u> crash. For example if the report states, "the crash occurred on Main Street, 0.6 miles south of Girard Avenue", Girard Avenue does not go in Trafficway Identifier 2. Trafficway Identifier 2 is reserved for intersection and intersection-related crashes.

Obtained from the State Highway Department, or if same as that used by the State Highway Department, from the police accident report.

If Route Signing is **1 (Interstate)**, you must enter "I-" in the first two spaces of Trafficway Identifier

If Route Signing is **2 (US Highway)**, you must enter "US-" in the first three spaces of Trafficway Identifier

If Route Signing is **3 (State Highway)**, you must enter "SR-" in the first three spaces of Trafficway Identifier

If Route Signing is other than "1, 2 or 3," enter only the route name or identifier (and left-justify). (Example: County Route 10 would be just "10," and "Front Street" would be "Front Street.") (See FARShelf for common street abbreviations.)

Immediately after the route designation (I-, US- or SR-), you should enter the corresponding highway number. For example, Interstate 70 should be coded as "I-70" and US 66 should be coded as "US-66." You must use a dash in the highway designation between the capital letters and the number.

If one trafficway is both, a State Highway and an Interstate Highway, Route Signing must always be coded "1-Interstate." You should always try to obtain the route number and milepoint that correspond to the Route Signing (Interstate).

> **(a)** If the Trafficway Identifier and Milepoint are available for only the State Highway then code Route Signing as **1 (Interstate)**, enter "I-" in the first two spaces of Trafficway Identifier followed by the full State Highway Identifier as normal (including any letters.) Code the State Highway Milepoint under the element Milepoint.
> E.g.; If California business loop (CA215) is also Interstate 15, then code "I-SR215" or "I-CA215."

> **(b)** If the Trafficway Identifier and Milepoint are available for both the State Highway and the Interstate Highway, enter "I-" in the first two spaces of Trafficway Identifier followed by the Interstate number. You may then also enter the State Highway Identifier anywhere after the Interstate route number. Code the Interstate Milepoint under the element Milepoint.
> E.g.; "I-15" (SR215) or "I-15" (CA215)

Similarly, if a State Highway is also a US Highway, Route Signing must always be coded "2-US Highway." You should always try to obtain the route number and milepoint that correspond to the Route Signing (US Highway).

> **(a)** If the Trafficway Identifier and Milepoint are available only for the State Highway, then code Route Signing as **2 (US Highway)**, enter "US-" in the first three spaces of Trafficway Identifier followed by the full State Highway Identifier as normal (including any letters). Code the State Highway Milepoint under the element Milepoint.
> E.g.; If Florida Route 25 is also US Route 27, then code "US-SR25" or "US-FL25."

> **(b)** If the Trafficway Identifier and Milepoint are available for both the US Highway and the State Highway, enter "US-" in the first three spaces of Trafficway Identifier followed by the US route number. You may then also enter the State Highway Identifier anywhere after the US route number. Code the US Route Milepoint under the element Milepoint. E.g.; "US-27" (SR25) or "US-27" (FL25).

Overlapping Roadways of Equal Function Class

For situations where you are presented with a roadway with two equal functional class identifiers for the same roadway, such as a stretch of roadway that is both US-10 and US-25, record both trafficways in Trafficway Identifier #1 using the "slash" format. The lower number trafficway should appear before the slash (e.g., "US-10/25"). This would also apply to Interstates, State and County roadways with two designations of equal class.

Consistency Checks:

	IF	THEN
(1F1P)	RELATION TO JUNCTION (b) does not equal 02-03,	the second TRAFFICWAY IDENTIFIER should be blank.
(340P)	ROUTE SIGNING equals 1,	the first position of TRAFFICWAY IDENTIFIER #1 must be "I" and the second position must be "-".
(341P)	the first position of TRAFFICWAY IDENTIFIER #1 equals "I" and the second position equals "-",	ROUTE SIGNING must equal 1 or 7.
(350P)	ROUTE SIGNING equals 2,	the first two positions of TRAFFICWAY IDENTIFIER #1 must be "US" and the third position must be "-".
(351P)	the first two positions of TRAFFICWAY IDENTIFIER #1 equals "US" and third position equals "-",	ROUTE SIGNING must equal 2 or 7.
(360P)	ROUTE SIGNING equals 3,	the first two positions of TRAFFICWAY IDENTIFIER #1 must be "SR" and the third position must be "-".
(361P)	the first two positions of TRAFFICWAY IDENTIFIER #1 equals "SR" and third position equals "-",	ROUTE SIGNING must equal 3 or 7.
(781P)	TYPE OF INTERSECTION equals 2-7,	TRAFFICWAY IDENTIFIER (b) should not be blank.
(AC0A)	RELATION TO JUNCTION (b) equals 02-03,	the second TRAFFICWAY IDENTIFIER should not be all blank.

MILEPOINT

FORMAT: 5 *numeric*

SAS NAME: Accident.MILEPT

ELEMENT VALUES:

0000.0 None
      Actual to Nearest Tenth Mile
9999.8 Not Reported
9999.9 Unknown

Remarks:

Refer to the remarks section under Roadway Function Class (C11) for the hierarchy of selecting the trafficway to be coded.

Code the Milepoint for the respective Trafficway Identifier (C13).

Obtained from the Police Accident Report (PAR) or from the State Highway Department. ***Code the actual Milepoint to the nearest .1 mile with decimal. Right justify if less than 5 digits.*** For example, if Milepoint is 10, you must code "*0010.0*."

9999.8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **9999.8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, or*
- *No other information is available (e.g., narrative, diagram or case materials).*

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GLOBAL POSITION

FORMAT: 8 numeric, 9 numeric

SAS NAME: Accident.Latitude/Accident.Longitud

ELEMENT VALUES:

- 9s   Unknown
- 8s   Not Available
          Latitude (dd.mm.ss.ss) (degrees/minutes/seconds)
          Longitude (ddd.mm.ss.ss) (degrees/minutes/seconds)
- 7s   Not Reported

Remarks:

"Global Position" refers to the geographic location of the crash. It is expressed in Degrees, Minutes and Seconds of **Latitude**; and Degrees, Minutes and Seconds of **Longitude**:

Latitude: dd mm ss.ss (Degrees/Minutes/Seconds)
Longitude: ddd mm ss.ss (Degrees/Minutes/Seconds)

In some instances your source documents may display Longitude as a negative (-) number. You may disregard the minus (-) sign.

Unknown is selected if the investigating officer reported that the global position of the crash was not known.

Right-Justify Degrees and Minutes:
Note that **Longitude** Degrees can be up to three digits. Code Degrees less than three digits in the right-most positions and "0's" to the left. Code **Latitude** or **Longitude** Minutes less than two digits in the right-most position with "0's" to the left. Examples: Longitude "77 degrees – 7 minutes - no seconds" is coded 077 07 00.00; Longitude "80 degrees - no minutes - no seconds" is coded 080 00 00.00; Latitude "30 degrees - one minute - 30 seconds" is coded 30 01 30.00.

Latitude and Longitude Seconds:
Code the value of **Latitude** or **Longitude** <u>Seconds</u> to two significant places <u>after the decimal</u>. If the **Latitude** or **Longitude** <u>Seconds</u> precision is less than two decimal positions, enter "0's" in the right-most positions of <u>Seconds</u>. Always right-justify any data before the decimal point with added "0's" to the left (e.g., 5.1 seconds is 05.10 with no spaces before the decimal point).

7s (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **7s (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials).*

FARS SPECIAL INSTRUCTION:

The state Police Accident Report (PAR) may include the geographic location in a format compatible with this element, or the State Highway Department may be able to provide it from a state Geographic Information System (GIS) or Global Positioning System (GPS).

A Geo-locator tool is available on the FARS microcomputer to assist generating latitude and longitude when they are not available through state sources.

If data is unknown, code all "9's." For example, if you are in a state that does record geographic location coordinates, but you don't have those coordinates, and the Geo-locator tool cannot provide the coordinates, the data is unknown.

Code the complete valid **Latitude** and **Longitude**, if available, if not blank and if not unknown. You must code valid **Latitude** or **Longitude** minutes and seconds when coding a valid value for **Latitude** or **Longitude** degrees. (For example: Latitude - 38 99 99.99 is invalid.)

GES SPECIAL INSTRUCTION:

This data element is only coded if it is present on the PAR ***and in Lat/Long format***, otherwise code as **Not Reported**.

Consistency Checks:

IF	THEN
(G01P) STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) is not equal to **77,** 88, 99 or blank,	LATITUDE (degrees) must be equal to, or greater than (_1d_), and LATITUDE (degrees) must not be greater than (_2d_).
(G02P) STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) equals (_1d_),	LATITUDE (minutes) must be equal to, or greater than (_1s_).
(G03P) STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) equals (_2d_),	LATITUDE (minutes) must not be greater than (_2s_).
(G04P) STATE is ____, and GLOBAL POSITION - LONGITUDE (degrees) is not equal to 777, 888, 999 or blank,	LONGITUDE (degrees) must be equal to, or greater than (_3d_), and LONGITUDE (degrees) must not be greater than (_4d_).

IF	**THEN**
(G05P) STATE is ____, and GLOBAL POSITION - LONGITUDE (degrees) equals (3d),	LONGITUDE (minutes) must be equal to, or greater than (3s).
(G06P) STATE is ____, and GLOBAL POSITION - LONGITUDE (degrees) equals (4d),	LONGITUDE (minutes) must not be greater than (4s).
(G07P) any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 8's,	all parts of LATITUDE must be all 8's.
(G08P) any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 8's,	all parts of LONGITUDE must be all 8's.
(G09P) any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 9's,	all parts of LATITUDE must be all 9's.
(G10P) any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 9's,	all parts of LONGITUDE must be all 9's.
(G11P) any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is blank,	all parts of LATITUDE must be blank.
(G12P) any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is blank,	all parts of LONGITUDE must be blank.
(G0AP) any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 7's,	all parts of LONGITUDE must be all 7's.
(G0BP) any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 7's,	all parts of LATITUDE must be all 7's.

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SPECIAL JURISDICTION

FORMAT: 1 numeric

SAS NAME: Accident.SP_JUR

ELEMENT VALUES:

    0   No Special Jurisdiction
    1   National Park Service
    2   Military
    3   Indian Reservation
    4   College/University Campus*
    5   Other Federal Properties*
    8   Other
    9   Unknown

Remarks:

Road must be under the regulation of Special Jurisdiction, although it may be patrolled by state, county or local police forces.

There is a difference between a National Park and National Forest. Only areas described as National Parks should be **1 (National Park Service)**. State parks should be coded as **8 (Other)** and National Forests should be coded as **0 (No Special Jurisdiction)**.

State highways running through Indian Reservations must be coded as **3 (Indian Reservation)**.

* These values are unlikely occurrences and will raise an error flag.

Consistency Checks:

	IF	THEN
(A180)	ROADWAY FUNCTION CLASS equals 01, 11,	SPECIAL JURISDICTION should not equal 1-5, 8-9.
(A190)	ROADWAY FUNCTION CLASS equals 12,	SPECIAL JURISDICTION should not equal 4.
(A280)	ROUTE SIGNING equals 1,	SPECIAL JURISDICTION should not equal 1-5, 8-9.
(U010)	UNLIKELY: SPECIAL JURISDICTION equals 4-5.	

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CRASH EVENTS

FORMAT: (Completed in MDE)

SAS NAME: (See Below)

Remarks:

The Crash Events table records in chronological sequence, the set of events resulting from an unstabilized situation that constitutes a motor vehicle traffic crash. The "crash" is concluded in time when all events which originate from the unstabilized situation are stabilized. The Crash Events table is designed to provide a coded description of all qualifying events which occurred in the crash.

With this coded chronological sequence of qualified crash events, traffic safety analysts can review the entire series of events involving in-transport motor vehicles. Various areas of concern to the highway safety community can be easily assessed using this data. For instance, the injury severity in crashes can be assessed relative to the number and type of impacts involved. Likewise, certain collision configurations that may create a greater hazardous condition for the occupants can be identified. Other possible areas of analysis would be the mix of vehicles sizes or the types of objects the different classes of vehicles impact.

To complete the Crash Events table, each event for each vehicle is recorded in the order in which they occur, time-wise, based on the description of the crash from the crash report narrative, diagram or other relevant case materials. Crash Events includes both harmful and non-harmful events that occur in the crash. Recording of Crash Events ends at the last harmful event of the entire crash. Therefore, a non-harmful event (e.g., Crossing the Centerline) that occurs following the last harmful event of the crash will not be included.

The Crash Events table is completed based on the actions of the in-transport motor vehicle(s) in the case. Consequently, other involved traffic units (parked motor vehicle, pedestrian, etc.) are only identified in the events for the in-transport motor vehicle that contacted it. If the crash report includes an event that involves only not in-transport motor vehicles and/or non-motorists, that specific event is not entered as an event in the coded crash sequence.

Examples Include:
- Not in-transport vehicle impacts pedestrian, other not in-transport vehicle, or fixed object
- Pedestrian or pedalcyclist impacts an object, a not in-transport vehicle, other non-motorist

*Note: Data recorded in the Crash Events table is used to derive the following data elements:

1. First Harmful Event (FHE) – the first injury or damage producing event in each crash.
2. Areas of Impact / Initial (AOI/Initial) – the first Areas of Impact value for each vehicle
3. Sequence of Events (SOE) – all events (harmful and non-harmful) associated with each in-transport motor vehicle in the table.

C17 Table Columns

Vehicle Number (This Vehicle)	Areas of Impact (This Vehicle)	Sequence of Events (SOE)	Vehicle Number (Other Vehicle)	Areas of Impact (Other Vehicle)

EVENT NUMBER

FORMAT: (Completed in MDE)

SAS NAME: Cevent.EVENTNUM; Vevent.EVENTNUM

ELEMENT VALUES:

 001-999   Actual Number

Remarks:

This is a computer assigned number beginning with '001.' The event number(s) show the chronological sequence of the qualifying harmful and non-harmful events in the crash. Qualifying events are those which involve an in-transport motor vehicle or an object set in motion by an in-transport motor vehicle.

In the MDE system this will be the row position and not displayed as a column in the entry table.

VEHICLE NUMBER (THIS VEHICLE)

FORMAT: (Completed in MDE)

SAS NAME: Cevent.VNUMBER1; Vevent.VNUMBER1

ELEMENT VALUES:

 001-999   Actual Number

Remarks:

Enter the number of the in-transport motor vehicle associated with the event in the Sequence of Events column of the Crash Events Table. Vehicles are assigned the PAR's vehicle number unless a vehicle number from the PAR is not used in the case (e.g., non-contact vehicle). See Remarks under Sequence of Events element.

AREAS OF IMPACT (THIS VEHICLE)

FORMAT: (Completed in MDE)

SAS NAME: Cevent.AOI1; Vevent.AOI1

ELEMENT VALUES:*

00	Non-Collision
01-12	Clock Points
13	Top
14	Undercarriage
61	Left
62	Left-Front Half
63	Left-Back Half
81	Right
82	Right-Front Half
83	Right-Back Half
18	Set-In-Motion (Not a Clock Point)
98	Not Reported
99	Unknown

Remarks:

Identifies the contact point (if applicable) for the vehicle coded in Vehicle Number (This Vehicle) associated with this event. If the event is a Collision event, code the value that identifies the impact area or indicates this vehicle set an object in motion. If the event is a Non-Collision event, use **00 (Non-Collision)**. If the event is a Non-Harmful event, then skip entry of an Areas of Impact (This Vehicle) value for that event.

*See Vehicle Level data element Areas of Impact for attribute Remarks. The data element Areas of Impact Initial (AOI/Initial) is derived from the Crash Events Table and will always be the first recorded value for each vehicle in the table.

SEQUENCE OF EVENTS

FORMAT: (Completed in MDE)

SAS NAME: Cevent.SOE; Vevent.SOE

ELEMENT VALUES:

Non-Harmful Events:
61	Equipment Failure (blown tire, brake failure, etc.)
62	Separation of Units
63	Ran Off Roadway-Right
64	Ran Off Roadway-Left
65	Cross Median
68	Cross Centerline
66	Downhill Runaway
67	Vehicle Went Airborne
69	Re-entering Roadway
70	Jackknife (non-harmful)
60	Cargo/Equipment Loss or Shift (non-harmful)

Non-Collision Harmful Events:
01	Rollover/Overturn
02	Fire/Explosion
03	Immersion
04	Gas Inhalation
51	Jackknife (harmful to this vehicle)
06	Injured in Vehicle (Non-Collision)
44	Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
07	Other Non-Collision
72	Cargo/Equipment Loss or Shift (harmful to this vehicle)
16	Thrown or Falling Object
05	Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:
12	Motor Vehicle In-Transport
54	Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
55	Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:
08	Pedestrian
09	Pedalcyclist
10	Railway Vehicle
11	Live Animal
49	Ridden Animal or Animal-Drawn Conveyance

18   Other Object (Not Fixed)
15   Non-Motorist on Personal Conveyance
14   Parked Motor Vehicle
45   Working Motor Vehicle

Collision with Fixed Object:

17   Boulder
19   Building
58   Ground
20   Impact Attenuator/Crash Cushion
50   Bridge Overhead Structure
21   Bridge Pier or Support
23   Bridge Rail (Includes Parapet)
24   Guardrail Face
52   Guardrail End
25   Concrete Traffic Barrier
57   Cable Barrier
26   Other Traffic Barrier
59   Traffic Sign Support
46   Traffic Signal Support
30   Utility Pole/Light Support
31   Other Post, Other Pole or Other Supports
32   Culvert
33   Curb
34   Ditch
35   Embankment
38   Fence
39   Wall
40   Fire Hydrant
41   Shrubbery
42   Tree (Standing Only)
48   Snow Bank
53   Mail Box
43   Other Fixed Object
99   Unknown

Remarks:

The event related to the motor vehicle in-transport identified in Vehicle Number (This Vehicle) as documented in the crash report narrative, diagram or other relevant case materials, regardless of injury or property damage.

*See Sequence of Events element for Attribute Remarks

VEHICLE NUMBER (OTHER VEHICLE)

FORMAT: (Completed in MDE)

SAS NAME: Cevent.VNUMBER2; Vevent.VNUMBER2

ELEMENT VALUES:

001-999   Actual Number

Remarks:

This identifies the vehicle number of the vehicle contacted by the motor vehicle in-transport recorded in "Vehicle Number (This Vehicle)." This field is applicable only when the event is a collision between two motor vehicles (i.e., Sequence of Events codes 12, 54, 55, 14 or 45). If the event is **not** a collision between two motor vehicles, then Vehicle Number (Other Vehicle) is not applicable and left blank.

AREAS OF IMPACT (OTHER VEHICLE)

FORMAT: (Completed in MDE)

SAS NAME: Cevent.AOI2; Vevent.AOI2

ELEMENT VALUES:

00	Non-Collision
01-12	Clock Points
13	Top
14	Undercarriage
61	Left
62	Left-Front Half
63	Left-Back Half
81	Right
82	Right-Front Half
83	Right-Back Half
18	Set-In-Motion (Not a Clock Point)
98	Not Reported
99	Unknown

Remarks:

Identifies the contact point (if applicable) for the vehicle coded in "Vehicle Number (Other Vehicle)".

If the event is **not** a collision between two motor vehicles, then Areas of Impact (Other Vehicle) is not applicable and left blank.

*See Vehicle Level data element, Areas of Impact, for attribute Remarks. The data element Areas of Impact Initial (AOI/Initial) is derived from the Crash Events Table and will always be the first recorded value for each vehicle in the table.

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FIRST HARMFUL EVENT

FORMAT: 2 numeric

SAS NAME: Accident.HARM_EV; Vehicle.HARM_EV; Person.HARM_EV; parkwork.PHARM_EV

ELEMENT VALUES:

Non-Collision Harmful Events:
  01   Rollover/Overturn
  02   Fire/Explosion
  03   Immersion
  04   Gas Inhalation
  51   Jackknife (harmful to this vehicle)
  06   Injured in Vehicle (Non-Collision)
  44   Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
  07   Other Non-Collision
  16   Thrown or Falling Object
  72   Cargo/Equipment Loss or Shift (harmful to this vehicle)
  05   Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:
  12   Motor Vehicle In-Transport
  54   Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
  55   Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:
  08   Pedestrian
  09   Pedalcyclist
  10   Railway Vehicle
  11   Live Animal
  49   Ridden Animal or Animal Drawn Conveyance
  18   Other Object (Not Fixed)
  15   Non-Motorist on Personal Conveyance
  14   Parked Motor Vehicle
  45   Working Motor Vehicle

Collision with Fixed Object:
  17   Boulder
  19   Building
  58   Ground
  20   Impact Attenuator/Crash Cushion
  50   Bridge Overhead Structure

21	Bridge Pier or Support
23	Bridge Rail (Includes Parapet)
24	Guardrail Face
52	Guardrail End
25	Concrete Traffic Barrier
57	Cable Barrier
26	Other Traffic Barrier
59	Traffic Sign Support
46	Traffic Signal Support
30	Utility Pole/Light Support
31	Other Post, Other Pole or Other Supports
32	Culvert
33	Curb
34	Ditch
35	Embankment
38	Fence
39	Wall
40	Fire Hydrant
41	Shrubbery
42	Tree (Standing Only)
48	Snow Bank
53	Mail Box
43	Other Fixed Object
99	Unknown

Remarks:

This data element is derived from the Crash Events Table. The First Harmful Event is defined as the first injury or damage producing event of the crash.

Non-Collision events involving motorcycles and vehicles with a "load":

Non-Collision events may occur before or after a collision event. They should not be coded as a separate event if they occur as part of a collision event.

Examples:

- ***A motorcycle strikes a deer, overturns and the rider becomes separated from the vehicle. Code the collision event, not the non-collision "Rollover/Overturn" and "Vehicle Occupant Fell from Vehicle" that occur as part of the collision event.***

- ***One tractor/trailer rear-ends another tractor/trailer. The impact pushes the lead vehicle's load into the back of the tractor cab with part falling onto the roadway. Code the collision event, not the non-collision "cargo-loss or shift" that occurred as part of the collision event.***

01 (Rollover/Overturn) is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end.   For motorcycles, laying the motorcycle down on its side is sufficient to code **01 (Rollover/Overturn)** as a harmful event if damage or injury is produced, even though *the* data element Rollover is not applicable to motorcycles*.* **58 (Ground)** is not to be entered when the harmful event is **01 (Rollover/Overturn)**.

If there is a 01 (Rollover/Overturn) that begins in another location but involves a ditch or embankment in the case (e.g., "rolled through the ditch", "rolled down the embankment" , "came to rest against the embankment"), then the rule applies where if there is no damage associated with an impact with the fixed object during the rollover, it is not included in the Crash Events. If there is indication that damage resulted from an impact with the fixed object, it is included in the Crash Events. This follows the same logic as striking a tree or another vehicle during an overturn.

Note: For medium/heavy trucks with attached trailers by fixed linkage, when either the power unit or the trailer rolls over, the entire vehicle will be considered a rollover.

GES SPECIAL INSTRUCTION:

For articulated light vehicles, that are not commercial do not code a **01 (Rollover/Overturn)** if only the trailer portion of the combination overturns.

02 (Fire/Explosion) is used for a vehicle fire or explosion that occurs during the crash sequence or as a result of the crash.

As it pertains to the occurrence of **02 (Fire/Explosion)**, the crash circumstances are not considered stabilized until the threat of damage to this vehicle, or injury consequences to this vehicle's occupants, has ceased. Therefore, the crash sequence is not considered stabilized until all occupants have exited the vehicle and the scene has been declared safe by police or other authority. Fires that occur at a later time to vehicles abandoned at the scene (e.g., in open fields, on hillsides, etc.) or to vehicles removed from the scene to another location (tow yard, curbside, etc.) are not considered part of the crash sequence.

03 (Immersion) is used when an in-transport motor vehicle enters a body of water and results in injury or damage.

04 (Gas Inhalation) includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

51 (Jackknife [harmful to this vehicle]) applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit, striking the power unit, causing damage to the power unit or trailer. Jackknife should only be coded as a harmful

event if there is clear indication of damage to the jackknifed vehicle or injury to its occupants caused by the jackknife.

06 (Injured in Vehicle [non-collision]) is used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]) is used when the pavement surface irregularity <u>is</u> on a roadway. If the impact is with a surface irregularity (e.g. ruts, potholes) <u>not</u> on a roadway use the **58 (Ground).**

07 (Other Non-Collision). Non-collision not captured in the listed non-collision attributes.

> <u>Example:</u>
> Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).

16 (Thrown or Falling Object) is used when any object (1) is thrown (intentionally or unintentionally) and impacts an in-transport vehicle, or (2) falls onto, into, or in the path of an in-transport motor vehicle. If a tree limb falls from a tree and is contacted by a car, enter **16 (Thrown or Falling Object)**. If a person maliciously throws an object off an overpass into traffic below, enter **16 (Thrown or Falling Object)**. This excludes contacts made by loads or objects set in-motion by a motor vehicle (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**).

72 (Cargo/Equipment Loss or Shift [harmful to this vehicle]) refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This attribute is only used when the injury- or damage-producing event in the crash is the loss or shift of cargo in/on a vehicle causing damage to that vehicle, its cargo, or injury to its occupants. This attribute should never be used to refer to a "collision" event (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**).

<u>Example:</u>
A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.

05 (Fell/Jumped from Vehicle) is used when an occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, an occupant of a motor vehicle in-transport leans against the car door, it opens and the occupant falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If an occupant falls or jumps from a vehicle and is struck by that vehicle, use this attribute.

12 (Motor Vehicle In-Transport) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries. In-transport means that the motor vehicle is in-motion or on the roadway portion of a trafficway.

54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact by something set-in-motion by one of the vehicles. In these circumstances, both vehicles should have this attribute in their Sequence of Events. In crashes involving harmful events caused by objects set-in-motion by a Motor Vehicle in-transport, remember that a vehicle's load is considered part of the vehicle.

Examples:
1. If cargo falls from a truck (in-transport) and strikes another motor vehicle <u>in-transport</u>, this is treated as a two-vehicle crash. Therefore, the proper attribute for both vehicles is **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**.

2. If cargo falls from a truck (in-transport) and strikes another vehicle that is <u>not in-transport</u>, this is also treated as a two-vehicle crash; however in this example, the proper attribute is **14 (Parked Motor Vehicle)** or **45 (Working Motor Vehicle)** depending on which type of not in-transport vehicle was contacted by the load.

3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper attribute would be **08 (Pedestrian)**.

55 (Motor Vehicle in Motion Outside the Trafficway) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

Example:
A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the station lot.

08 (Pedestrian) is used for all those not on a personal conveyance. A person pushing a vehicle should be coded **08 (Pedestrian)**. A person being carried by another person should also be considered a **08 (Pedestrian)**.

09 (Pedalcyclist) is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle or pedal car.

10 (Railway Vehicle) is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Inclusions:	Exclusions:
- Street car on private way	- Street car operating on trafficway

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11 (Live Animal) is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see ANSI D16.1). Default to **11 (Live Animal)** if it cannot be determined if the struck animal is alive, dead or if it was being ridden or drawing a transport device.

Use **49 (Ridden Animal or Animal-Drawn Conveyance)** for ridden animals and animals drawing transport devices. See **18 (Other Object [Not Fixed])** for an animal carcass lying in the roadway.

18 (Other Object [Not Fixed]) refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider or downed tree limbs or power lines.

15 (Non-Motorist on Personal Conveyance) is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:

1) Rideable toys
   - Roller Skates, in-line skates
   - Skateboards
   - Skates
   - Baby carriage
   - Scooters
   - Toy Wagons

2) Motorized rideable toys
   - Motorized skateboard
   - Motorized toy car

3) Devices for personal mobility assistance
   - Segway-style devices
   - Motorized and non-motorized wheelchair
   - Handicapped scooters

Exclusions:
   - Golf cart
   - Low Speed Vehicles (LSVs)
   - Go-carts
   - Minibike
   - "Pocket" motorcycles
   - Motor scooters
   - Moped

14 (Parked Motor Vehicle) is used when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion. A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

45 (Working Motor Vehicle) is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance or utility work related to the trafficway when it became an involved unit. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.

2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

   NOTE: Before 2004, this code was called **Transport Device Used as Equipment**. It included other working activities in addition to construction, maintenance and utility work on trafficways. From 2004 forward, code "45" excludes working activities other than highway construction, maintenance or utility vehicles (e.g., garbage truck picking up trash, mail/delivery trucks while making deliveries, personal vehicles plowing snow, etc. These are considered motor vehicles In-transport). Use Related Factors-Vehicle Level **42 (Other Working Vehicle [Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle])** to identify these vehicles.

A question may arise when a police, fire or emergency medical vehicle is struck on the roadway while at the scene of a crash, at a traffic stop, or as traffic control. The question becomes, "has its function changed from being a motor vehicle in-transport to a working vehicle?" The answer is "no." Treat these situations as a motor vehicle in-transport striking another motor vehicle in-transport.   Use Related Factors-Vehicle Level **41 (Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities)** to identify that this vehicle was struck while performing these work activities.

Collision with Fixed Object

The attributes 58 (Ground), 33 (Curb), 34 (Ditch) and 35 (Embankment) are grouped under the Collision w/ Fixed Object subset because they are intended to be harmful events in the crash (i.e. – they are associated with an impact that produces injury or damage).   If there is no indication of damage from contact with the fixed object (e.g., "came to rest on the embankment" or "ran into the ditch"), then it is not included in the Crash Events.

17 (Boulder) is a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact. It may be considered as a fixed object.

19 (Building) is used when the vehicle impacts a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

58 (Ground) is used when the impact is with an earthen or paved surface off of the roadway. **58 (Ground)** is not to be entered when the harmful event is **01 (Rollover/Overturn).**

20 (Impact Attenuator/Crash Cushion) is a device for controlling the absorption of energy released during vehicle collision (crash cushion). Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

50 (Bridge Overhead Structure) is used when striking the bottom of a bridge while traveling on a trafficway underneath it.

21 (Bridge Pier or Support) is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This attribute includes the bridge abutments which are supporting the ends of a bridge. Abutments are generally designed for retaining or supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

23 (Bridge Rail [Includes Parapet]) is a wooden, brick, stone, concrete or metal fence-like structure which runs along the outer]\most edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.

- Bridges do not need to support another roadway. It may be an overpass for a train or even for a viaduct (water conduit).

BRIDGE COMPONENTS

24 (Guardrail Face) is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **25 (Concrete Traffic Barrier)** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails). *If the crash report does not differentiate between guardrail face and end, default to guardrail face.*

Guardrails, which serve as bridge rails, should be coded as **23 (Bridge Rails [includes Parapet])**.

52 (Guardrail End) is used if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

25 (Concrete Traffic Barrier) refers to the longitudinal traffic barriers constructed of concrete. This includes all temporary concrete barriers regardless of location (i.e., temporary Jersey Barrier on a bridge being used to control traffic during bridge repair/construction). Concrete walls (vertical side surfaces) do not apply here; see **39 (Wall)**.

57 (Cable Barrier) refers to a flexible barrier system which uses several cables typically supported by steel posts. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

26 (Other Traffic Barrier) is used for all other longitudinal barriers such as wood or rock and unknown barrier composition type.

59 (Traffic Sign Support) is used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and signs above the trafficway.

46 (Traffic Signal Support) is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.

30 (Utility Pole/Light Support) refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights). **30 (Utility Pole/Light Support)** is used for electrical, telephone, cable & other utility pole-type supports.

31 (Other Post, Other Pole or Other Supports) is used for posts other than highway signs. (e.g., reflectors on poles along side of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 (Mail Box)**.

32 (Culvert) is a man-made drain or channel crossing under a road, sidewalk, etc.

33 (Curb) is a concrete or asphalt structure that borders the roadway. It provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical. Ensure that the PAR provides some indication that damage has occurred when a vehicle strikes a curb.

34 (Ditch) includes any man-made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

35 (Embankment) is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete). A **35 (Embankment)** can usually be differentiated from a **39 (Wall)** by its incline

whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

In crashes involving a field approach or crossing, if in doubt about when to use **32 (Culvert), 34 (Ditch)** or **35 (Embankment)** use the following criteria:

      a. Use **34 (Ditch)** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).
      b. Use **35 (Embankment)** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.
      c. Use **35 (Embankment)** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

38 (Fence) includes the fence posts. A Fence can be made of wood, chain link, stone, etc

39 (Wall) is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included as **39 (Wall)** is headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as **21 (Bridge Pier or Support)**.

40 (Fire Hydrant) refers to the roadside device used by fire departments to provide water for fighting fires. Usually made of steel, these devices are also referred to as fire plugs or fire stand pipes in some areas.

41 (Shrubbery) refers to vegetation which is usually of a woody multi-stemmed variety and in most instances is low growing rather than tall. May also be called bushes. Some common examples are boxwood, hawthorn and mountain laurel.

42 (Tree [Standing Only]) is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches *or tree stumps*. If a vehicle strikes a tree lying in the roadway, use **18 (Other Object [Not Fixed])**. If a tree falls on a vehicle as it is passing by, use **16 (Thrown or Falling Object)**.

48 (Snow Bank) is used when snowfall and/or road plowing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.

53 (Mail Box) refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute. This element does not include U.S. Mailbox, which are typically blue and are for general public use. Code a U.S. Mailbox as **43 (Other Fixed Object)**.

43 (Other Fixed Object) is used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

Examples:
- Bus shelters
- Pedestrian walkways
- Toll booths
- Guy wires supporting utility poles
- U. S. Mailbox for public use

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

	IF	THEN
(42CP)	*there are two vehicles involved in the FIRST HARMFUL EVENT,*	*those two vehicles' CRASH TYPES must belong to the same CRASH TYPE Configuration.*
(440F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 01,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 01-03, 09-11, 13, **16,** 23, 98 or 99.
(450F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 07,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 14.
(460F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 02,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 02, 20.
(470F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 03, 08, 10,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 20, 22, 98, 99.
(480F)	FIRST HARMFUL EVENT equals 8-09, 15, and RELATION TO TRAFFICWAY equals 04, 06,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 16, 20-21, 24-25, 28, 98, 99.
(490F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 05,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 24-25.

IF	THEN
(500F)	FIRST HARMFUL EVENT equals 01-11, 14-21, 23-26, 30-35, 44-53, 57-59, 72,	MANNER OF COLLISION must not equal 01-02, 06-11, 98, 99.

(500F) FIRST HARMFUL EVENT equals 01-11, 14-21, 23-26, 30-35, 44-53, 57-59, 72,   MANNER OF COLLISION must not equal 01-02, 06-11, 98, 99.

(510F) FIRST HARMFUL EVENT equals 12, 54-55,   MANNER OF COLLISION must not equal 00.

(520F) FIRST HARMFUL EVENT equals 10,   TRAFFIC CONTROL DEVICE must not equal 01-04, 07-09, 20-50, 98 for the vehicle involved in the first harmful event.

(530F) FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 99,   there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 98, 99.

(531F) FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 11,   there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 11.

(540F) FIRST HARMFUL EVENT equals 02,   at least one vehicle must have FIRE OCCURRENCE equal to 1 or blank.

(550F) FIRST HARMFUL EVENT equals 08,   at least one person must have PERSON TYPE equal 05, 10.

(560F) FIRST HARMFUL EVENT equals 09,   at least one person must have PERSON TYPE equal to 06-07.

(570F) FIRST HARMFUL EVENT equals 05-06,   at least one PERSON TYPE equal to 01-03, 09 must have INJURY SEVERITY equal to 1-5 or blank.

(580F) FIRST HARMFUL EVENT equals 14,   RELATION TO TRAFFICWAY must not equal 01.

(590F) FIRST HARMFUL EVENT equals 15,   at least one Person Level form must have a PERSON TYPE of 08.

(5Y0F) FIRST HARMFUL EVENT equals 08-09, 15,   NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES must not equal 00.

(670F) FIRST HARMFUL EVENT equals 12, 14, 45, 54-55,   NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.

(9C0P) FIRST HARMFUL EVENT equals 55,   there must be at least one vehicle with UNIT TYPE equal to 1.

(A080) DRIVER PRESENCE equals 0, FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002,   one RELATED FACTORS-DRIVER LEVEL should equal 20.

(A100) FIRST HARMFUL EVENT is not equal to 02, 04-05, 10, 16, 18,   there should be one vehicle with TRAVEL SPEED of 001-151, 997-999, or blanks.

IF		THEN
(A110)	FIRST HARMFUL EVENT equals 10,	ROADWAY FUNCTION CLASS should not equal 01, 11-12.
(A350)	ROUTE SIGNING equals 1,	FIRST HARMFUL EVENT should not equal 10.
(A370)	FIRST HARMFUL EVENT equals 99,	MANNER OF COLLISION should not equal 00, 01-11.
(A380)	FIRST HARMFUL EVENT equals 01 and this vehicle is involved in the first harmful event, *and BODY TYPE does not equal 80-89 for this vehicle,* and RELATION TO TRAFFICWAY equals _____,	LOCATION OF ROLLOVER should equal _____ respectively.
(A390)	FIRST HARMFUL EVENT equals 17, 19-21, 23-26, 30-35, 38-43, 52-53, 57,	RELATION TO TRAFFICWAY should not equal 01-*02*, 07, 11.
(A3C0)	FIRST HARMFUL EVENT equals 02-07,16, 44 51, 72,	CRASH TYPE must equal 00 for the vehicle involved in the first harmful event.
(A3D0)	FIRST HARMFUL EVENT equals 01-07, 16, 44, 51, 72,	CRASH TYPE must not equal 20-91.
(A3E0)	CRASH TYPE equals 13,	FIRST HARMFUL EVENT must equal 08, 09, 11, 15 or 49.
(A420)	FIRST HARMFUL EVENT equals 10,	RELATION TO JUNCTION (b) should equal 06.
(A480)	CRASH TYPE equals 00,	FIRST HARMFUL EVENT must equal 02-07, 16, 44, 51, 72.
(A4A0)	CRASH TYPE equals 01-16,	FIRST HARMFUL EVENT must not equal 12.
(A4BP)	FIRST HARMFUL EVENT equals 54 or 55,	CRASH TYPE must equal 98 for the vehicles involved in the first harmful event.
(A4DP)	CRASH TYPE equals 20-91,	FIRST HARMFUL EVENT must equal 12.
(A60F)	FIRST HARMFUL EVENT equals 14,	CRASH TYPE should equal 01-11, 92, 98-99 for the in-transport vehicle involved in the first harmful event.
(A61F)	FIRST HARMFUL EVENT equals 08-09, 11, *15, 49,* and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to *00,* 13,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(A62F)	FIRST HARMFUL EVENT equals 18 or 43, and RELATION TO TRAFFICWAY equals 01 or 11,	CRASH TYPE should equal 12 or 15 for the vehicle involved in the first harmful event.

IF	**THEN**
(A63F) FIRST HARMFUL EVENT equals 01,	CRASH TYPE should equal 01-10, 98-99 for the vehicle involved in the first harmful event.
(A64F) CRASH TYPE equals 99,	FIRST HARMFUL EVENT should equal 99.
(A770) FIRST HARMFUL EVENT equals 46,	TRAFFIC CONTROL DEVICE should equal 01-04 for the vehicle involved in the first harmful event.
(A780) FIRST HARMFUL EVENT equals 46,	TRAFFIC CONTROL DEVICE should not equal 00 for the vehicle involved in the first harmful event.
(A790) FIRST HARMFUL EVENT equals 46,	RELATION TO JUNCTION (b) should not equal 01, 07.
(A800) FIRST HARMFUL EVENT equals 46,	RELATION TO TRAFFICWAY should not equal 01-02, 05, 07, 11.
(A810) FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02-03, 05,	ROADWAY FUNCTION CLASS should not equal 01, 11.
(A820) FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1 and RELATION TO JUNCTION (b) does not equal 02-03, 05,	ROUTE SIGNING should not equal 1.
(A830) FIRST HARMFUL EVENT equals 46,	SPEED LIMIT should be less than 55 for the vehicle involved in the first harmful event.
(AC1A) FIRST HARMFUL EVENT equals 54,	MANNER OF COLLISION should equal 11.
(AM1P) FIRST HARMFUL EVENT equals 54, or SEQUENCE OF EVENTS equals 54 for any vehicle,	one RELATED FACTORS-CRASH LEVEL must equal 14.
(FA0F) FIRST HARMFUL EVENT equals blank,	case status is flawed.
(PB34) NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08, and RELATION TO JUNCTION (b) equals 02,	*PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 320, 330, 360, 680, 830, 890, 900, or 910.*

IF	THEN

(PB35) **NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08 and RELATION TO JUNCTION (b) equals 02,** **PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH LOCATION must equal 001.**

(U020) UNLIKELY: FIRST HARMFUL EVENT equals 02, 04, 06, 51, **72**.

(U640) UNLIKELY: FIRST HARMFUL EVENT equals **99**.

(V750) UNDERRIDE/OVERRIDE equals 1-3,   FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 12, 55.

(V760) UNDERRIDE/OVERRIDE equals 4-6,   FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 14, 45.

(V79P) ROLLOVER equals 2, and FIRST HARMFUL EVENT equals 01,   CRASH TYPE must equal 01-10, 14-15 or 98 for the vehicle involved in the first harmful event.

Consistency Check (GES Only):

IF	THEN

(A3K0) **FIRST HARMFUL EVENT equals 10,**   **INTERSTATE HIGHWAY should not equal 1.**

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MANNER OF COLLISION

FORMAT: 2 numeric

SAS NAME: Accident.MAN_COLL; Vehicle.MAN_COLL; Person.MAN_COLL; parkwork.PMAN_COLL

ELEMENT VALUES:

00 Not a Collision with a Motor Vehicle In-Transport
01 Front-to-Rear
02 Front-to-Front
06 Angle
07 Sideswipe-Same Direction
08 Sideswipe-Opposite Direction
09 Rear-to-Side
10 Rear-to-Rear
11 Other
98 Not Reported
99 Unknown

Remarks:

Enter the manner of collision associated with the first harmful event.

00 (Not Collision with a Motor Vehicle In-Transport) is used when the first harmful event is not an impact between two in-transport motor vehicles.

01 (Front-to-Rear) is used when a collision occurs between the rear of one vehicle and the front of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must be front to back.

02 (Front-to-Front) is used when a collision occurs between the front end of one vehicle and the front end of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be front.

06 (Angle) is a crash where two motor vehicles impact at an angle. For example, the front of one motor vehicle impacts the side of another motor vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must not be front to front, front to back, back to back or back to side.

07 (Sideswipe - Same Direction) is used when the case materials report that a sideswipe occurred while the two vehicles were traveling in the same direction.

08 (Sideswipe - Opposite Direction) is used when the case materials report that a sideswipe occurred while the two vehicles were traveling in opposite directions.

09 (Rear-To-Side) is used when a collision occurs between the rear of one vehicle and the side of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must back for one and side for the other.

10 (Rear-To-Rear) is used when a collision occurs between the rear of one vehicle and the rear of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the first harmful event must both be back.

11 (Other) should be used for any collision between two motor vehicles in-transport where the collision is not described by attributes "01-10," including set-in-motion situations.

Examples include:
- One vehicle's "end" swipes (endswipe) another vehicle instead of their "sides" swiping.
- One vehicle is airborne and makes contact with its front or undercarriage to the other vehicle's hood or top.
- Cargo or other load on one motor vehicle in-transport shifts and lands or is thrown into/onto another vehicle.
- The tire of one motor vehicle in-transport throws a stone through the windshield of another vehicle.
- A vehicle occupant or motorcyclist falls or is thrown from a vehicle striking or is struck by another vehicle.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- ***A coded data block exists and it is left blank, and***
- ***No other information is available (e.g., narrative, diagram or case materials).***

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

IF		THEN
(420P)	MANNER OF COLLISION equals 07-08,	there must be at least two vehicle forms with AREAS OF IMPACT-INITIAL DAMAGE AREA equal to 01-05, 07-11, 61-63, 81-83, **98,** 99.
(421P)	MANNER OF COLLISION equals 01,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 06.

IF	THEN
(422P) MANNER OF COLLISION equals 02,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT-INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 12.
(423P) MANNER OF COLLISION equals 06,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event *must* equal 01, 11-12, *98,* and AREAS OF IMPACT-INITIAL DAMAGE AREA for the other vehicle in the first harmful event *must* equal 01-05, 07-11, 61-63, 81-83 98, 99.
(424P) MANNER OF COLLISION equals 09,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT-INITIAL DAMAGE AREA for the other vehicle in the first harmful event should equal 01-05, 07-11, 61-63, 81-83, 98, 99.
(425P) MANNER OF COLLISION equals 10,	AREAS OF IMPACT- INITIAL DAMAGE AREA for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event should equal 06, 98, 99.
(426P) MANNER OF COLLISION equals 02,	CRASH TYPE must not equal 64-67 for the vehicles involved in the first harmful event.
(427P) MANNER OF COLLISION equals 06,	CRASH TYPE must not equal 20-43 or 50-53 for the vehicles involved in the first harmful event.
(500F) FIRST HARMFUL EVENT equals 01-11, 14-21, 23-26, 30-35, 44-53, 57-59, 72,	MANNER OF COLLISION must not equal 01-02, 06-11, 98, 99.
(510F) FIRST HARMFUL EVENT equals 12, 54-55,	MANNER OF COLLISION must not equal 00.
(9BAP) MANNER OF COLLISION equals 07, *and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 10 or 11 for either one of the vehicles involved in the first harmful event,*	CRASH TYPE should equal 44-49, 98-99 for the vehicles involved in the first harmful event.

IF	**THEN**
(9BCP) MANNER OF COLLISION equals 08,	CRASH TYPE should equal 64-67, 98-99 for the vehicles involved in the first harmful event.
(9BDP) MANNER OF COLLISION equals 01,	CRASH TYPE should not equal 44-49 for the vehicles involved in the first harmful event.
(A370) FIRST HARMFUL EVENT equals 99,	MANNER OF COLLISION should not equal 00, 01-11.
(AC1A) FIRST HARMFUL EVENT equals 54,	MANNER OF COLLISION should equal 11.
(BZ80) MANNER OF COLLISION equals 00,	*CRASH TYPE must equal 00, 01-16, 92, 98, 99 for the vehicle in the first harmful event.*
(U030) UNLIKELY: MANNER OF COLLISION equals 10-11.	

RELATION TO JUNCTION

FORMAT: 1 numeric occurring 1 time, 2 numeric occurring 1 time

SAS NAME: Accident.RelJct1, Accident.RelJct2

ELEMENT VALUES:

C20a: Within Interchange Area?
0	No
1	Yes
8	Not Reported
9	Unknown

C20b: Specific Location
01	Non-Junction
02	Intersection
03	Intersection-Related
05	Entrance/Exit Ramp Related
06	Railway Grade Crossing
07	Crossover-Related
04	Driveway Access
08	Driveway Access Related
16	Shared-Use Path or Trail
17	Acceleration/Deceleration Lane
18	Through Roadway
19	Other location within interchange area
98	Not Reported
99	Unknown

Remarks:

The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas. It is used for site-specific safety studies to identify locations with actual or potential problems.

Subfield 1 (C20a): Within Interchange Area?

Interchange: An interchange is a system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

0 (No) is used if the first harmful event of the crash occurs outside of the boundaries of an interchange.

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1 (Yes) is used if the location of the first harmful event of the crash is within an interchange area.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials).*

9 (Unknown) is used when police indicate unknown.

Subfield 2 (C20b): Specific Location

01 (Non-Junction) is used for crashes where the first harmful event occurs <u>outside</u> an interchange area and does not occur in or related to a junction, ramp, rail grade crossing, crossover, or shared-use path or trail. *This attribute includes crashes that occur on a parking lot way (access road) at the connection of a parking aisle. (See diagram at the end of the remarks section for this element.)*

02 (Intersection) is used when the first harmful event occurs in an area which: (1) contains a crossing or connection of two or more roadways not classified as a driveway access, and (2) is embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 10 meters, the two areas and the roadway connecting them are considered to be parts of a single intersection. See the examples of intersections on the following pages.

> **FARS SPECIAL INSTRUCTION:**
>
> **In an Intersection, within Interchange Area**: if the first harmful event occurs within the intersection of a ramp and the surface roadway: It is important to always code National Highway System and Roadway Function Class for the highest class of trafficway at this intersection.

03 (Intersection-Related) means that the first harmful event: (1) occurs on an approach to or exit from an intersection, *not on an entrance/exit ramp* and (2) results from an activity, behavior or control related to the movement of traffic units through the intersection.

Note:
- For crashes where the first harmful event occurs in a crosswalk, use **03 (Intersection-Related)**.
- For Traffic Circles and Roundabouts, enter **02 (Intersection)** when the first harmful event occurs within the area formed by the prolongation of curb or edge lines of the approach legs of the intersection, regardless of whether or not the collision was in any

way related to an intersection. Use **03 (Intersection-Related)** if the first harmful event occurs in the central island or any directional island which serve the rotary intersection.

05 (Entrance/Exit Ramp Related) is used when the first harmful event occurs:
1. On either an entrance or exit ramp roadway, or
2. Off the *entrance/exit* roadway, but related to the use of or entry onto the ramp.

06 (Railway Grade Crossing) is used when the first harmful event occurred in the area formed by the at-grade connection of a railroad bed and a roadway. *Crashes occurring outside a railway grade crossing due to traffic congestion associated with a railway grade crossing are considered non-junction.*

07 (Crossover-Related) is used when the first harmful event occurs in a crossover or on approach to or exit from a crossover and related to the use of the crossover.

Note: A crossover is the area of the median of a divided trafficway where motor vehicles are permitted to cross the opposing lane or traffic or execute a U-turn.

04 (Driveway Access) is used when the first harmful event occurs:

1. on a driveway access (See ANSI D16.1 Manual 2.5.9)
2. or involves a road vehicle entering or leaving by way of a driveway access where at least one traffic unit (vehicle, pedalcyclist or pedestrian) is physically on the driveway access within the trafficway.

This attribute includes crashes occurring on sidewalks within the driveway access.

Examples:
- A car turning into a private residence driveway strikes a bicyclist riding on the sidewalk that crosses over the driveway access.
- A tractor trailer backing out of a business entrance onto the trafficway, while partially on the driveway access, is struck by a car on the roadway.

08 (Driveway Access Related) is used when the first harmful event:
1. occurs on the trafficway,
2. does not occur on a **04 (Driveway Access),** but
3. results from an activity, behavior or control related to the movement of traffic units onto or out of a driveway (See ANSI D16.1 Manual 2.5.9.1).

Examples:
- A vehicle attempting to turn left into a driveway from the eastbound lanes is struck broadside by another vehicle traveling in the westbound lanes,
- A vehicle that has just entered the trafficway from a driveway is struck in the rear before it can gain speed.

Note: When a driveway access junction is within an intersection and the crash would meet the criteria of driveway access or driveway access related, enter **02 (Intersection)** if the first harmful event was within the boundaries of the intersection or **03 (Intersection-Related)** if it was not, but related to the intersection.

Note: If there is not sufficient detail available to differentiate between driveway access and driveway access related, but it is known that the vehicle was coming out of (or going into) a driveway, default to 08 (Driveway Access Related). See diagram below.

16 (Shared-Use Path or Trail) is used when the first harmful event occurs at the crossing of a roadway and **16 (Shared-Use Path or Trail)**.   At least one non-motorist has to be physically in the shared use path or trail and the crash has to be related to the use of it.   If the **16 (Shared-Use Path or Trail)** is within the boundaries of a **02 (Intersection)**, then select **16 (Shared-Use Path or Trail)**.

Note: A **16 (Shared-Use Path or Trail)** is a bikeway <u>physically separated</u> from motorized vehicular traffic by an open space or barrier and either within the highway right of way or an independent right of way. Shared-use paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorist users. A shared-use path or trail is not a sidewalk and where a shared-use path crosses another landway is not a crosswalk.

17 (Acceleration/Deceleration Lane) is used when the first harmful event occurs on the roadway in an interchange area on an auxiliary or speed-change lane that allows vehicles to accelerate to highway speeds before entering the through roadway or decelerate to safe speeds to negotiate a ramp without interrupting traffic flow on the through roadway exited.

18 (Through Roadway) is used when the first harmful event occurs on the roadway within an interchange area but <u>does not</u> occur:

Examples:
1. In an intersection or related to an intersection
2. On a **05 (Entrance/Exit Ramp)** or related to the use of a the ramp
3. In a **17 (Acceleration/Deceleration Lane)**

19 (Other location within interchange area) is used when the first harmful event occurs within an Interchange, off of the roadway (e.g. median, shoulder, roadside) and is not related to the use of or the entry onto a ramp.

Examples:
- A vehicle on the **18 (Through Roadway)** portion of the interchange departs the roadway and overturns in the median.
- A vehicle leaves the **18 (Through Roadway)** portion of the interchange and strikes a vehicle parked on the shoulder.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials).*

99 (Unknown) is used when police indicate unknown.

The diagram below will help identify Relation to Junction codes 05 (Entrance/Exit Ramp Related), 17 (Acceleration/Deceleration Lane), 18 (Through Roadway) and 19 (Other Location Within Interchange Area) in an Interchange Area.
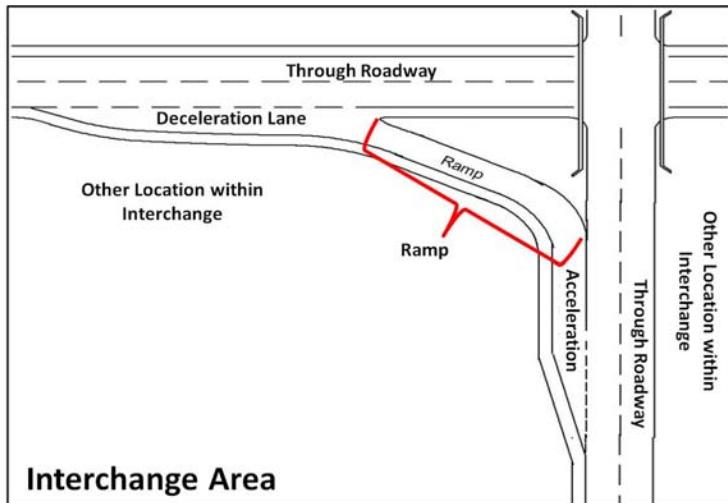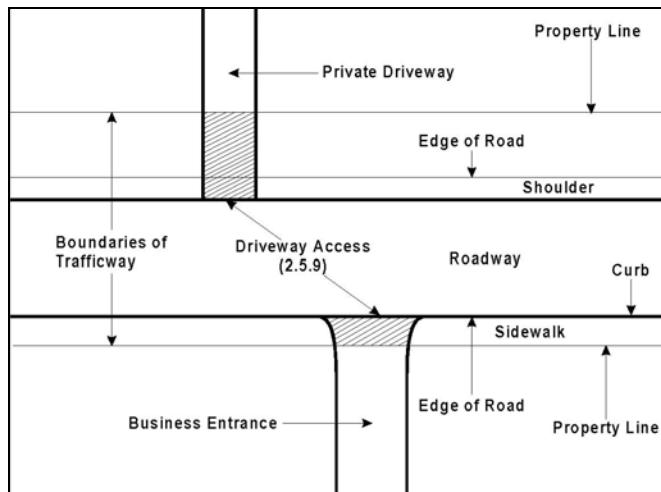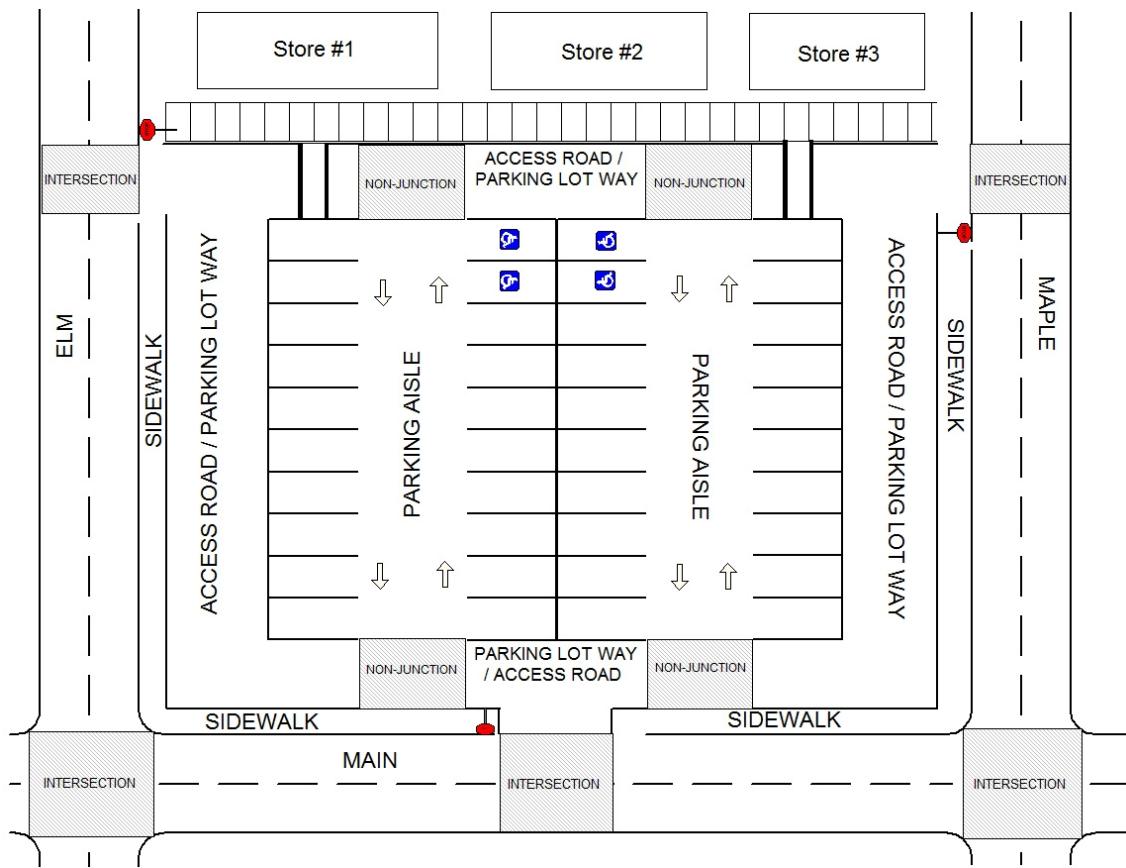
Figure 4 from ANSI D16 7TH Edition (Driveway Access 2.3.9)

Example Parking Lot Area
(01 – Non-junction, 02 – Intersection)
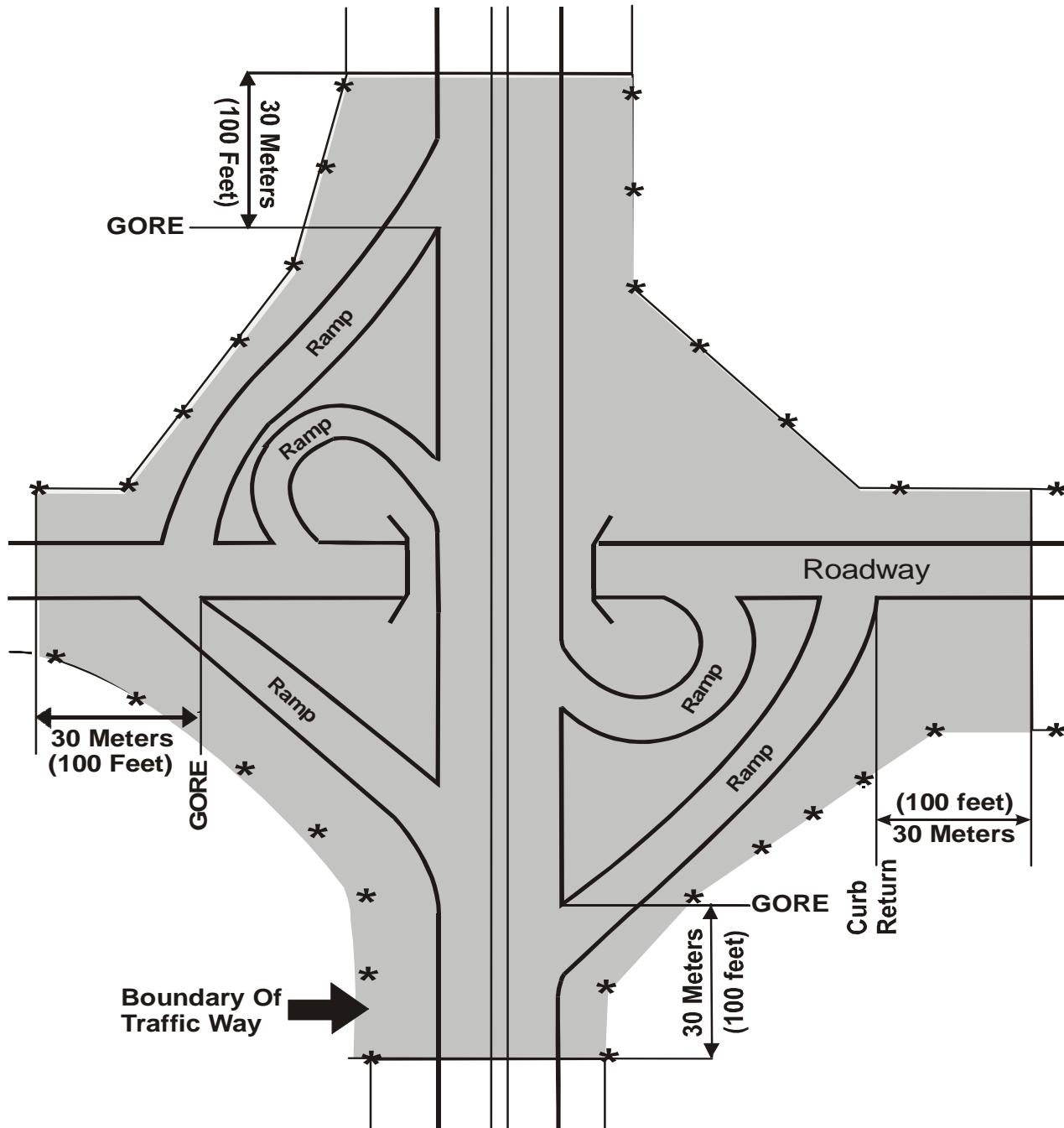
Valid Combinations for Subfield 1 and Subfield 2

Subfield 1 (C20a): Within Interchange?				Subfield 2 (C20b): Specific Location	
Yes	No	Not Reported	Unknown	Code	Attribute
-	X	-	-	01	**Non-Junction**
X	X	X	X	02	Intersection
X	X	X	X	03	**Intersection-Related**
X	X	X	X	05	**Entrance/Exit Ramp Related**
-	X	-	-	06	**Railway Grade Crossing**
X	X	X	X	07	**Crossover Related**
X	X	X	X	04	**Driveway Access**
X	X	X	X	08	**Driveway Access Related**
X	X	X	X	16	**Shared-use Path or Trail**
X	-	-	-	17	**Acceleration/Deceleration Lane**
X	-	-	-	18	**Through Roadway**
X	-	-	-	19	**Other Location, within Interchange Area**
X	X	X	X	98	**Not Reported**
X	X	X	X	99	**Unknown**

The diagram below will help identify Relation to Junction codes **Intersection**, **Entrance/Exit Ramp Related** and **Other Location within Interchange** in an Interchange Area.

INTERCHANGE ACCIDENTS
Accidents which occur within the shaded area
are interchange accidents

From ANSI D16.1 - 2007 (PG. 30)

30 Meters
(100 Feet)

GORE

Ramp

Ramp

Roadway

30 Meters
(100 Feet)

GORE

Ramp

Ramp

Ramp

(100 feet)
30 Meters

GORE

Curb
Return

30 Meters
(100 feet)

**Boundary Of
Traffic Way**

30 Meters
(100 feet)

Consistency Checks:

	IF	THEN
(1F1P)	RELATION TO JUNCTION (b) does not equal 02-03,	the second TRAFFICWAY IDENTIFIER should be blank.
(1Y0P)	RELATION TO JUNCTION(b) equals 06,	RAIL GRADE CROSSING IDENTIFIER must not equal 0000000.
(3E00)	CRITICAL EVENT – PRECRASH (EVENT) equals 65-68 or 70-73 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should not equal 01 or 18.
(730P)	RELATION TO JUNCTION(b) equals 07,	RELATION TO TRAFFICWAY must not equal 04-07, 10-11, 99.
(740P)	RELATION TO JUNCTION (b) equals 07,	TRAFFICWAY DESCRIPTION must equal 2-3 for at least one vehicle.
(750P)	RELATION TO JUNCTION (b) equals 07,	RAIL GRADE CROSSING IDENTIFIER must equal 0000000.
(770P)	RELATION TO TRAFFICWAY equals 07,	RELATION TO JUNCTION (b) must equal 01, 03, 08, 19, 98, 99.
(772P)	RELATION TO TRAFFICWAY equals 07,	RELATION TO JUNCTION (a) must not equal 1.
(773P)	RELATION TO JUNCTION (b) equals 01 or 06,	RELATION TO JUNCTION (a) must equal 0.
(775P)	RELATION TO JUNCTION (b) equals 17 or 18 or 19,	RELATION TO JUNCTION (a) must equal 1.
(778P)	RELATION TO JUNCTION (b) equals 01, 04-08, 16-19,	TYPE OF INTERSECTION must equal 1.
(77AP)	CRASH TYPE equals 14,	RELATION TO JUNCTION (b) must not equal 02.
(77BP)	CRASH TYPE equals 68-91,	RELATION TO JUNCTION (b) should not equal 01.
(77CP)	CRASH TYPE equals 14,	RELATION TO JUNCTION (b) should equal 01, 03, 18.
(77DP)	RELATION TO TRAFFICWAY equals 07, and RELATION TO JUNCTION (a) equals 1,	RELATION TO JUNCTION (b) should not equal 03, 08.
(780P)	RELATION TO TRAFFICWAY equals 10,	RELATION TO JUNCTION (b) must not equal 02, 04, 08.
(782P)	TYPE OF INTERSECTION equals 2-7,	RELATION TO JUNCTION (b) must equal 02, 03.
(783P)	RELATION TO JUNCTION (b) equals 98-99,	TYPE OF INTERSECTION should equal 1, 8-9.
(784P)	TYPE OF INTERSECTION equals 1,	RELATION TO JUNCTION (b) must not equal 02-03.

IF		THEN
(A150)	ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0,	RELATION TO JUNCTION (b) should not equal 02-04, 06, 08.
(A1B0)	TRAFFIC CONTROL DEVICE equals 20-21 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should not equal 01, 18.
(A1E0)	RELATION TO JUNCTION (b) equals 19,	RELATION TO TRAFFICWAY must not equal 01, 05, 11, 98-99.
(A200)	RELATION TO JUNCTION (b) equals 07,	ROADWAY FUNCTION CLASS should not equal 04-06, 16.
(A210)	ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0,	TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, *23*, 40, 50, 65.
(A220)	ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A240)	ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0,	TRAVEL SPEED should not equal 005-040 for any vehicle.
(A250)	ROADWAY FUNCTION CLASS equals 01-02, 11-13, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05,	TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
(A290)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	RELATION TO JUNCTION (b) should not equal 02-04, 06, 08 16.
(A291)	RELATION TO JUNCTION (b) equals 07,	ROUTE SIGNING should not equal 5-6.
(A310)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	TOTAL LANES IN ROADWAY should not equal 1 for any vehicle.
(A320)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A360)	RELATION TO JUNCTION (b) equals 07,	ROUTE SIGNING should not equal 4.
(A420)	FIRST HARMFUL EVENT equals 10,	RELATION TO JUNCTION (b) should equal 06.
(A430)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-11 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should not equal 01, 18.

IF	**THEN**
(A440) RELATION TO JUNCTION(b) equals 06,	TRAFFIC CONTROL DEVICE should equal 65 for any vehicle involved in the first harmful event.
(A4C0) RELATION TO JUNCTION(b) equals 04,	at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) for the vehicles involved in the first harmful event should equal 10, 11, 13 or 98.
(A610) RELATION TO JUNCTION(b) equals 05,	TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle.
(A611) TRAFFICWAY DESCRIPTION equals 6 in the first harmful event,	RELATION TO JUNCTION (b) should equal 02, 05, 17-19.
(A790) FIRST HARMFUL EVENT equals 46,	RELATION TO JUNCTION (b) should not equal 01, 07.
(A810) FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02-03, 05,	ROADWAY FUNCTION CLASS should not equal 01, 11.
(A820) FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02-03, 05,	ROUTE SIGNING should not equal 1.
(A890) RELATION TO JUNCTION (b) equals 01,	TRAFFIC CONTROL DEVICE should not equal 01-03 for any vehicle involved in the first harmful event.
(AC0A) RELATION TO JUNCTION (b) equals 02-03,	the second TRAFFICWAY IDENTIFIER should not be all blank.
(AZ5P) CRITICAL EVENT-PRECRASH (EVENT) equals 70-73 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should equal 04 *or 08*.
(D530) any VIOLATIONS CHARGED equals 36 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should equal 06.
(PB04) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910,*	*RELATION TO JUNCTION (b) must not equal 02. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).*

IF	THEN
(PB07) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE for a person involved in the first harmful event equals 311, 312, 321 or 322,	RELATION TO JUNCTION (b) must equal 04 or 08. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s)
(PB08) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE for a person involved in the first harmful event equals 141-144, 147, 151-157 or 159,	RELATION TO JUNCTION (b) must equal 02 or 03. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s).
(PB34) NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 1 and FIRST HARMFUL EVENT equals 08 and RELATION TO JUNCTION (b) equals 02,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 320, 330, 360, 680, 830, 890, 900, or 910.
(PB35) NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08 and RELATION TO JUNCTION (b) equals 02,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH LOCATION must equal 001.

Consistency Checks (GES Only)

IF	THEN
(A3G0) INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,	TOTAL LANES IN ROADWAY should not equal 1.
(A3H0) INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,	TRAFFICWAY DESCRIPTION should not equal 4.
(A3I0) INTERSTATE HIGHWAY equals 1	RELATION TO JUNCTION (b) should not equal 02, 03, 04, 06, 08 or 16.
(A3J0) INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,	SPEED LIMIT should not equal 01-40.

	IF	**THEN**

A930 *INTERSTATE HIGHWAY equals 1,* *TRAFFIC CONTROL DEVICE should*
and RELATION TO JUNCTION (a) *not equal 01-03, 20, 23 or 65.*
equals 1, and RELATION TO
JUNCTION (b) is not equal to 03, 05,

TYPE OF INTERSECTION

FORMAT: 1 numeric

SAS NAME: Accident.Typ_Int

ELEMENT VALUES:

1	Not an Intersection
2	Four-Way Intersection
3	T-Intersection
4	Y-Intersection
5	Traffic Circle
6	Roundabout
7	Five-Point, or More
8	Not Reported
9	Unknown

Remarks:

The data element value selected should be based on the location of the first harmful event and is only applicable to intersection or intersection-related crashes. If it is known that a rotary type of intersection was involved but it is not known if it was a traffic circle or a roundabout, default to a traffic circle.

Intersection refers to an area which 1) contains a crossing or connection of two or more roadways not classified as driveway access and 2) is embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of the roadways. Where the distance along a roadway between two areas meeting these criteria is less than 33 feet, the two areas and the roadway connecting them are considered to be parts of a single intersection. (See ANSI D.16 - 2.5.10)

2 (Four-Way Intersection) refers to two roadways which cross or connect.

3 (T-Intersection) refers to an intersection where two roadways connect and one roadway does not continue across the other roadway. The roadways form a "T".

4 (Y-Intersection) refers to an intersection where three roadways connect and none of the roadways continue across the other roadways. The roadways form a "Y".

5 (Traffic Circle) refers to an intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road.

A **5 (Traffic Circle)** must meet the following criteria:

A **5 (Traffic Circle)** must meet the following criteria:
- Entering traffic is controlled by a stop sign, traffic signal or by no traffic control
- Parking is allowed within the circle
- Pedestrians are allowed access to the central island
- Circle traffic can be required to yield to entering traffic

6 (Roundabout) refers to an intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road. (See diagram on following page.)

A **6 (Roundabout)** must meet the following criteria:
- Entering traffic is controlled by a yield sign only
- Circulating traffic has the right of way
- Pedestrian access is allowed behind the yield sign line
- No parking is allowed in the circle

7 (Five-Point, or More) refers to an intersection where more than two roadways cross or connect.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials).*
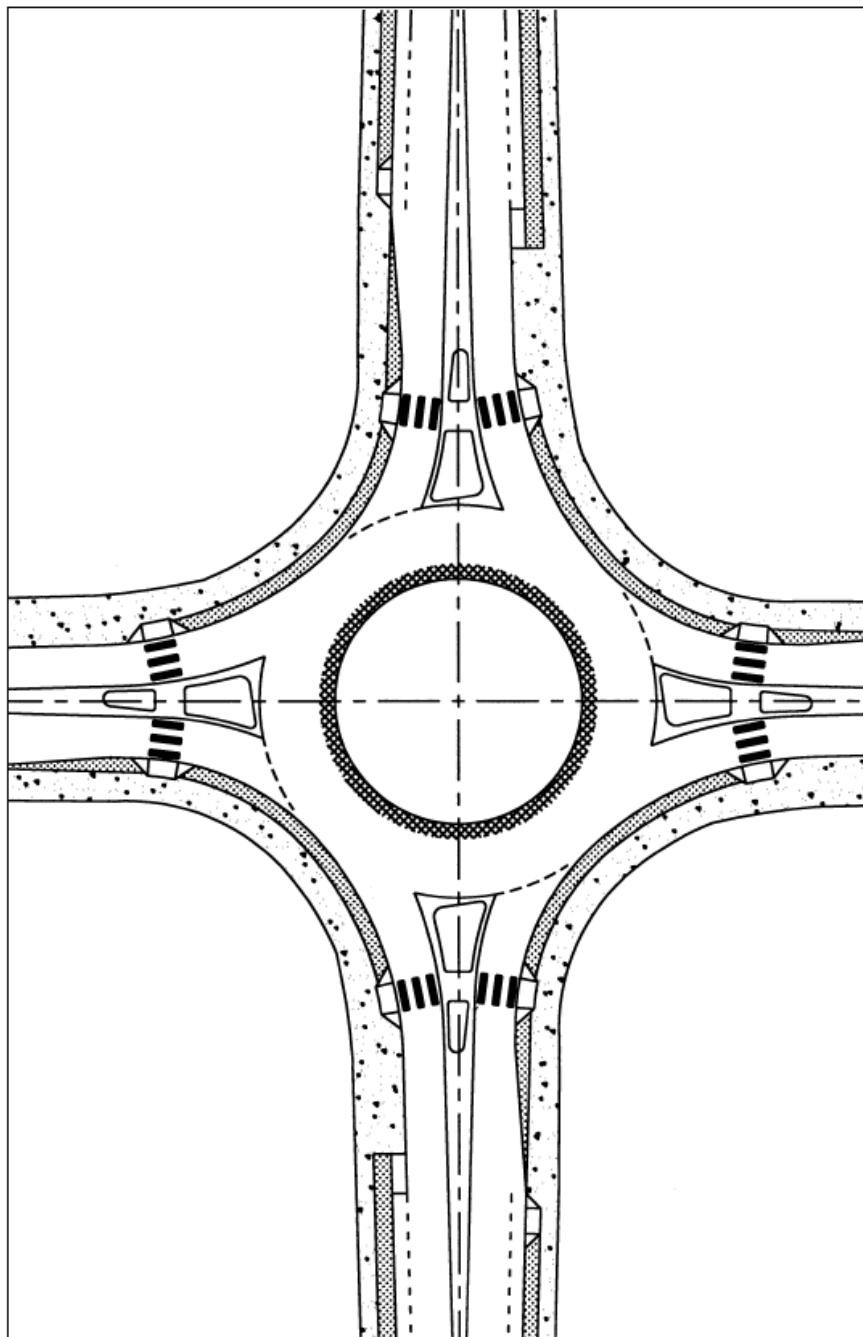
9 (Unknown) is used when police indicate unknown.

Consistency Checks:

	IF	THEN
(251P)	RELATION TO TRAFFICWAY equals 98-99,	TYPE OF INTERSECTION *should* equal 8-9.
(778P)	RELATION TO JUNCTION (b) equals 01, 04-08, 16-19,	TYPE OF INTERSECTION must equal 1.
(781P)	TYPE OF INTERSECTION equals 2-7,	TRAFFICWAY IDENTIFIER (b) should not be blank.
(782P)	TYPE OF INTERSECTION equals 2-7,	RELATION TO JUNCTION (b) must equal 02, 03.
(783P)	RELATION TO JUNCTION (b) equals 98-99,	TYPE OF INTERSECTION should equal 1, 8-9.
(784P)	TYPE OF INTERSECTION equals 1,	RELATION TO JUNCTION (b) must not equal 02-03.

Exhibit B-4. Example of a
typical single-lane roundabout.

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RELATION TO TRAFFICWAY

FORMAT: 2 numeric

SAS NAME: Accident.REL_ROAD

ELEMENT VALUES:

	Blanks
01	On Roadway
02	On Shoulder
03	On Median
04	On Roadside
05	Outside Trafficway
06	Off Roadway – Location Unknown
07	In Parking Lane/Zone
08	Gore
10	Separator
11	Continuous Left-Turn Lane
98	Not Reported
99	Unknown

Remarks:

The data element value selected should be based on the location of the First Harmful Event.

01 (On Roadway) - The roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel or, where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. *Roadway* may be noted as the "travel lanes" and, if present, includes the area between the painted "fog lines". Additionally, a driveway access area is considered part of the roadway of the trafficway to which it connects.

02 (On Shoulder) (if present) is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped vehicles, and for lateral support of the roadway structure. A shoulder should be improved or maintained for these purposes. Not all roadways have shoulders.

03 (On Median) is defined as that area of a divided trafficway between parallel roads separating travel in opposite directions. The principal functions of a median are to provide the desired freedom from interference of opposing traffic, to provide a recovery area for out-of-control vehicles, to provide a stopping area in case of emergencies, and to minimize headlight glare. Medians may be depressed, raised or flush. Flush medians can be as little as 4-feet wide between roadway edgelines. Painted roadway edgelines four (4) or more feet wide

denote medians. Medians of lesser width must have a barrier to be considered a median. Continuous Left-turn Lanes are <u>not</u> considered Medians (see **11 (Continuous Left-Turn Lane)**).

04 (On Roadside) refers to a location off the roadway, but inside the right-of-way. It is the outermost part of the trafficway which lay between the outer property line or other barrier and the edge of the first road encountered in the trafficway. ***Bicycle lanes and shared use path or trails contiguous with the roadway and sidewalks are also included. In addition,*** use this attribute if the first harmful event occurs in a raised or painted center island (directional or channeling) of a traffic circle, roundabout ***or junction***.

05 (Outside Trafficway) is used for areas not open to the public as a matter of right or custom for moving persons or property. This includes property beyond the roadside outside the boundaries of the trafficway. Also, a portion of the trafficway closed for construction is not a trafficway and would be considered **05 (Outside Trafficway)**.

06 (Off Roadway - Location Unknown) refers to a location off the roadway, but its relationship to the trafficway boundaries/right-of-way is not known. This should only be used when no reasonable assessment can be made as to the location of the FHE because the information in the case is too ambiguous.

07 (In Parking Lane/Zone) refers to an area on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. This includes curbside and edge of-roadway parking (for example, legal residential parking, city-street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This code should NOT be used during hours when parking is NOT permitted (see **01 (On Roadway)**).

08 (Gore) is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadway, which join at the point of divergence or convergence. The direction of traffic must be the same on both of these roadways. The area includes shoulders or marked pavement if any, between the roadways. The third side is 60 meters (approximately 200 feet) from the point of divergence or convergence or, if any other road is within 70 meters (230 feet) of that point, a line 10 meters (33 feet) from the nearest edge of such road.

<u>Gore Inclusions:</u>
- Areas at rest area or exit ramps
- Areas at truck weight station entry or exit ramps
- Areas where two main roadways diverge or converge
- Areas where a ramp and another roadway or two ramps, diverge or converge
- Areas where a frontage road and another roadway or two frontage roads diverge or converge

Gore Exclusions:
- Islands for channelizing of vehicle movements
- Islands for pedestrian refuge

10 (Separator) is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road from other roads. A **10 (Separator)** may be a physical barrier or a depressed, raised, flush or vegetated area between roads.

11 (Continuous Left-Turn Lane) is a two-way left turn lane positioned between opposing straight-through travel lanes.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials).*

99 (Unknown) is used when police indicate unknown.

Additional Guidance for Relation to Trafficway

For collision events when the vehicle is overlapping adjacent areas:

- For fixed object collisions (FHE), base "Relation to Trafficway" on the location of the object struck.

- Fixed objects that are associated with the trafficway such as curbs, ditches, guardrails, sign supports, utility poles, etc. are not located in the travel lanes or on the shoulder. Therefore, when these fixed objects are contacted in the FHE, Relation to Trafficway should be coded as **04 (On Roadside)**, regardless of the location of the entire vehicle.

- Non-fixed object collisions (e.g., striking a vehicle on the shoulder or pedestrian on the sidewalk) when the striking vehicle is overlapping two locations (e.g., roadway and shoulder) are also coded with respect to the object contacted, not the striking vehicle.

For Rollover/Overturn crashes when the vehicle is overlapping two locations (e.g., roadway and shoulder) when the roll begins:

- When a vehicle begins an overturn and is overlapping two locations at the onset of the overturn, use the LAST area the vehicle entered as the location. For example, Roadside would be correct for a case where the documentation identifies a vehicle runs off the roadway, partially through the shoulder, and the front wheels enter the roadside.

Default rules for the location of Ditches, Embankments and Fences:

- Unless there is clear reason to believe otherwise in the case materials, ditches and embankments are design features common to trafficways. Therefore, if included as the FHE the appropriate Relation to Trafficway is **04 (On Roadside)**.

- Unless there is clear reason to believe otherwise in the case materials (e.g., a snow fence in the median), a fence either surrounds private property outside the trafficway or marks the property line boundary ending the trafficway. Therefore, if included as the FHE the appropriate Relation to Trafficway is **05 (Outside Trafficway)**.
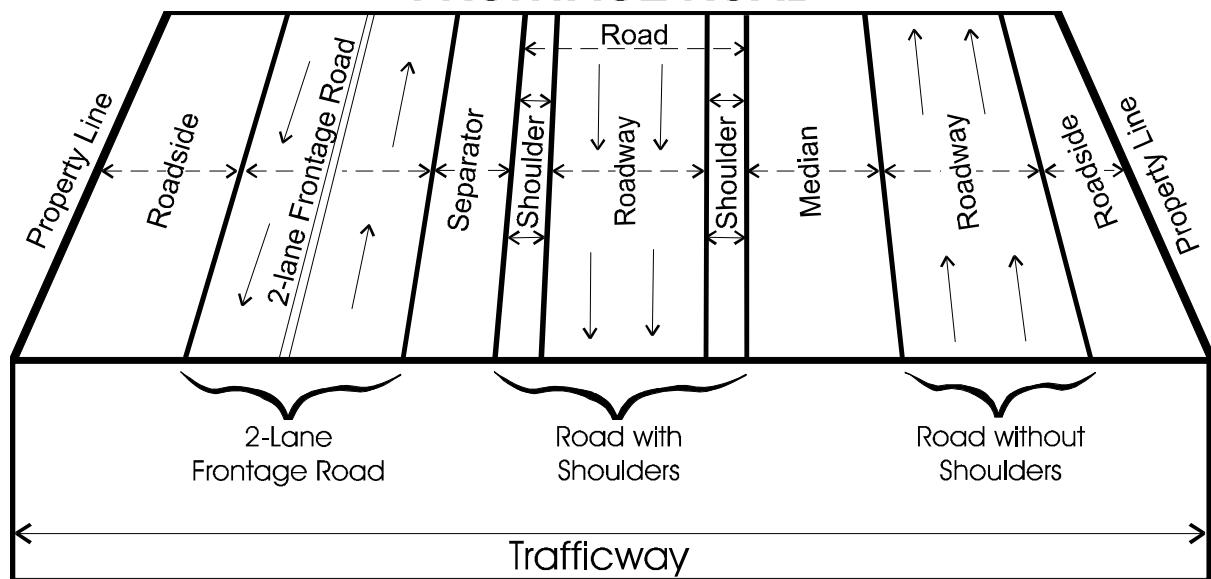
Consistency Checks:

	IF	THEN
(250P)	RELATION TO TRAFFICWAY equals 03,	TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle.
(251P)	RELATION TO TRAFFICWAY equals 98-99,	TYPE OF INTERSECTION *should* equal 8-9.
(253P)	RELATION TO TRAFFICWAY equals 03,	CRASH TYPE should equal 06-10, 98 or 99 for the in-transport vehicles involved in the first harmful event.
(42AP)	NUMBER OF MOTOR VEHICLES FORMS SUBMITTED equals 001, and RELATION TO TRAFFICWAY equals 02, 04, 06-08, and ATTEMPTED AVOIDANCE MANEUVER equals 00 or 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 01-06, *08-14* or 19.
(440F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 01,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 01-03, 09-11, 13, *16,* 23, 98 or 99.
(450F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 07,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 14.
(460F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 02,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 02, 20.
(470F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 03, 08, 10,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 20, 22, 98, 99.

	IF	**THEN**

(480F) FIRST HARMFUL EVENT equals 8-09, 15, and RELATION TO TRAFFICWAY equals 04, 06, — there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 16, 20-21, 24-25, 28, 98, 99.

(490F) FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 05, — there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 24-25.

(530F) FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 99, — there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 98, 99.

(531F) FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 11, — there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 11.

(580F) FIRST HARMFUL EVENT equals 14, — RELATION TO TRAFFICWAY must not equal 01.

(730P) RELATION TO JUNCTION(b) equals 07, — RELATION TO TRAFFICWAY must not equal 04-07, 10-11, 99.

(770P) RELATION TO TRAFFICWAY equals 07, — RELATION TO JUNCTION (b) must equal 01, 03, 08, 19, 98, 99.

(772P) RELATION TO TRAFFICWAY equals 07, — RELATION TO JUNCTION (a) must not equal 1.

(77DP) RELATION TO TRAFFICWAY equals 07, and RELATION TO JUNCTION (a) equals 1, — RELATION TO JUNCTION (b) should not equal 03, 08.

(780P) RELATION TO TRAFFICWAY equals 10, — RELATION TO JUNCTION (b) must not equal 02, 04, 08.

(A1E0) RELATION TO JUNCTION (b) equals 19, — RELATION TO TRAFFICWAY must not equal 01, 05, 11, 98-99.

(A380) FIRST HARMFUL EVENT equals 01 and this vehicle is involved in the first harmful event, *and BODY TYPE does not equal 80-89 for this vehicle,* and RELATION TO TRAFFICWAY equals _____, — LOCATION OF ROLLOVER should equal _____ respectively.

(A390) FIRST HARMFUL EVENT equals 17, 19-21, 23-26, 30-35, 38-43, 52-53, 57, — RELATION TO TRAFFICWAY should not equal 01-*02*, 07, 11.

(A4B0) CRASH TYPE equals 01-11 or 14, — RELATION TO TRAFFICWAY should not equal 01 or 11.

IF	**THEN**
(A620)	CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 2-3,	RELATION TO TRAFFICWAY should equal 03.
(A62F)	FIRST HARMFUL EVENT equals 18 or 43, and RELATION TO TRAFFICWAY equals 01 or 11,	CRASH TYPE should equal 12 or 15 for the vehicle involved in the first harmful event.
(A800)	FIRST HARMFUL EVENT equals 46,	RELATION TO TRAFFICWAY should not equal 01-02, 05, 07, 11.
(A8A0)	CRASH TYPE equals 12,	RELATION TO TRAFFICWAY should equal 01 or 11.
(A881)	RELATION TO TRAFFICWAY equals 11,	TRAFFICWAY DESCRIPTION should equal 5 for at least one vehicle.
(A882)	RELATION TO TRAFFICWAY equals 07,	ROUTE SIGNING should not equal 1.
(A883)	RELATION TO TRAFFICWAY equals 07,	ROADWAY FUNCTION CLASS should not equal 01, 11-12.
(PB05)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 311, 312 or 313,*	*RELATION TO TRAFFICWAY must equal 01 or 11. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).*
(PB12)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 510, 520 or 590,*	*RELATION TO TRAFFICWAY must not equal 01 or 11. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).*
(PC20)	RELATION TO TRAFFICWAY equals 04-06 or 08,	PRE-IMPACT LOCATION of the vehicle(s) involved in the first harmful event should equal 0, 4-5 or 9.
(PC30)	PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 4, 5,	RELATION TO TRAFFICWAY should not equal 01 or 11.
(PC40)	PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 1-3, 6,	RELATION TO TRAFFICWAY should equal 01 or 11.

TRAFFICWAY WITH
FRONTAGE ROAD
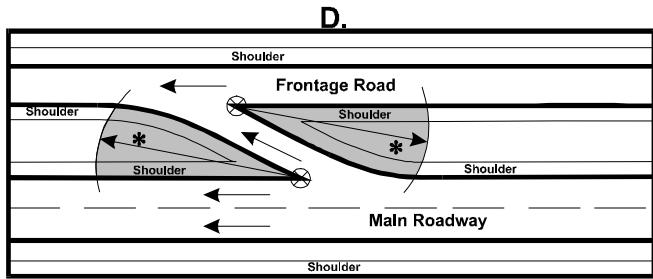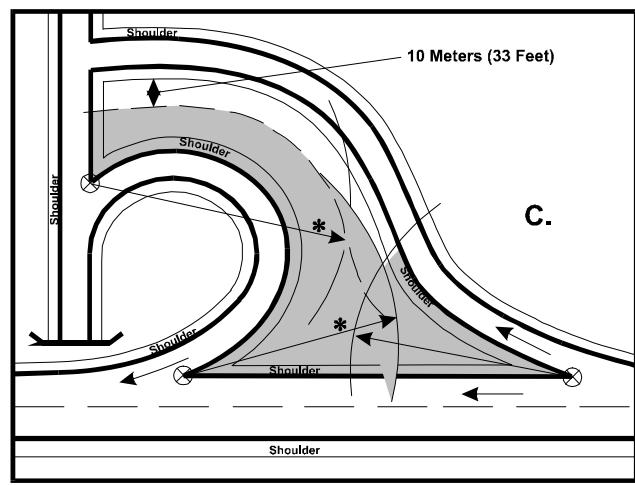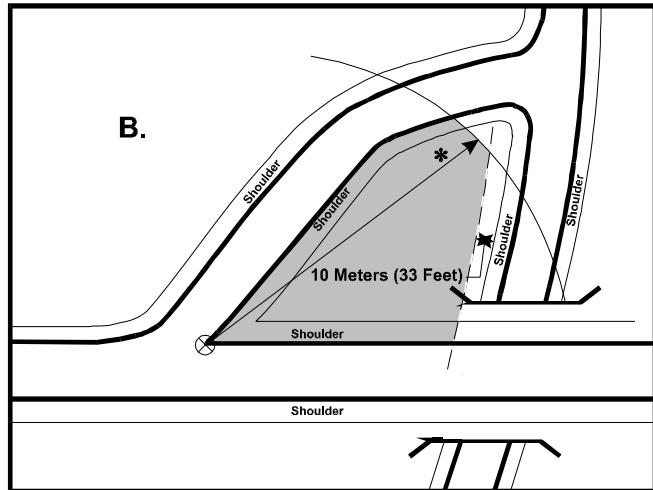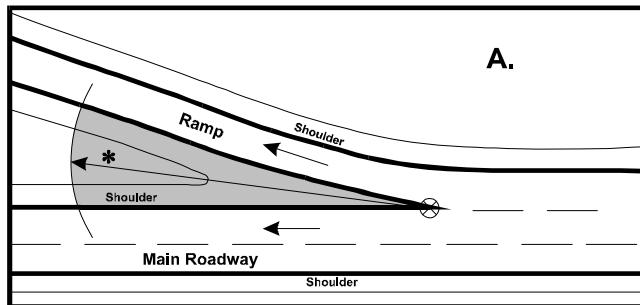
TRAFFICWAY WITH MULTIPLE ROADWAYS
IN THE SAME DIRECTION

GORE
(2.5.19)

Gore

* **Radius of 60 Meters (About 200 Feet)**

A.

Ramp

Shoulder

Shoulder

*

Main Roadway

Shoulder

Shoulder

B.

Shoulder

Shoulder

*

Shoulder

Shoulder

10 Meters (33 Feet)

Shoulder

Shoulder

Shoulder

Shoulder

10 Meters (33 Feet)

Shoulder

Shoulder

Shoulder

*

Shoulder

C.

*

Shoulder

Shoulder

Shoulder

D.

Shoulder

Frontage Road

Shoulder

Shoulder

*

Shoulder

*

Shoulder

Shoulder

Main Roadway

Shoulder

WORK ZONE

FORMAT: 1 numeric

SAS NAME: Accident.Wrk_Zone

ELEMENT VALUES:

0	None
1	Construction
2	Maintenance
3	Utility
4	Work Zone, Type Unknown
8	Not Reported

Remarks:

This data element captures that this was a "Work Zone Accident" as defined in ANSI D16.1. If the crash is a work zone crash, work zone type must be clearly distinguished within the case materials; otherwise **4 (Work Zone, Type Unknown)** should be used.

The use of these codes does not imply that the crash was caused by the construction, maintenance or utility activity.

Work Zone:

A work zone is defined as an area of a trafficway where construction, maintenance or utility work activities are identified by warning signs/signals/ indicators, including those on transport devices (e.g., signs, flashing lights, channelizing devices, barriers, pavement markings, flagmen, warning signs and arrow boards mounted on the vehicles in a mobile maintenance activity) that mark the beginning and end of a construction, maintenance or utility work activity. It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving (mobile) work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving (mobile) work activity is designated by warning signs or signals.

Work Zone Crash:

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through the work zone. See 7th Edition of ANSI D16.1 definitions of "Work Zone" and "Work Zone Accident" for inclusions and exclusions.

To determine which attribute is appropriate, the duration of the work must be considered. If the work is short-term (i.e., takes less than one period of daylight and is not performed during hours of darkness), **2 (Maintenance)** or **3 (Utility)** are applicable. If the maintenance or utility work is long-term, **1 (Construction)** must be used.

0 (None) is used when it is reasonably certain that the crash is not considered a work zone crash as defined above.

1 (Construction) is used when the available information indicates that there is long-term stationary construction such as building a new bridge, adding travel lanes to the roadway, extending an existing trafficway, etc. Highway construction includes construction of appurtenances such as guardrails or ditches, surveying activity, installation of utilities within the right-of-way, etc.

2 (Maintenance) is used when the available information indicates that there are work activities, including moving work activities, such as striping the roadway, median and roadside grass mowing/landscaping, pothole repair, snowplowing, etc., where there are warning signs or signals marking the beginning of the moving work area.

3 (Utility) is used when the available information indicates that there is short-term stationary work such as repairing/maintaining electric, gas, water lines or traffic signals. The utility company must perform the work.

4 (Work Zone, Type Unknown) is used when there is insufficient information to distinguish between **1 (Construction)**, **2 (Maintenance)** or **3 (Utility)**.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

IF	THEN
(A260) WORK ZONE equals 1-3,	TRAFFIC CONTROL DEVICE should equal 01-*29*, 40, 50 or 98 for this vehicle.
(AL2P) SEQUENCE OF EVENTS equals 45,	WORK ZONE should equal 1-4.
(U310) UNLIKELY: WORK ZONE equals 8.	

LIGHT CONDITION

FORMAT: 1 numeric

SAS NAME: Accident.LGT_COND

ELEMENT VALUES:

1	Daylight
2	Dark - Not Lighted
3	Dark - Lighted
6	Dark - Unknown Lighting
4	Dawn
5	Dusk
7	Other
8	Not Reported
9	Unknown

Remarks:

This element records the type/level of light that existed at the time of the crash as reported in the case materials.

2 (Dark - Not Lighted) is used when the available information describes a condition where no "natural" light exists and no overhead "man-made" lighting is present on the roadway where the crash occurs.

3 (Dark - Lighted) is used when the available information describes a condition where no "natural" light exists but there is overhead "man-made" lighting on the roadway where the crash occurs. Lighted areas will generally include streets within cities or towns and some interchange areas. This does not include lighting from store fronts, houses, parking lots, etc.

6 (Dark - Unknown Lighting) is used if it cannot be determined if **2 (Dark - Not Lighted)** or **3 (Dark - Lighted)** applies.

Sometimes the case materials will have conflicting information because more than one light condition is indicated in the coded boxes and/or the narrative.   If necessary, use the crash time to aid in determing the "best" attribute.

4 (Dawn) describes the transition period going from "dark of night" to a daylight condition. This is typically the 30-minute period before the sun rises.

5 (Dusk) describes the transition period going from a daylight condition to the "dark of night". This is typically the 30 minute period after the sun sets.

Rules for determining applicable attribute:

1. If **4 (Dawn)** or **5 (Dusk)** are marked then use the crash time to select either **4 (Dawn)** or **5 (Dusk)**.
2. If **3 (Dark - Lighted)** and **4 (Dawn)** are marked then use **4 (Dawn)**.
3. If **3 (Dark - Lighted)** and **5 (Dusk)** are marked then use **5 (Dusk)**.
4. If **Dark** and **5 (Dusk)** are marked then use **5 (Dusk)**.
5. If **Dark** and **4 (Dawn)** are marked then use **4 (Dawn)**.
6. If more than 2 attributes are checked then use **9 (Unknown)**.

7 (Other) is used when the conditions above do not apply.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when the investigating officer indicates that the lighting condition was unknown.

<u>Consistency Checks:</u>

	IF	**THEN**
(220P)	LIGHT CONDITION equals 4, and STATE is not equal to 02,	CRASH TIME must equal 0300-0900, 9999.
(2300)	LIGHT CONDITION equals 5, and STATE is not equal to 02,	CRASH TIME must equal 1600-2200, 9999.
(A010)	STATE equals 02, and LIGHT CONDITION equals 4,	CRASH TIME should equal 0300-1000, 9999.
(A020)	STATE equals 02, and LIGHT CONDITION equals 5,	CRASH TIME should equal 1500-2359, 9999.
(A050)	CRASH TIME equals 0900-1600,	LIGHT CONDITION should not equal 2-6.
(A060)	CRASH TIME equals 2300-0400,	LIGHT CONDITION should not equal 1, 4-5, 9.
(U390)	UNLIKELY: LIGHT CONDITION equals 8.	

ATMOSPHERIC CONDITIONS

FORMAT: 2 numeric - occurring 2 times.

SAS NAME: Accident.Weather; Accident.Weather1; Accident.Weather2

ELEMENT VALUES:

00	No Additional Atmospheric Conditions
01	Clear
10	Cloudy
02	Rain
03	Sleet, Hail (Freezing Rain or Drizzle)
04	Snow
11	Blowing Snow
05	Fog, Smog, Smoke
06	Severe Crosswinds
07	Blowing Sand, Soil, Dirt
08	Other
98	Not Reported
99	Unknown

Remarks:

The prevailing atmospheric conditions that existed at the time of the crash as recorded on the crash report form. If the case materials indicate more than two atmospheric conditions, select the two conditions that most affect visibility. ***If the case materials record a combination of attributes use two atmospheric condition attributes to reflect this situation. (e.g. clear/cloudy would be recorded as 01 (Clear) and 10 (Cloudy).)***

00 (No Additional Atmospheric Conditions) should only be used for the second Atmospheric Condition subfield, when there is no second Atmospheric Condition listed on your case materials.

01 (Clear) includes partial cloudiness if sunlight is not diminished. If your case materials indicate no adverse conditions, use **01 (Clear)**.

10 (Cloudy) usually refers to "overcast" but may include partial cloudiness if light is diminished.

02 (Rain) refers to precipitation other than snow, hail or sleet. Mist should be coded as **02 (Rain)**.

03 (Sleet, Hail [Freezing Rain or Drizzle]) would apply to conditions where precipitation is falling as ice (sleet, hail) or when it is falling as liquid (rain) and then freezing on the roadway.

04 (Snow) is used when precipitation is falling as frozen flakes at the time of the crash.

11 (Blowing Snow) applies to snow that is falling and/or to snow that has fallen to the ground and is set aloft by wind.

05 (Fog, Smog, Smoke) refers to a natural or man-made condition that causes reduced visibility.

06 (Severe Crosswinds) refers to winds traveling at an angle with respect to the travel lanes at velocities significant enough to create a risk that vehicles could be diverted from their path or high profile vehicles could be blown over. These are winds that are strong enough to affect vehicle stability.

07 (Blowing Sand, Soil, Dirt) refers to particulate matter set aloft by winds creating a condition of reduced visibility which constitutes a hazard for vehicles operating in the area. This attribute should be used for "dust storms." This attribute should not be used in conjunction with **06 (Severe Crosswinds)** unless the winds are affecting vehicle stability in addition to reducing visibility.

08 (Other) atmospheric conditions not described above.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

	IF	THEN
(A030)	CRASH MONTH equals 05-09,	ATMOSPHERIC CONDITIONS should not equal 03-04, 11.
(A1A0)	ROADWAY SURFACE CONDITIONS equals 01 for a vehicle involved in the first harmful event,	ATMOSPHERIC CONDITIONS should not equal 02-04, 11.
(A510)	any ATMOSPHERIC CONDITIONS equals 02-04, 11,	ROADWAY SURFACE CONDITIONS should not equal 01, 07-08, 99 for any vehicle.
(AT00)	An ATMOSPHERIC CONDITIONS 01-08, 10-11, 98, 99 can be used only once per crash.	

	IF	**THEN**

(AT10) the first ATMOSPHERIC CONDITIONS equals **99**,   the second ATMOSPHERIC CONDITIONS must equal 00.

(AT20) the first ATMOSPHERIC CONDITIONS equals 01-08, 10-11, 99,   the second ATMOSPHERIC CONDITIONS must not equal 99.

(AT30) First ATMOSPHERIC CONDITIONS must not equal 00.

(AT40) the first ATMOSPHERIC CONDITIONS equals 01,   the second ATMOSPHERIC CONDITIONS must equal 00 or 10.

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SCHOOL BUS RELATED

FORMAT: 1 numeric

SAS NAME: Accident.SCH_BUS, Person.SCH_BUS

ELEMENT VALUES:

   0   No
   1   Yes
   8   Not Reported

Remarks:

This data element indicates if a school bus, or motor vehicle functioning as a school bus, is related to the crash. The "school bus" can be:
- with or without a passenger(s) on board
- involved as a contact motor vehicle, or
- indirectly involved as a non-contact motor vehicle

A school bus is a motor vehicle used for the transportation of any school pupil at or below the 12th-grade level to or from a public or private school or school-related activity. A motor vehicle is not a school bus while on trips which involve the transportation exclusively of other passengers or exclusively for other purposes.

A motor vehicle is a school bus only if it is externally identifiable by the following characteristics:

1. Its color is yellow
2. The words "school bus" appear on the front and rear
3. Flashing red lights are located on the front and rear
4. Lettering on both sides identifies the school or school district served, or the company operating the bus

0 (No) is used when there is no indication of a school bus, or motor vehicle functioning as a school bus, being involved in the crash.

1 (Yes) is used when there is any indication that a school bus, or vehicle functioning as a school bus, is involved in any component of the crash.

For directly involved or contacted vehicles, **1 (Yes)** must be selected if the Special Use data element equals **02 (Vehicle Used as a School Bus)**.

To capture those instances where the vehicle is involved indirectly (non-contact vehicle) the following rules apply:

- If the case materials indicate "School Bus" the assumption is that the Law Enforcement agency conformed to the definition of school bus, thus **1 (Yes)** School Bus Related.

- If there is no indication that a school bus was indirectly involved **0 (No)** must be selected.

Examples of School Bus Related (indirectly):

1. A police reported "school bus" stops on the roadway. Subsequently an approaching motor vehicle swerves to avoid the stopped bus and contacts another motor vehicle head-on.

2. A police report indicates that a "child" exited a "school bus" and was crossing in front of the stopped bus when a vehicle passed the bus on the left side and struck the child.

3. A line of cars is stopped for a school bus which is discharging passengers. A motor vehicle approaches and is unable to stop in time and strikes the last stopped motor vehicle in the line.

Examples of NOT School Bus Related:

1. An empty school bus, having completed its route, is parked along side the road. A motor vehicle approaching from the rear loses control and strikes the bus.

2. A "Bus" is reported as stopped in traffic and a vehicle swerves to avoid the bus and contacts another vehicle. In this example, there is no positive indication of a "school bus" being involved.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

IF	THEN
(3D0P) SPECIAL USE for any vehicle equals 02,	SCHOOL BUS RELATED must equal 1.
(PB22) SCHOOL BUS RELATED equals 1, and PERSON TYPE equals 05 or 08,	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 342.*

	IF	**THEN**

(PB23) ***PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 342, and PERSON TYPE equals 05 or 08,***

SCHOOL BUS RELATED should equal 1.

(U180) ***BODY TYPE of at least one of the involved vehicles does not equal 50 (School Bus),***

UNLIKELY: SCHOOL BUS RELATED equals 1.

(U630)   UNLIKELY: SCHOOL BUS RELATED equals 8.

(V330)   SCHOOL BUS RELATED equals 1,

BODY TYPE of at least one of the involved vehicles should equal 50 (School Bus), or SPECIAL USE for at least one involved vehicle should equal 02 - Vehicle Used as School Bus, and BUS USE for at least one vehicle should equal 01.

(V440)   BODY TYPE equals 50,

SCHOOL BUS RELATED should equal 1.

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RAIL GRADE CROSSING IDENTIFIER

FORMAT: 6 numeric followed by 1 alphabetic

SAS NAME: Accident.RAIL

ELEMENT VALUES:

0000000   Not Applicable
nnnnnnA   Six Numeric, Followed by One Alphabetic Valid F.R.A. Codes
9999999   Unknown

Remarks:

Code complete identifier.

Identifiers are obtainable from computer printout supplied by NHTSA or from your Federal Railroad Administration representative.

 0000000 (Not Applicable) is used *for* crashes that do not involve a rail grade crossing.

Code when any part of the crash occurs at a rail grade crossing. Include crashes in which a vehicle is waiting at a rail grade crossing but does not necessarily travel over the tracks.

Inform your COTR if you have any problems obtaining identifiers.

Consistency Checks:

	IF	THEN
(1Y0P)	RELATION TO JUNCTION(b) equals 06,	RAIL GRADE CROSSING IDENTIFIER must not equal 0000000.
(650P)	TRAFFIC CONTROL DEVICE equals 65 for any vehicle,	RAIL GRADE CROSSING IDENTIFIER must not equal 0000000.
(750P)	RELATION TO JUNCTION(b) equals 07,	RAIL GRADE CROSSING IDENTIFIER must equal 0000000.

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NOTIFICATION TIME EMS

FORMAT: 4 numeric

SAS NAME: Accident.NOT_HOUR; Accident.NOT_MIN

ELEMENT VALUES:

8888	Not Applicable (Not Notified)
0000-2359	Valid Military Times
0099-2399	Known Hours but Unknown Minutes
9998	Unknown if Notified
9999	Unknown EMS Notification Time

Remarks:

Notification Time EMS is the time <u>E</u>mergency <u>M</u>edical <u>S</u>ervice was notified. Every effort should be made to determine the Notification Time EMS, Arrival Time EMS, and EMS Time At Hospital.

Code the official EMS times as received. **Do not alter the times because of discrepancies with the crash time.**

If the day of the crash and the day of EMS Notification have different dates, then be sure to use the **18 (Date of Crash and Date of EMS Notification Were Not the Same Day)** in Related Factors-Crash Level. Code Notification Time EMS and Arrival Time EMS no matter how much time has elapsed since the Crash Time.

8888 (Not Applicable [Not Notified])

Enter this code <u>only</u> if EMS was never notified. <u>DO NOT</u> use this code if the EMS was officially canceled. Cancellation is coded under Arrival Time EMS and EMS Time At Hospital. If the EMS was notified then canceled, code the actual notification time.

0000 - 2359 (Valid Military Times), 0099 - 2399 (Known Hours but Unknown Minutes)

Code Notification Time of the <u>first</u> EMS unit to arrive on the scene. If unknown minutes, code the actual hour and "99" for the minutes. Code midnight as "0000." One minute after midnight is coded "0001." See remarks "How to Code Midnight" under Crash Time.

9998 (Unknown if Notified)

Enter this attribute if you cannot determine whether <u>or not</u> any EMS was ever notified.

9999 (Unknown EMS Notification Time)

Enter this attribute if EMS <u>was notified</u> but the time of notification is unknown.

Helicopters that transport victims to treatment facilities are coded as EMS units, but not police who may be trained to render emergency aid. This guidance is not meant to exclude helicopters that are used to transport victims for treatment that may be owned by police departments.

Consistency Checks:

	IF	THEN
(A070)	NOTIFICATION TIME EMS is not 8888, 9998 or 9999,	NOTIFICATION TIME EMS should not be more than 120 minutes later than CRASH TIME.
(A540)	NOTIFICATION TIME EMS is not 8888, 9998, or 9999, and ARRIVAL TIME EMS is not 8888, 9997, 9998, 9999,	ARRIVAL TIME EMS should not be more than 120 minutes later than NOTIFICATION TIME EMS.
(A560)	NOTIFICATION TIME EMS is not 8888, 9998, or 9999, and EMS TIME AT HOSPITAL is not 8888, 9997, 9998, 9999,	EMS TIME AT HOSPITAL should not be more than 180 minutes later than NOTIFICATION TIME EMS.
(E01P)	NOTIFICATION TIME EMS equals 9998,	ARRIVAL TIME EMS must equal 9998, and EMS TIME AT HOSPITAL must equal 8888 or 9998.
(E03P)	ARRIVAL TIME EMS equals 8888,	NOTIFICATION TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
(E04P)	NOTIFICATION TIME EMS equals 8888,	ARRIVAL TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
(E07P)	ARRIVAL TIME EMS equals 9997,	NOTIFICATION TIME EMS must not equal 8888, 9998.
(E08P)	NOTIFICATION TIME EMS is not 8888, 9998, and EMS TIME AT HOSPITAL is not 8888, ***9996,*** 9997, 9998,	ARRIVAL TIME EMS must not equal 9997 or 9998.

ARRIVAL TIME EMS

FORMAT: 4 numeric

SAS NAME: Accident.ARR_HOUR; Accident.ARR_MIN

ELEMENT VALUES:

8888	Not Applicable (Not Notified)
0000-2359	Valid Military Times
0099-2399	Known Hours but Unknown Minutes
9997	Officially Canceled
9998	Unknown if Arrived
9999	Unknown EMS Scene Arrival Time

Remarks:

ARRIVAL TIME EMS is the time Emergency Medical Service arrived on the crash scene. Every effort should be made to determine the Notification Time EMS, Arrival Time EMS, and EMS Time At Hospital.

Code the official EMS times as received. **Do not alter the times because of discrepancies with the crash time.**

Code Notification Time EMS and Arrival Time EMS no matter how much time has elapsed since the Crash Time.

8888 Not Applicable [Not Notified])

Enter this attibute only if EMS was never notified. DO NOT use this code if the EMS was notified then canceled.

0000 - 2359 (Valid Military Times), 0099 - 2399 (Known Hours but Unknown Minutes)

Code the arrival time of the first EMS unit to arrive on the scene. If unknown minutes, code the actual hour and "99" for the minutes. Code midnight as "0000." One minute after midnight is coded "0001". See remarks "How to Code Midnight" under Crash Time.

9997 (Officially Canceled)

Enter this attribute if EMS was officially canceled.

9998 (Unknown if Arrived)

Enter this attribute if there is no indication of official cancellation, but there is uncertainty or doubt that EMS ever arrived on the scene or not.

9999 (Unknown EMS Scene Arrival Time)

Enter this code if EMS <u>did arrive</u> on scene, but the time of arrival is unknown.

Consistency Checks:

	IF	**THEN**
(A540)	NOTIFICATION TIME EMS is not 8888, 9998, or 9999, and ARRIVAL TIME EMS is not 8888, 9997, 9998, 9999,	ARRIVAL TIME EMS should not be more than 120 minutes later than NOTIFICATION TIME EMS.
(A550)	ARRIVAL TIME EMS is not 8888, 9997, 9998, or 9999, and EMS TIME AT HOSPITAL is not 8888, 9997, 9998, 9999,	EMS TIME AT HOSPITAL should not be more than 60 minutes later than ARRIVAL TIME EMS.
(E01P)	NOTIFICATION TIME EMS equals 9998,	ARRIVAL TIME EMS must equal 9998, and EMS TIME AT HOSPITAL must equal 8888 or 9998.
(E02P)	ARRIVAL TIME EMS equals 9998,	EMS TIME AT HOSPITAL must equal 8888 or 9998.
(E03P)	ARRIVAL TIME EMS equals 8888,	NOTIFICATION TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
(E04P)	NOTIFICATION TIME EMS equals 8888,	ARRIVAL TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
(E05P)	EMS TIME AT HOSPITAL equals 9997,	ARRIVAL TIME EMS must equal 9997.
(E06P)	ARRIVAL TIME EMS equals 9997,	EMS TIME AT HOSPITAL must equal 9997.
(E07P)	ARRIVAL TIME EMS equals 9997,	NOTIFICATION TIME EMS must not equal 8888, 9998.
(E08P)	NOTIFICATION TIME EMS is not 8888, 9998, and EMS TIME AT HOSPITAL is not 8888, *9996,* 9997, 9998,	ARRIVAL TIME EMS must not equal 9997 or 9998.

EMS TIME AT HOSPITAL

FORMAT: 4 numeric

SAS NAME: Accident.HOSP_HR; Accident.HOSP_MN

ELEMENT VALUES:

8888	Not Applicable (Not Transported)
0000-2359	Valid Military Times
0099-2399	Known Hours but Unknown Minutes
9996	***Terminated Transport***
9997	Officially Canceled
9998	Unknown if Transported
9999	Unknown EMS Hospital Arrival Time

Remarks:

EMS Time At Hospital is the time Emergency Medical Service arrived at the treatment facility to which it was transporting victims of the crash.

Every effort should be made to determine the Notification Time EMS, Arrival Time EMS, and EMS Time At Hospital.

Code the official EMS times as received. **Do not alter the times because of discrepancies with the crash time.**

Questions arise when there is more than one EMS unit or when there is more than one injured person. Code EMS Time At Hospital according to the following guidelines:

8888 (Not Applicable [Not Transported])

Use this attribute if all the injuries are on-scene fatalities (no one is transported for treatment.) Also use this attribute if there are live victims, but no one is transported to a treatment facility by EMS.

0000 - 2359 (Valid Military Time), 0099 - 2399 (Known Hours but Unknown Minutes)

Code the EMS time at hospital of the unit transporting the most severely injured victim. The most severely injured victim includes (and usually is) the victim who dies en route to the treatment facility or later, but not the one who dies on-scene.

If unknown minutes, code the actual hour and "99" for the minutes. Code midnight as "0000." One minute after midnight is coded "0001." See remarks. "How to Code Midnight" under Crash Time.

9996 (Terminated Transport)

Enter this attribute if there is indication that EMS was notified, arrived at the scene but while in transit terminated the trip to hospital because the person died en route. This attribute should not be used when there is a hospital arrival time available for a person dead on arrival at the hospital.

9997 (Officially Canceled)

Enter this attribute if EMS was officially canceled before on scene.

9998 (Unknown if Transported)

Enter this attribute if there is no indication of official cancellation, but there is un-certainty or doubt that any victims were transported for treatment or not.

9999 (Unknown EMS Hospital Arrival Time)

Enter this attribute if EMS transported victims for treatment, but the time of arrival at the hospital or treatment facility is unknown.

Consistency Checks:

	IF	THEN
(A550)	ARRIVAL TIME EMS is not 8888, 9997, 9998, or 9999, and EMS TIME AT HOSPITAL is not 8888, 9997, 9998, 9999,	EMS TIME AT HOSPITAL should not be more than 60 minutes later than ARRIVAL TIME EMS.
(A551)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 1, 3, 5 for any PERSON.
(A560)	NOTIFICATION TIME EMS is not 8888, 9998, or 9999, and EMS TIME AT HOSPITAL is not 8888, 9997, 9998, 9999,	EMS TIME AT HOSPITAL should not be more than 180 minutes later than NOTIFICATION TIME EMS.
(E01P)	NOTIFICATION TIME EMS equals 9998,	ARRIVAL TIME EMS must equal 9998, and EMS TIME AT HOSPITAL must equal 8888 or 9998.
(E02P)	ARRIVAL TIME EMS equals 9998,	EMS TIME AT HOSPITAL must equal 8888 or 9998.
(E03P)	ARRIVAL TIME EMS equals 8888,	NOTIFICATION TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
(E04P)	NOTIFICATION TIME EMS equals 8888,	ARRIVAL TIME EMS and EMS TIME AT HOSPITAL must equal 8888.

IF		**THEN**
(E05P)	EMS TIME AT HOSPITAL equals 9997,	ARRIVAL TIME EMS must equal 9997.
(E06P)	ARRIVAL TIME EMS equals 9997,	EMS TIME AT HOSPITAL must equal 9997.
(E08P)	NOTIFICATION TIME EMS is not 8888, 9998, and EMS TIME AT HOSPITAL is not 8888, *9996,* 9997, 9998,	ARRIVAL TIME EMS must not equal 9997 or 9998.
(P091)	TRANSPORTED TO MEDICAL FACILITY BY equals 1, 3, 5,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P510)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	DIED AT SCENE/EN ROUTE should not equal 8 for any PERSON.
(P530)	*EMS TIME AT HOSPITAL equals 9996,*	*DIED AT SCENE/EN ROUTE must equal 8 for at least one person.*
(P54P)	DIED AT SCENE/EN ROUTE equals 8,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.

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RELATED FACTORS – CRASH LEVEL

FORMAT: 2 numeric occurring 3 times

SAS NAME: Accident.CF1; Accident.CF2; Accident.CF3

ELEMENT VALUES:

00 None
01 Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
02 Shoulder Design or Condition
03 Other Construction-Created Condition
04 No or Obscured Pavement Marking
05 Surface Under Water
06 Inadequate Construction or Poor Design of Roadway, Bridge, etc.
07 Surface Washed Out (caved-in, road slippage)
13 Aggressive Driving / Road Rage by Non-Contact Vehicle Driver
14 Motor Vehicle Struck by Falling Cargo, or Something That Came Loose From, Or Something That was Set-in-Motion by a Vehicle.
15 Non-Occupant Struck by Falling Cargo, or Something That Came Loose From, or Something that was Set-in-Motion by a Vehicle.
16 Non-Occupant Struck Vehicle
17 Vehicle Set-in-Motion by Non-Driver
18 Date of Crash and Date of EMS Notification Were Not the Same Day
19 Recent Previous Crash Scene Nearby
20 Police Pursuit Involved
21 Within Designated School Zone
22 Speed Limit is a Statutory Limit as Recorded or was Determined as This State's "Basic Rule"
23 Indication of a Stalled/Disabled Vehicle
99 Unknown

Remarks:

Related Factors	Environmental/Roadway Conditions Noted

	Blanks	
00	None	
01	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.	Includes "inadequate warning" of any type; takes precedence over **06 (Inadequate Design)** and **03 (Other Construction-Created Condition)**. Inadequate warning due to obscured signs. Inadequate warning due to signs temporarily down, lack of necessary sign for merge, diverge. Not a construction site situation.

Related Factors	Environmental/Roadway Conditions Noted
02 Shoulder Design or Condition	Takes precedence over **06 (Inadequate Design)** and **03 (Other Construction-Created Condition)**. Includes only situations pertaining to actual design or condition of the shoulder. Soft shoulder or shoulder collapsing. Inadequate shoulder width. Shoulder at different level from the roadway (drop-off, lifted, not flat).
03 Other Construction-Created Condition	Includes "inadequate maintenance" conditions, (i.e., potholes, ruts in roadway) moving/changing signs. Addition of barricades. Change in traffic patterns, merging of lane. Excludes shoulder-related situations, and situations with inadequate warning of traffic controls, etc.
04 No or Obscured Pavement Marking	Takes precedence over **06 (Inadequate Design)** and **03 (Other Construction-Created Condition)**. Includes any pavement marking situations. New asphalt has covered old pavement markings. Pavement marking or surface has worn off. Ice/snow/mud obscuring pavement markings. **NOTE:** Care should be used to distinguish from **01 (Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.)**
05 Surface Under Water	Takes precedence over **Inadequate Design** and **Other Construction-Created Condition**. Includes surfaces under water beyond accumulation associated with Roadway Surface Conditon **06 (Water [standing, moving])** (i.e., depth of water). Permanently under water, i.e., fords. Temporarily under water, i.e., flooded areas.
06 Inadequate Construction or Poor Design of Roadway, Bridge, etc.	Pertains to original design of trafficway (i.e., roadway bridges, medians, guardrails, traffic barriers). Blind intersections due to highway design, not due to visual obstructions (i.e., shrubbery) etc. Improper banking, lack of a lane for merging.

Related Factors	Environmental/Roadway Conditions Noted
06 Inadequate Construction or Poor Design of Roadway, Bridge, etc. (Cont.)	Inadequate road surface (dirt, gravel surfaces, etc.); however, this must not be inferred; must be explicitly stated in police report as a "factor." Excludes shoulder-related situations, pavement marking situations, situations with inadequate warnings, and surfaces under water.
07 Surface Washed Out (caved-in, road slippage)	Only environmentally caused situations. Destruction of a section of roadway by water (flooding, heavy rains) or other cataclysms (earthquakes, etc.).
SPECIAL CIRCUMSTANCES **13** Aggressive Driving / Road Rage by Non-Contact Vehicle Driver	This factor is only used for situations where the investigating officer indicates that a non-contact vehicle ("phantom vehicle") was being operated aggressively. Officer must use the term "Aggressive" in describing a driver's behavior. This can be indicated in the report under related/contributing factors or in the narrative. You may encounter the term "Road Rage" used to describe aggressive driving behavior. Be cautious with this term as the two terms are not technically interchangeable. For contact vehicles, see Driver Level-Related Factor **08 (Aggressive Driving/Road Rage)**.
14 Motor Vehicle Struck by Falling Cargo, or Something That Came Loose From, Or Something That was Set-in-Motion by a Vehicle.	"Something set-in-motion" includes persons and vehicles in-transport, parked/stopped off roadway and working motor vehicles, as well as motor vehicles in motion outside the trafficway. "Something set in-motion" denotes that a vehicle "has control of" or "is attached/connected" to the object. An example of "control of" is a vehicle determining the direction of a driverless vehicle. An example of "attached to" is a vehicle overriding another vehicle. "Set-in-Motion" generally applies to non-fixed objects (including pedestrians set-in-motion), and extends to vehicles parked and "in-transport."

Related Factors	Environmental/Roadway Conditions Noted
15 Non-Occupant Struck by Falling Cargo, or Something That Came Loose From, or Something that was Set-in-Motion by a Vehicle.	Non-occupant denotes pedestrians, pedal cyclists, and persons on personal conveyances (skate-board riders, roller skaters, non-motorized wheelchairs, baby carriages, scooters).
16 Non-Occupant Struck Vehicle	Pedestrian or bicycle rider entering roadway runs into vehicle, usually the side or back of the vehicle, not in the vehicle's path.
17 Vehicle Set-in-Motion by Non-Driver	Passenger shifting gears on vehicle. Passenger hitting accelerator. Passenger turning ignition key. **NOTE**: Different from Related Factors-Person Level **05 (Interfering With the Driver)**.
18 Date of Crash and Date of EMS Notification Were Not the Same Day	Crash victims not discovered immediately. Effects of crash not immediately known.
19 Recent Previous Crash Scene Nearby	Previous crash causes a change in traffic patterns causes obstruction on roadway, requires reduction in traffic speed, leaves occupants and vehicles on roadway.
20 Police Pursuit Involved	When pursuit has been initiated by the police and is active at the time of the crash. This applies for air or ground pursuing vehicles. When pursuit has been initiated and terminated, but related to the crash. This applies for air or ground pursuing vehicles. (See Related Factors-Driver Level for **37 (Police Pursuing the Driver or Police Officer in Pursuit)**.)
21 Within Designated School Zone	Areas signed or marked as "School Zone." This may or may not be school-bus-related. "School Zones" are zones near or at a school, which exist during months and hours when zone signing is in effect.

Related Factors		Environmental/Roadway Conditions Noted
22	Speed Limit is a Statutory Limit as Recorded or was Determined as This State's "Basic Rule"	No posted speed limit, but state law sets maximum speed limit on a local road or street.
23	Indication of a Stalled/Disabled Vehicle	Includes contact and non-contact vehicles that are stalled/disabled for mechanical reasons not due to crash-related damage. <u>Examples:</u> 1. A pedestrian is struck when walking from their stalled vehicle. 2. A vehicle is stalled in the travel lanes causing another vehicle to lose control and crash.
99	Unknown	

Code information provided in the narrative by the investigating officer. Boxes the officer checks on the PAR should be coded where appropriate. If the investigating officer states any related factors, they should be coded.

If the officer states 'the witness said,' these should <u>not</u> be coded.

Care must be used in coding this element. The Police Accident Report (PAR) should state that the environmental condition was a <u>factor</u> or <u>existed</u> at this location; <u>cannot be inferred</u>. Can be coded in conjunction with other elements; for example, if a traffic control is temporarily down, it can be coded under both "Traffic Control Device Functioning" and Related Factors-Crash Level **01 (Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.)**. The rule is that "specific" takes precedence over "general" factors.

Use of 00 (None)

Use when no factors are noted; zero-fill all fields. **00 (None)** implies that the investigating officer indicated "no factors." Also, use **00 (None)** to complete remaining fields when you will be recording less than three related factors.

DO NOT leave any remaining fields blank*.*

Use of 99 (Unknown)

Use when the circumstances surrounding the crash are unknown and reported as **Unknown** by the investigating officer. In these circumstances, nine-fill all fields. If **99 (Unknown)** is used for any field, <u>ALL</u> fields must be **Unknown**. DO NOT leave any remaining fields blank.

14 -23 - SPECIAL CIRCUMSTANCES, are exceptions to the above remarks. These are codes for unusual factors that occurred during the crash. If you can determine that any of these factors did happen, then these codes should be used.

Definition of Police Pursuit: A pursuit is an event that is initiated when a law enforcement officer, operating an authorized emergency vehicle, gives notice to stop (either through the use of visual or audible emergency signals or a combination of emergency devices) to a motorist who the officer is attempting to apprehend, and that motorist fails to comply with the signal by either maintaining his/her speed, increasing speed, or taking other evasive action to elude the officer's continued attempts to stop the motorist. A pursuit is terminated when the motorist stops, or when the attempt to apprehend is discontinued by the officer or at the direction of a competent authority.

Consistency Checks:

	IF	THEN
(1A0P)	RELATED FACTORS-CRASH LEVEL equals 14,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(1A1P)	RELATED FACTORS-CRASH LEVEL equals 05,	ROADWAY SURFACE CONDITIONS must equal 06 for at least one vehicle.
(640F)	TRAFFIC CONTROL DEVICE equals **23** for any vehicle,	RELATED FACTORS-CRASH LEVEL should equal 21.
(641F)	RELATED FACTORS-CRASH LEVEL equals 21,	TRAFFIC CONTROL DEVICE should not equal 00 for every vehicle.
(642F)	TRAFFIC CONTROL DEVICE equals 00 for any vehicle,	RELATED FACTORS-CRASH LEVEL should not equal 21.
(840P)	any RELATED FACTORS-CRASH LEVEL equals 99,	all RELATED FACTORS-CRASH LEVEL must equal 99.
(850P)	the first RELATED FACTORS-CRASH LEVEL equals 00,	all RELATED FACTORS-CRASH LEVEL must be 00. If the second equals 00, then the third must also.
(860P)	any RELATED FACTORS-CRASH LEVEL is blank,	all RELATED FACTORS-CRASH LEVEL must be blanks.
(870P)	A RELATED FACTORS-CRASH LEVEL 01-07, 13-23 can be used only once per crash.	
(880F)	RELATED FACTORS-CRASH LEVEL equals 16,	there must be a Person Level (Not a MV Occupant) form with PERSON TYPE equal to 04-08, 19.
(890F)	RELATED FACTORS-CRASH LEVEL equals 15,	there must be a Person Level (Not a MV Occupant) form with PERSON TYPE equal to 04-08, 10, 19.
(AM1P)	FIRST HARMFUL EVENT equals 54, or SEQUENCE OF EVENTS equals 54 for any vehicle,	one RELATED FACTORS-CRASH LEVEL must equal 14.
(D470)	any RELATED FACTORS-DRIVER LEVEL equals 37,	at least one RELATED FACTORS-CRASH LEVEL should equal 20.

IF	THEN
(D500) VIOLATIONS CHARGED equals 05,	at least one RELATED FACTORS-CRASH LEVEL should equal 20.
(VH03) AREAS OF IMPACT- INITIAL DAMAGE AREA or AREAS OF IMPACT-MOST DAMAGED AREA equals 18 for any vehicle,	RELATED FACTORS-CRASH LEVEL should equal 14-15.

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INTERSTATE HIGHWAY

FORMAT: 1 numeric

SAS NAME: Accident.Int_Hwy

ELEMENT VALUES:

0	No
1	Yes
9	Unknown

Remarks:

The Interstate Highway System includes those trafficways that are within the national system for interstate transport and defense purposes. Interstates typically have limited access and multiple lanes of travel.

Crashes which occur on ramps leading to or away from an Interstate should be coded **1 (Yes)**.

Enter **0 (No)** when the PAR indicates that the crash occurred on any of the following: US Highway, State Highway, County Road, Township Road or Municipal Road.

Enter **1 (Yes)** when the PAR indicates the crash occurred on an interstate highway. Some PARs use a specific block to indicate interstate. Interstate can also be identified by the prefix "I" used in the roadway name.

Consistency Checks (GES) Only:

	IF	**THEN**
(A3G0)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,*	*TOTAL LANES IN ROADWAY should not equal 1.*
(A3H0)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,*	*TRAFFICWAY DESCRIPTION should not equal 4.*
(A3I0)	*INTERSTATE HIGHWAY equals 1*	*RELATION TO JUNCTION (b) should not equal 02, 03, 04, 06, 08 or 16.*
(A3J0)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,*	*SPEED LIMIT should not equal 01-40.*

IF	**THEN**
(A3K0) *FIRST HARMFUL EVENT equals 10,*	*INTERSTATE HIGHWAY should not equal 1.*
(A930) *INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03, 05,*	*TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65.*

STRATUM

FORMAT: 1 numeric

SAS NAME: Accident.Stratum

ELEMENT VALUES:

1	Category 1-Stratum L
2	Category 2
3	Category 3
4	Category 4
5	Category 1-Stratum M
6	Category 1-Stratum N

Remarks:

Only NASS crashes are included in the GES. See the current NASS GES Researcher's Manual, for the definition of a NASS crash.

Categories 1-Stratum L, M and N apply if the NASS crash involves at least one "passenger vehicle" (i.e., a passenger car, sport utility vehicle, van, or pickup truck) which is "towed" (i.e., towed from the crash scene due to damage). Crashes involving medium or heavy trucks are excluded from these categories.

Category 1-Stratum L is used if an occupant of a towed, passenger vehicle is killed. Stratum L also applies when the crash involves one passenger vehicle, the passenger vehicle is towed and one of the occupants receives an A injury and is transported to a medical facility for treatment or the crash involves two or more passenger vehicles, at least two passenger vehicles are towed and one of the occupants of the towed passenger vehicles receives an A injury and is transported to a medical facility for treatment.

Category 1-Stratum M is used if the NASS crash does not qualify for **Category 1-Stratum L**, but at least one occupant of a towed passenger vehicle is injured and transported to a medical facility for treatment.

Category 1-Stratum N is used if the NASS crash does not qualify for **Category 1-Stratum L** or **Category 1-Stratum M**, but a passenger vehicle is towed and no medium or heavy trucks are involved.

Category 2 applies if the NASS crash does not qualify for **Category 1-Stratum L, M or N;** but involves at least one medium or heavy truck and either a vehicle which is towed due to damage or at least one involved person which has a police reported injury of "K", "A", "B", or "C."

Category 3 applies if the NASS crash does not qualify for **Category 1-Stratum L, M or N** or **Category 2**; none of the vehicles involved in the crash are medium or heavy trucks and at least one person involved in the crash has a police reported injury of "K", "A", or "B."

Category 4 applies if the crash does not qualify for **Category 1-Stratum L, M or N**; **Category 2** or **Category 3.** Further clarification: No one in the crash can receive a "K", "A" or "B" injury. A person can receive a C injury only if there are no medium/heavy trucks involved in the crash.

Stabilization:

At times, one police report will contain more than one crash. This will happen when events constituting a crash have stabilized (ANSI D16.1 1996, Section 2.4.4) and units involved in the first sequence are subsequently involved in another crash sequence which is recorded on the same police report. If more than one crash is recorded on a police report, based on the ANSI definition of stabilized, then use the following protocol to determine which of the crashes to code.

First, identify all NASS crashes. Exclude from consideration those which are not NASS crashes.

Second, select the situation (A, B, or C below) which is applicable to the PAR under consideration and follow the protocol provided.

Situation A

If exactly one crash qualifies for **Category 1-Stratum L, M or N**; choose this crash to code.

Situation B

If more than one crash qualifies for **Categories 1-Stratum L, M and N;** follow the 2 steps below to select the crash to code. Ignore all crashes not applicable to **Categories 1-Stratum L, M and N.**

(1) If more than one crash is classified as L, M or N; choose L over M, M over N.

(2) If there are two or more crashes of the same classification (e.g., two crashes are classified in **Category 1-Stratum N**), then the criteria below apply:

(a) If injury is involved and the relative degree of injury between crashes can be determined, the crash with the highest injury severity is chosen.

(b) If injury is involved and the relative degree of injury between crashes is approximately equal, the first of the highest equal injury crashes is chosen.

(c) If injury is involved and the relative degree of injury between crashes cannot be determined, the first crash is chosen.

(d) If there are no injuries, then the first crash is chosen.

<u>Situation C</u>

If no crash qualifies for **Category 1-Stratum L, M or N** and there is more than one crash applicable to **Categories 2, 3 or 4;** follow the criteria in Situation B, step 2 above to select the crash to code.

Consistency Check (GES Only):

	IF	THEN
(P1B0)	*no BODY TYPE equals 60-79, and INJURY SEVERITY equals 4 for at least one occupant of a vehicle where BODY TYPE equals 01-49, and VEHICLE REMOVAL equals 2,*	*STRATUM should equal 1.*

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POLICE JURISDICTION

FORMAT: 3 numeric

SAS NAME: Accident.PJ

ELEMENT VALUES:

001-128   Range

Remarks:

This is the police jurisdiction from which the PAR is selected; it is written at the top of the PAR and is prefaced by the character APJ.@ The police jurisdiction may also be shown as the second of three numbers separated by ->s. The first number in the set of three is the primary sampling unit; the second is the police jurisdiction; and the third is the PAR number. The jurisdiction number written on the PAR must match the number shown in the AGES Input Form@ PAR/Jurisdiction field.

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ADDITIONAL STATE INFORMATION

FORMAT: Alphanumeric

SAS NAME: None

ELEMENT VALUES:

Blanks
Any Alphanumeric Characters

Remarks:

This space is reserved for each individual state's use.

Suggested uses depend on potential needs of the state.

This space may contain:

1. Police Accident Report number.
2. Additional crash location information.

If HPMS number is available, it may be inserted here.

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VEHICLE NUMBER – VEHICLE LEVEL

FORMAT: 3 numeric

SAS NAME: Vehicle.Veh_No

ELEMENT VALUES:

001-999

Remarks:

Each motor vehicle in a crash must be assigned a unique number. The numbers assigned to vehicles must be consecutive, starting with '001' with no missing numbers.

Motor vehicles are assigned the PAR's vehicle number unless a number is skipped because of a non-contact vehicle included on the PAR with a vehicle number or a non-motorist included with a unit number.

Consistency Checks:

	IF	THEN
(060P)	NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is not equal to 000, 999,	the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal some VEHICLE NUMBER in the case.
(CSI5)	VEHICLE NUMBER at the Person Level is greater than 000,	VEHICLE NUMBER at the Person Level must equal a VEHICLE NUMBER at the Vehicle Level.
(CSI6)	For each VEHICLE NUMBER, PERSON NUMBERS must be consecutive, beginning with 001 and with no gaps.	

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NUMBER OF OCCUPANTS

FORMAT: 2 numeric

SAS NAME: Vehicle.Numoccs

ELEMENT VALUES:

    00   None
    01-95 Actual Value* if Total Known except:
    96   Ninety-Six or more
    99   Unknown

Remarks:

This data element must be coded for each motor vehicle involved in the crash. Code the total number of occupants (**injured and uninjured**) in this motor vehicle.

In bus crashes, the total number of occupants, including the driver, must be entered.

00 (None) is used when this motor vehicle is unoccupied.

99 (Unknown) is used when the number of occupants for the motor vehicle is unknown. This code may also be used when this motor vehicle is a "hit-and-run" vehicle, unless evidence clearly establishes the number of occupants present.

Also use **99 (Unknown)** when the State reports information only on drivers and INJURED passengers and the total number of occupants is unknown.

In those states where data are collected ONLY on INJURED persons and drivers, BUT the actual number of motor vehicle occupants is known, code this element with the number of motor vehicle occupants and complete Person Level forms for ALL INVOLVED individuals. Bus and railroad crashes are an exception. For bus crashes (Body Types 50-59), the total number of occupants, including the driver, should be recorded, but Person Level (MV Occupant) forms should only be submitted for injured occupants and for the driver, whether the driver is injured or not.

NOTE: This does NOT apply to small van-based buses (Body Type 21). Always submit a person level form for all occupants of van-based vehicles, including small van-based buses.

 * Values greater than 30 are unlikely and will raise a "U" flag.

Consistency Checks:

	IF	THEN
(2F0F)	NUMBER OF OCCUPANTS equals 00,	DRIVER PRESENCE must equal 0.
(4C1P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 15.
(4C2P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 22.
(4C3P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 25.
(4C4P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 5.
(4C5P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 30.
(4C6P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 55.
(4C7P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 77.
(4C8P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4C9P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4C0P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 10.

	IF	**THEN**

(4F1P) NUMBER OF OCCUPANTS is less than 97, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 20.

(4F2P) NUMBER OF OCCUPANTS is less than 97, and BODY TYPE equals 06, 11, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 22.

(4F3P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 25.

(4F4P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 5.

(4F5P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 15, 16, 42, 73, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 30.

(4F6P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 55.

(4F7P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 50.

(4F8P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 10.

(4F9P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 20.

(4F0P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 10.

(5F0F) NUMBER OF OCCUPANTS equals 00-95, and BODY TYPE does not equal 50-52, *55,* 58-59,

the number of Person Level forms for that vehicle must be less than or equal to the NUMBER OF OCCUPANTS.

(BJ4P) any DRIVER DISTRACTED BY equals 03,

NUMBER OF OCCUPANTS must be greater than 01.

(V170) NUMBER OF OCCUPANTS is less than 97, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97,

NUMBER OF OCCUPANTS should not be greater than 8.

	IF	**THEN**
(V180)	NUMBER OF OCCUPANTS is less than 97, and VEHICLE TRAILING equals 0, and BODY TYPE equals 06, 11,	NUMBER OF OCCUPANTS should not be greater than 12.
(V190)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12,	NUMBER OF OCCUPANTS should not be greater than 15.
(V200)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 80-83, 88-89,	NUMBER OF OCCUPANTS should not be greater than 2.
(V210)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 15, 16, 42, 73,	NUMBER OF OCCUPANTS should not be greater than 12.
(V220)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 60-65, 71-72, 79,	NUMBER OF OCCUPANTS should not be greater than 12.
(V230)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66,	NUMBER OF OCCUPANTS should not be greater than 5.
(V240)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91,	NUMBER OF OCCUPANTS should not be greater than 2.
(V250)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90,	NUMBER OF OCCUPANTS should not be greater than 8.
(V260)	NUMBER OF OCCUPANTS is, 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99,	NUMBER OF OCCUPANTS should not be greater than 5.
(V340)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 8.
(V350)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V360)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 15.

	IF	**THEN**
(V370)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 2.
(V380)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V390)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V400)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.
(V410)	NUMBER OF OCCUPANTS is less than 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 2.
(V420)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 8.
(V430)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 98, 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.

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UNIT TYPE

FORMAT: 1 numeric

SAS NAME: Vehicle.UNITTYPE

ELEMENT VALUES:

1   Motor Vehicle In-Transport (Inside or Outside the Trafficway)
2   Motor Vehicle Not In-Transport Within the Trafficway
3   Motor Vehicle Not In-Transport Outside the Trafficway
4   Working Motor Vehicle (highway construction, maintenance, utility only)

Remarks:

This element identifies the type of unit that applies to this motor vehicle <u>at the time it became an involved vehicle in the crash and was reported as a unit on the Police Accident Report (PAR)</u>.

IMPORTANT:
Remember, you must have <u>at least one motor vehicle "In-Transport"</u> involved in the crash for this to be a reportable case.

NOTE: For Unit Type attributes "2-4," you must **only** submit selected elements on the Vehicle Level. **_V15, V24, V26-V27, V31 are not coded_**. Also, all elements on the Driver level must be left blank, except Driver Presence.

> ***FARS SPECIAL INSTRUCTION:***
>
> Related Factors-Driver Level must be coded all "00."

1 (Motor Vehicle In-Transport [Inside or Outside the Trafficway]) is used to indicate that this is a motor vehicle in-transport. "In-Transport" means any part of the vehicle's primary outline as defined by the four sides of the vehicle (excluding open doors or mirrors) is within the roadway (travel lanes) or the vehicle is in motion anywhere within or outside the trafficway boundaries.

Examples:
1. Motor vehicle in traffic on the highway.
2. Motionless motor vehicle abandoned on the roadway travel lanes.
3. Motor vehicle on roadway stopped at traffic signal.
4. Motor vehicle driving or in motion on the shoulder, median or roadside.
5. Motor vehicle driving down a private driveway.
6. Motor vehicle in motion, outside the trafficway boundaries (e.g., vehicle pulling up to a pump in a gas station; not within trafficway; vehicle in motion in a parking lot aisle;

lawn tractor driving in a field adjacent to the trafficway; ATV driving on a dirt track next to trafficway; etc.).

2 (Motor Vehicle Not In-Transport Within the Trafficway) is used to indicate that this is a motor vehicle <u>not</u> in-transport located <u>within</u> the trafficway boundaries when it became an involved unit. The trafficway boundaries are from property line to property line.

Examples:
1. Motor vehicle parked in designated curbside parking lane.
2. Motor vehicle parked in designated curbside parking lane with an open door crossing into the travel lane.
3. Motor vehicle stopped completely on the shoulder, median or roadside.

3 (Motor Vehicle Not In-Transport Outside the Trafficway) is used to indicate that this is a motor vehicle <u>not</u> in-transport located <u>outside</u> the trafficway boundaries when it became an involved unit by being struck by a motor vehicle in-transport.

Examples:
1. Motor vehicle parked in a private driveway, parking lot space, or other private property (outside the trafficway boundaries).
2. Any vehicle used for private construction occurring outside the trafficway boundaries.

4 (Working Motor Vehicle [highway construction, maintenance, utility only]) is used to indicate that this is a motor vehicle that was in the act of performing highway construction, maintenance or utility work related to the trafficway when it became an involved unit. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles (except example *#8* below), tow trucks, etc.

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

When not in the act of performing "work" and involved in the crash, these highway construction, maintenance or utility vehicles can be:

1) In-Transport when traveling from one construction site to the next (Unit Type **1 (Motor Vehicle In-Transport [Inside or Outside the Trafficway])**
2) Not In-Transport Within the Trafficway when stopped on the shoulder or within a highway work zone (Unit Type **2 (Motor Vehicle Not In-Transport Within the Trafficway)**).
3) Not In-Transport Outside the Trafficway when parked and refueling at a depot (Unit Type **3 (Motor Vehicle Not In-Transport Outside the Trafficway)**).
4) In-Transport Outside the Trafficway when relocating off the trafficway from a work activity area to another off-trafficway parking location.

Consistency Checks:

	IF	THEN
(2H1F)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,	DRIVER'S VISION OBSCURED BY must equal 95.
(3BAP)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,	CRASH TYPE must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, 92-93 or 98.
(4Z1P)	UNIT TYPE equals 1, and FIRE OCCURRENCE equals 1,	at least one SEQUENCE OF EVENTS must equal 02.
(5A0P)	UNIT TYPE equals 1, and BODY TYPE equals 80-83, 88-89,	ROLLOVER and LOCATION OF ROLLOVER must equal 0.
(9A2P)	UNIT TYPE equals 2-3,	REGISTERED VEHICLE OWNER must equal 6.
(9A3P)	UNIT TYPE equals 2-4,	DRIVER PRESENCE must equal 0.
(9A5P)	PERSON TYPE equals 03,	UNIT TYPE must equal 2-4.
(9B3P)	UNDERRIDE/OVERRIDE equals 7,	there must be at least one vehicle with UNIT TYPE equal to 1.
(9B4P)	UNDERRIDE/OVVERIDE equals 8,	there must at least one vehicle with UNIT TYPE equal 2-4.
(9B5P)	UNIT TYPE equals 2, 3,	UNDERRIDE/OVERRIDE must equal 0.
(9B7P)	UNIT TYPE equals 2-4,	PERSON TYPE of all occupants of this vehicle must equal 03.
(9B9P)	any SEQUENCE OF EVENTS equals 55,	there must be at least one other vehicle with UNIT TYPE equal to 1.
(9C4P)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,	DRIVER MANEUVERED TO AVOID must only equal 95.
(9C0P)	FIRST HARMFUL EVENT equals 55,	there must be at least one vehicle with UNIT TYPE equal to 1.
(9C1P)	UNIT TYPE equals 4,	RELATED FACTORS-VEHICLE LEVEL must not equal 39.

IF	**THEN**

(AL5P)   If UNIT TYPE equals 1,   at least one event in the SEQUENCE OF EVENTS must equal the MOST HARMFUL EVENT.

(AL6P)   MOST HARMFUL EVENT equals __, and UNIT TYPE equals 1,   at least one event in the SEQUENCE OF EVENTS must equal __.

(AZ20)   UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,   PRE-EVENT MOVEMENT (PRIOR TO CRITICAL EVENT) must equal 00.

(BJ1P)   UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,   DRIVER DISTRACTED BY must equal 16.

(BJ2P)   UNIT TYPE equals 1, and DRIVER PRESENCE equals 1,   DRIVER DISTRACTED BY must not equal 16 or blank.

(BJ3P)   UNIT TYPE equals 1, and DRIVER DISTRACTED BY equals 16,   DRIVER PRESENCE must equal 0 *or 9*.

(FP2F)   UNIT TYPE equals 1, and CRASH TYPE equals blank, case status is flawed.

(FP3F)   UNIT TYPE is blank, case status is flawed.

(FP6F)   UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (CATEGORY) equals blank, case status is flawed.

(FP7F)   UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (EVENT) equals blank, case status is flawed.

(VH25)   UNIT TYPE equals 4,   REGISTERED VEHICLE OWNER should not equal 6, 9.

(VH70)   UNIT TYPE equals 2-4,   elements V15, V24, V26, V27, V31 must all be left blank.

(VH75)   UNIT TYPE equals 4,   VEHICLE CONFIGURATION should not equal 05, 20-21, 10.

(VH80)   UNIT TYPE equals 4,   CARGO BODY TYPE should not equal 06-07, 11-12, 22.

HIT-AND-RUN

FORMAT: 1 numeric

SAS NAME: Vehicle.Hit_Run, Parkwork.PHit_Run

ELEMENT VALUES:

0	No
1	Yes
8	Not Reported
9	Unknown

Remarks:

This element refers to cases where a vehicle is a contact vehicle in the crash and does not stop to render aid (this can include drivers who flee the scene on foot). In many states, the investigating officer will note this in the narrative or check the appropriate box on the PAR. In some cases, the driver can be cited for failing to render assistance. Review the case materials carefully for references to hit-and-run or failure to render aid.

It does not matter whether the hit-and-run vehicle was striking or struck. The hit-and-run vehicle(s) is (are) the one(s) that "departed prior to investigation by the police," or that vehicle which is "abandoned" at the scene when its occupant(s) fled from the area. If the police report indicates that the vehicle was involved in a collision which was investigated, but there is no information on that vehicle or the driver/owner because of departure prior to police arrival on-scene, then hit-and-run is indicated.

0 (No) is used if there is no reason to believe a hit-and-run occurred involving this vehicle or its driver. Example: If a vehicle is involved in a multi-vehicle collision and one of the other contact vehicles leaves the scene.

Examples include:

1. if occupants of a vehicle are taken or go directly from the scene to a medical treatment facility or physician. However if doubt exists concerning the departure for treatment, assume hit-and-run.
2. a driver who leaves the scene but furnishes name, address, vehicle make, model and model year such that it is recorded in the available information and the available information does not indicate hit-and-run.
3. vehicles which set an object in motion such that (a) the object is contacted, before it stabilizes, by another in-transport motor vehicle, and (b) the vehicle which set the object in motion leaves the scene without providing the pertinent information (compare with exception two above), and (c) the available information does not indicate hit-and-run.

1 (Yes) is used when it has been determined that this vehicle's driver left the scene with or without their vehicle.

A hit-and-run occurred when this vehicle's driver left the scene after:
- striking a pedestrian or other type of non-motorist.
- striking a parked/stopped off roadway motor vehicle (with or without occupants).
- being struck while parked or in-transport.

If Hit-and-Run is **1 (Yes)**, Driver and Person Level (MV Occupant) forms must be submitted for the driver and occupants of this vehicle involved in the crash regardless of the fact that it was a hit-and-run.

When the presence of a hit-and-run vehicle is indicated and the available information does not provide the number of occupants, the number of occupants coded must equal 1 (the driver). In cases where the hit-and-run vehicle and its driver are not identified, code all the elements on the Vehicle, Driver and Person Level as **9 (Unknown)**. Otherwise, if some information is known about the vehicle and/or driver, code all the elements for which information exists and leave the rest as **9 (Unknown)**.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when it cannot be determined if the vehicle and/or driver left the scene of the crash or the available information indicates "Unknown."

Consistency Checks:

	IF	THEN
(8K0P)	VIOLATIONS CHARGED equals 07-08,	HIT-AND-RUN must not equal 0.
(U070)	UNLIKELY: More than one vehicle with HIT-AND-RUN equal to 1.	
(U330)	UNLIKELY: HIT-AND-RUN equals 8.	
(U340)	*HIT-AND-RUN equals 0, 8 or 9*,	SEX should not equal *9*.
(U360)	*HIT-AND-RUN equals 0, 8 or 9*,	AGE should not equal *999*.

REGISTRATION STATE

FORMAT: 2 numeric

SAS NAME: Vehicle.REG_STAT

ELEMENT VALUES:

00	Not Applicable	35	New Mexico
01	Alabama	36	New York
02	Alaska	37	North Carolina
03	American Samoa	38	North Dakota
04	Arizona	39	Ohio
05	Arkansas	40	Oklahoma
06	California	41	Oregon
08	Colorado	42	Pennsylvania
09	Connecticut	43	Puerto Rico
10	Delaware	44	Rhode Island
11	District of Columbia	45	South Carolina
12	Florida	46	South Dakota
13	Georgia	47	Tennessee
14	Guam	48	Texas
15	Hawaii	49	Utah
16	Idaho	50	Vermont
17	Illinois	51	Virginia
18	Indiana	52	Virgin Islands
19	Iowa	53	Washington
20	Kansas	54	West Virginia
21	Kentucky	55	Wisconsin
22	Louisiana	56	Wyoming
23	Maine	91	Not Reported
24	Maryland	92	No Registration
25	Massachusetts	93	Multiple State Registration
26	Michigan	94	U.S. Government Tags (includes military)
27	Minnesota		
28	Mississippi	95	Canada
29	Missouri	96	Mexico
30	Montana	97	Other Foreign Country*
31	Nebraska	98	Other Registration (includes Native American Indian Nations)
32	Nevada		
33	New Hampshire	99	Unknown
34	New Jersey		

Remarks:

For a vehicle with an expired registration code the state where the vehicle was registered at the time of expiration.

91 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **91 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

For combination vehicles, use the registration state of the power unit only.

00 (Not Applicable) is used for vehicles that are exempt from registration.

Use state codes for all state registered vehicles, including state government vehicles. However, if your state does not register government-owned vehicles, use **00 (Not Applicable)**.

92 (No Registration) applies to vehicles that are required by state law to be registered and are NOT registered.

93 (Multiple State Registration) is used for commercial vehicles that are registered in more than one state under a valid reciprocal agreement (such as the International Registration Plan (IRP)).

94 (U.S. Government) is used to indicate the license was issued by the U.S. Government, such as military or State Department Foreign Service.

Consistency Checks:

	IF	THEN
(6G0P)	RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTRATION STATE must not equal 00, 92.
(9K0P)	HM2 equals 2,	REGISTRATION STATE must not equal 00.
(AQ0P)	REGISTRATION STATE equals 00, 92,	REGISTERED VEHICLE OWNER must equal 0, 5-6.
(AV0P)	REGISTERED VEHICLE OWNER equals 3-4,	REGISTRATION STATE must not equal 99.
(D330)	DRIVER PRESENCE equals 0, and REGISTRATION STATE is not equal to 00, 92, 99,	REGISTERED VEHICLE OWNER should equal 3-6.

IF	**THEN**

(U040)   UNLIKELY: REGISTRATION STATE equals 97.

(V060)	SPECIAL USE equals 04,	REGISTRATION STATE should equal 94.
(V070)	HM1 equals 2,	REGISTRATION STATE should not equal 92.
(V550)	REGISTRATION STATE equals 93-94,	REGISTERED VEHICLE OWNER should equal 3-4.
(V560)	SPECIAL USE equals 04,	REGISTERED VEHICLE OWNER should equal 3, and REGISTRATION STATE should equal 94.
(V592)	RELATED FACTORS-VEHICLE LEVEL equals 37,	REGISTRATION STATE should not equal 00, 92.
(V600)	REGISTERED VEHICLE OWNER equals 9,	REGISTRATION STATE should equal 99.
(V630)	REGISTRATION STATE equals 00, 92,	REGISTERED VEHICLE OWNER should NOT equal 5.
(V670)	REGISTERED VEHICLE OWNER equals 1-2,	REGISTRATION STATE should NOT equal 99.
(V960)	REGISTRATION STATE equals 99,	REGISTERED VEHICLE OWNER should equal 5-6, 9.

Consistency Checks (FARS Only):

IF	**THEN**

(U450)   UNLIKELY: REGISTRATON STATE equals 91.

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REGISTERED VEHICLE OWNER

FORMAT: 1 numeric

SAS Name: Vehicle.OWNER, parkwork.POWNER

ELEMENT VALUES:

    0   Not Applicable, Vehicle Not Registered
    1   Driver (in this crash) Was Registered Owner
    2   Driver (in this crash) Not Registered Owner (other private owner listed)
    3   Vehicle Registered as Business/Company/Government Vehicle
    4   Vehicle Registered as Rental Vehicle
    5   Vehicle Was Stolen (reported by police)
    6   Driverless/Motor Vehicle Parked/Stopped Off Roadway
    9   Unknown

Remarks:

This element is used to determine the type of registered owner of the vehicle.

The type of ownership, "loan vs. lease," does not change the coding. An individual or company should be the Registered Vehicle Owner, regardless of the bank holding the loan or lease. Banks and leasing companies should be the Registered Vehicle Owner for their own fleets only.

 0 (Not Applicable, Vehicle Not Registered) applies to vehicles that are not registered, both exempt from registration and illegally not registered. (See **5 (Vehicle Was Stolen [reported by police])** for stolen vehicles.)

 2 (Driver (in this crash) Not Registered Owner [other private owner listed]) is used for private owners other than the driver. Also, if the driver is a spouse of the owner but is not a co-owner.

4 (Vehicle Registered as Rental Vehicle) applies for rental vehicles, such as: Hertz, Ryder trucks, etc.

 5 (Vehicle Was Stolen [reported by police]) takes precedence over codes "0, 2, 3, 4, 6," when multiple conditions exist.

6 (Driverless/Motor Vehicle Parked/Stopped Off Roadway) is used for both in-transport and not in-transport motor vehicles. This attribute should always be used if Unit Type is coded as "2" or "3," even if other applicable conditions exist. This attribute is also used to indicate that this is a "driverless" motor vehicle in-transport (e.g., driverless vehicle stopped in a travel lane).

If indicating this is a "driverless" motor vehicle in-transport, this attribute does not take precedence over codes "0, 3, 4, 5," when multiple conditions exist.

9 (Unknown) is used when information on the registered owner is unknown or unclear; and in certain cases when the driver cannot be determined, but the registered owner is known.

Consistency Checks:

	IF	THEN
(9A2P)	UNIT TYPE equals 2-3,	REGISTERED VEHICLE OWNER must equal 6.
(AQ0P)	REGISTRATION STATE equals 00, 92,	REGISTERED VEHICLE OWNER must equal 0, 5-6.
(AR0P)	SPECIAL USE equals 04,	REGISTERED VEHICLE OWNER must not equal 0, 1-2, 4.
(AS0P)	RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTERED VEHICLE OWNER must not equal 0.
(AV0P)	REGISTERED VEHICLE OWNER equals 3-4,	REGISTRATION STATE must not equal 99.
(CB0P)	REGISTERED VEHICLE OWNER equals 6,	DRIVER PRESENCE must equal 0.
(D330)	DRIVER PRESENCE equals 0, and REGISTRATION STATE is not equal to 00, 92, 99,	REGISTERED VEHICLE OWNER should equal 3-6.
(V550)	REGISTRATION STATE equals 93-94,	REGISTERED VEHICLE OWNER should equal 3-4.
(V560)	SPECIAL USE equals 04,	REGISTERED VEHICLE OWNER should equal 3, and REGISTRATION STATE should equal 94.
(V570)	HM1 equals 2,	REGISTERED VEHICLE OWNER should not equal 0, 1-2, 4.
(V580)	HM1 equals 2,	REGISTERED VEHICLE OWNER should equal 3.
(V590)	RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTERED VEHICLE OWNER should equal 1-3.
(V593)	RELATED FACTORS-VEHICLE LEVEL equals 37,	REGISTERED VEHICLE OWNER should not equal 0.
(V600)	REGISTERED VEHICLE OWNER equals 9,	REGISTRATION STATE should equal 99.
(V630)	REGISTRATION STATE equals 00, 92,	REGISTERED VEHICLE OWNER should NOT equal 5.
(V670)	REGISTERED VEHICLE OWNER equals 1-2,	REGISTRATION STATE should NOT equal 99.
(V960)	REGISTRATION STATE equals 99,	REGISTERED VEHICLE OWNER should equal 5-6, 9.

IF	**THEN**

(VH25)   UNIT TYPE equals 4,   REGISTERED VEHICLE OWNER
                                            should not equal 6, 9.

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FARS SPECIAL INSTRUCTION:

VEHICLE MAKE, VEHICLE MODEL, BODY TYPE, VEHICLE MODEL YEAR as shown on crash reports must be verified with registration data. In the case of inconsistencies, registration data takes precedence over crash report data. Note that vehicle information should be gathered only from state records. Do not use any other sources to determine any of these elements, that is; you should not use sources such as the NATB Passenger Vehicle Identification Manual.

VEHICLE MAKE attributes are organized into general groups. These groups are:

01-28	*Domestic Passenger Car*
29	*Other Domestic Passenger Car*
30-64	*Import Passenger Car*
69	*Other Import Passenger Car*
70-76	*Motored Cycle/Moped*
80-89	*Truck/Bus*
90-94	*Bus*
97	*Not Reported*
98	*Other Make (where MAKE "29" or "69" are not applicable)*
99	*Unknown Make*

VEHICLE MODEL refers to the series of vehicles for a make, e.g., Pintos, Galaxies, Mustangs are Models of Ford. It does not refer to the various styles within a model unless they are listed in the codes for VEHICLE MODEL.

VEHICLE MODEL attributes are organized into general groups. These groups are:

001-399	*Passenger Car (automobile)*
400-499	*Light Trucks (including truck based utility vehicles, light duty pickup trucks, standard pickup trucks, vans, mini vans, van-based station wagons, van-based buses, van derivatives, and truck-based station wagons).*
598	*Low Speed Vehicle (LSV) / Neighborhood Electric Vehicle (NEV)*
700-739	*Motored Cycles (including motorcycles, mini-bikes, motor scooters, dirt bikes, and mopeds).*
850	*Motor Home (truck based)*
870	*Medium/Heavy Van-Based Vehicle*
880-897	*Trucks (including all trucks over 10,000 lbs. GVWR except those pick-up type trucks mentioned under BODY TYPE code "30-31" [Pickup]).*
898	*Other, Unknown, truck over 10,000 lbs. GVWR.*
980-996	*All buses except those that are van-based.*
988	*Other bus over 10,000 lbs. GVWR.*
989	*Unknown Bus*
997	*Not Reported*

998   Other Vehicle
999   Unknown Vehicle

Note that for both VEHICLE MAKE and VEHICLE MODEL the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a VEHICLE MAKE or VEHICLE MODEL that is known but is not explicitly listed. "Unknown" refers to the situation where no specific named VEHICLE MAKE or VEHICLE MODEL is known. Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle BODY TYPE in accordance with the applicable BODY TYPE for given combinations of "other" and/or "unknown" VEHICLE MAKE and VEHICLE MODEL.

4WD, FWD, or Four-Wheel Drive does not automatically imply on/off road vehicle (Utility Vehicles), body types "14" and "15."

Reconstructed/Altered Vehicles: In cases where someone builds a "home made" vehicle from drastically mixed parts, there may be no clear MAKE or MODEL. In addition, the state may issue an Identification Number in place of the Standard VIN. In such cases, code the VIN as all "0's"; code MAKE, MODEL, and MODEL YEAR as "9's." Code BODY TYPE as appropriate. Be sure to use RELATED FACTORS-VEHICLE LEVEL code Reconstructed/ Altered Vehicle.

In reconstructed/altered vehicles where the modifications are less drastic and you can determine the MAKE, MODEL and VIN, code these elements appropriately and be sure to use Related Factors-Vehicle Level code Reconstructed/Altered Vehicle.

Not Reported
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "Not Reported".

   Code Not Reported in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

VEHICLE MAKE

FORMAT: 2 numeric

SAS NAME: Vehicle.Make, Person.Make

ELEMENT VALUES:

01	American Motors	48	Subaru
02	Jeep/Kaiser-Jeep/Willys-Jeep	49	Toyota
03	AM General	50	Triumph
06	Chrysler	51	Volvo
07	Dodge	52	Mitsubishi
08	Imperial	53	Suzuki
09	Plymouth	54	Acura
10	Eagle	55	Hyundai
12	Ford	56	Merkur
13	Lincoln	57	Yugo
14	Mercury	58	Infiniti
18	Buick/Opel	59	Lexus
19	Cadillac	60	Diahatsu
20	Chevrolet	61	Sterling
21	Oldsmobile	62	Land Rover
22	Pontiac	63	Kia
23	GMC	64	Daewoo
24	Saturn	65	Smart
25	Grumman	*66*	*Mahindra*
29	Other Domestic Manufacturers	69	Other Import
30	Volkswagen	70	BSA
31	Alfa Romeo	71	Ducati
32	Audi	72	Harley-Davidson
33	Austin/Austin Healey	73	Kawasaki
34	BMW	74	Moto-Guzzi
35	Datsun/Nissan	75	Norton
36	Fiat	76	Yamaha
37	Honda	77	Victory
38	Isuzu	80	Brockway
39	Jaguar	81	Diamond Rio/Rio
40	Lancia	82	Freightliner
41	Mazda	83	FWD
42	Mercedes-Benz	84	International Harvester/Navistar
43	MG	85	Kenworth
44	Peugeot	86	Mack
45	Porsche	87	Peterbilt
46	Renault	88	Iveco/Magirus
47	Saab	89	White/Autocar White/GMC

90	Bluebird	94	Thomas Built
91	Eagle Coach	97	Not Reported
92	Gillig	98	Other Make
93	MCI	99	Unknown Make

Remarks:

SEE ADDITIONAL REMARKS BEFORE VEHICLE MAKE – V9

Note that for both Vehicle Make and Vehicle Model, the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a make or model which is known but is not explicitly listed. "Unknown" refers to the situation where no specific make or model is known.

Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle's body type. For example, if a medium/heavy truck or bus make is known and is not listed, Vehicle Make, is coded **OTHER MAKE (med/heavy truck/bus or "other")** and the appropriate model code is used. If the make is unknown but the body type is known as a "school bus", for instance, Vehicle Make, is coded **99 (Unknown Make)** and Vehicle Model, is coded **989 (Unknown (Bus)**.

Unknown Make is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's make.

97 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **97 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

If a vehicle make or vehicle model is encountered that is not listed, headquarters is notified.

Consistency Checks:

	IF	THEN
(920P)	*any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, equals Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],*	*the other three must also equal Not Reported.*
(921P)	MAKE is not 97, 98, 99, and equals ___, and MODEL equals ___,	MODEL YEAR must equal ___, or CRASH YEAR plus 1.

	IF	**THEN**

(930P)   ***any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, does not equal Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],***   ***the other three must also not be coded as Not Reported.***

(960P)   MAKE is not 98, 99, and equals ___, and MODEL equals ___,   BODY TYPE must equal ___.

(U480)   UNLIKELY: VEHICLE MAKE equals 97.

(V922)   MAKE equals 98, 99, and MODEL equals ___,   MODEL YEAR should equal ___.

(V961)   MAKE equals 98, 99, and MODEL equals ___,   BODY should equal ___.

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VEHICLE MODEL

FORMAT: 3 numeric

SAS NAME: Vehicle.Model

ELEMENT VALUES:

001-397	Automobiles
398	Other (Automobile)
399	Unknown (Automobile)
401-497	Light Trucks
498	Other (Light Trucks)
499	Unknown (Light Trucks)
598	*Other (Low Speed Vehicle (LSV) / Neighborhood Electric Vehicle (NEV))*
701-706	Motorcycles
709	Unknown cc (Motorcycles)
731-734	All Terrain Vehicles
739	Unknown cc (ATV)
801- 809	Other Make (Medium/Heavy Trucks)
850	Motor Home
870	*Medium/Heavy Van-Based Vehicle*
881- 890	Medium/Heavy Trucks
898	Other (Medium/Heavy Trucks)
899	Unknown (Medium/Heavy Trucks)
901-908	Other Make (Buses)
981-987	Buses
988	Other (Bus)
989	Unknown (Bus)
997	Not Reported
998	Other (Vehicle)
999	Unknown

Remarks:

SEE ADDITIONAL REMARKS BEFORE VEHICLE MAKE – V9

Note that for both Vehicle Make and Vehicle Model, the use of the terms "other" and "unknown" have very specific meanings. "Other" refers to a make or model which is known but is not explicitly listed. "Unknown" refers to the situation where no specific make or model is known.

Selection of the proper "other" or "unknown" code can only be made with consideration of the vehicle's body type. For example, if a medium/heavy truck or bus make is known and is not listed, Vehicle Make, is coded **OTHER MAKE (med/heavy truck/bus or "other")** and the appropriate model code is used. If the make is unknown but the body type is known as a "school bus", for

instance, Vehicle Make, is coded 99 (**Unknown Make)** and Vehicle Model, is coded 989 (**Unknown (Bus)**.

Unknown Make is used for a "hit-and-run" vehicle unless reliable evidence indicates the vehicle's make.

997 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **997 (Not Reported)** in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

If a vehicle make or vehicle model is encountered that is not listed, headquarters is notified.

Consistency Checks:

	IF	THEN
(920P)	*any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, equals Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],*	*the other three must also equal Not Reported.*
(921P)	MAKE is not 97, 98, 99, and equals ___, and MODEL equals ___,	MODEL YEAR must equal ___, or CRASH YEAR plus 1.
(930P)	*any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, does not equal Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],*	*the other three must also not be coded as Not Reported.*
(960P)	MAKE is not 98, 99, and equals ___, and MODEL equals ___,	BODY TYPE must equal ___.
(U460)	UNLIKELY: VEHICLE MODEL equals 997.	
(V922)	MAKE equals 98, 99, and MODEL equals ___,	MODEL YEAR should equal ___.
(V961)	MAKE equals 98, 99, and MODEL equals ___,	BODY should equal ___.

ALPHABETICAL LISTING OF MAKES

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
54	Acura	187	(ACUR)	07	Dodge	202	(DODG)
31	Alfa Romeo	187	(ALFA)	71	Ducati	253	(DUCA)
03	AM General	188	(AMGN)	10	Eagle	205	(EGIL)
01	American Motors	189	(AMER)	91	Eagle Coach	267	
69-031	Aston Martin	250	(ASTO)	29-398	Excaliber	250	(EXCL)
32	Audi	190	(AUDI)	69-035	Ferrari	251	(FERR)
33	Austin/Austin Healey	191	(AUST)	36	Fiat	206	(FIAT)
				69-398	Fisker	252	
29-001	Avanti	250	(AVTI)	12	Ford	206	(FORD)
98-802	Auto-Union-DKW	270	(AUTU)	82	Freightliner	259	(FRHT)
69-042	Bentley	251	(BENT)	83	FWD	260	(FWD)
69-052	Bertone	251	(BERO)	69-398	Gazelle	252	(GZL)
90	Bluebird	267	(BLUI)	92	Gillig	268	
34	BMW	192	(BMW)	23	GMC	210	(GMC)
69-032	Bricklin	250	(BRIC)	25	Grumman	212	(GRUM)
80	Brockway	257	(BROC)	72	Harley-Davidson	253	(HD)
70	BSA	253	(BSA)				
18	Buick	193	(BUIC)	69-036	Hillman	251	(HILL)
19	Cadillac	195	(CADI)	98-806	Hino	270	(HINO)
98-903	Carpenter	270		37	Honda	213	(HOND)
69-062	*Caterham*	*252*		29-398	Hudson	250	(HUDS)
29-002	Checker	250	(CHEC)	55	Hyundai	215	(HYUN)
20	Chevrolet	196	(CHEV)	08	Imperial	216	(CHRY)
06	Chrysler	199	(CHRY)	58	Infiniti	216	(INFI)
69-033	Citroen	250	(CITR)	84	International Harvester	261	(INTL)
98-904	Collins Bus	270					
64	Daewoo	201	(DAEW)	38	Isuzu	217	(ISU)
60	Daihatsu	201	(DAIH)	88	Iveco/Magirus	264	(IVEC)
35	Datsun	231	(DATS)	39	Jaguar	219	(JAGU)
69-034	DeLorean	250	(DELO)	69-037	Jensen	251	(JENS)
29-398	Desoto	250	(DESO)	02	Jeep	219	(AMER)
69-048	Desta	251		02	Kaiser-Jeep	219	(AMER)
81	Diamond Reo or Reo	258	(DIAR)	73	Kawasaki	254	(KAWK)
				85	Kenworth	262	(KW)
98-905	DINA	270	(DINA)	63	Kia	220	(KIA)
98-803	Divco	270	(DIVC)	69-058	Koenigsegg	252	

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
69-053	Lada	251	(LADA)	69-042	Rolls Royce	251	(ROL)
69-038	Lamborghini	251	(LAMO)	47	Saab	240	(SAA)
40	Lancia	221	(LNCI)	29-004	Saleen	250	
62	Land Rover	221	(LNDR)	24	Saturn	240	(STRN)
59	Lexus	222	(LEXS)	98-807	Scania	270	(SCAN)
13	Lincoln	223	(LINC)	69-044	Simca	251	(SIM)
69-039	Lotus	251	(LOTU)	69-398	Singer	252	(SIN)
86	Mack	263	(MACK)	65	Smart	241	
66	*Mahindra*	*223*		69-057	Spyker	252	
69-040	Maserati	251	(MASE)	61	Sterling	241	(STLG)
69-056	Maybach	252	(MAYB)	98-809	Sterling	270	(STLG)
41	Mazda	224	(MAZD)	29-001	Studabaker	250	(STU)
69-063	*McLaren*	*252*		29-398	Stutz	250	(STUZ)
93	MCI	268	(MCIN)	48	Subaru	242	(SUBA)
42	Mercedes-Benz	225	(MERZ)	69-045	Sunbeam	251	(SUNB)
14	Mercury	227	(MERC)	53	Suzuki	243	(SUZI)
56	Merkur	229	(MERK)	69-059	Tesla	252	
98-302	*Meyers Motors*	*269*		*98-301*	*Think*	*269*	
98-906	Mid Bus	270		94	Thomas Built	268	(THMS)
69-054	Mini-Cooper	252		49	Toyota	244	(TOYT)
43	MG	229	(MG)	50	Triumph	246	(TRIU)
52	Mitsubishi	229	(MITS)	69-046	TVR	251	(TVR)
69-055	Morgan	252	(MORG)	98-808	UD	270	(UD)
69-041	Morris	251	(MORR)	98-908	Van Hool	271	
74	Moto-Guzzi	254	(MOGU)	77	Victory	255	(VCTY)
84	Navistar	261	(NAVI)	30	Volkswagen	247	(VOLK)
98-902	Neoplan	270	(NEOP)	51	Volvo	248	(VOLV)
35	Nissan	231	(NISS)	98-804	Western Star	270	(WSTR)
75	Norton	255	(NORT)	89	White/Autocar	266	(WHIT)
21	Oldsmobile	233	(OLDS)	89	White/GMC	266	(WHGM)
18	Opel	194	(OPEL)	02	Willys-Jeep	219	(AMER)
98-907	Orion	271	(ONTR)	76	Yamaha	255	(YAMA)
98-805	Oshkosh	270	(OSHK)	69-060	Yes	252	
29-398	Packard	250	(PACK)	57	Yugo	250	(YUGO)
29-003	Panoz	250	(PANZ)				
87	Peterbilt	265	(PTRB)				
44	Peugeot	234	(PEUG)				
09	Plymouth	235	(PLYM)				
22	Pontiac	237	(PONT)				
45	Porsche	238	(PORS)				
69-049	Reliant (British)	251	(RELA)				
46	Renault	239	(RENA)				

* **Reference:** Code Manual, Fifth Educational National Crime Information Center U.S. Department of Justice, Federal Bureau of Investigation Section 4 – Vehicle Make Codes

NUMERICAL LISTING OF MAKES

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
01	American Motors	189	(AMER)	42	Mercedes-Benz	225	(MERZ)
02	Jeep	219	(AMER)	43	MG	229	(MG)
02	Kaiser-Jeep	219	(AMER)	44	Peugeot	234	(PEUG)
02	Willys-Jeep	219	(AMER)	45	Porsche	238	(PORS)
03	AM General	188	(AMGN)	46	Renault	239	(RENA)
06	Chrysler	199	(CHRY)	47	Saab	240	(SAA)
07	Dodge	202	(DODG)	48	Subaru	242	(SUBA)
08	Imperial	216	(CHRY)	49	Toyota	244	(TOYT)
09	Plymouth	235	(PLYM)	50	Triumph	246	(TRIU)
10	Eagle	205	(EGIL)	51	Volvo	248	(VOLV)
12	Ford	206	(FORD)	52	Mitsubishi	229	(MITS)
13	Lincoln	223	(LINC)	53	Suzuki	243	(SUZI)
14	Mercury	227	(MERC)	54	Acura	187	(ACUR)
18	Buick	193	(BUIC)	55	Hyundai	215	(HYUN)
18	Opel	194	(OPEL)	56	Merkur	229	(MERK)
19	Cadillac	195	(CADI)	57	Yugo	250	(YUGO)
20	Chevrolet	196	(CHEV)	58	Infiniti	216	(INFI)
21	Oldsmobile	233	(OLDS)	59	Lexus	222	(LEXS)
22	Pontiac	237	(PONT)	60	Daihatsu	201	(DAIH)
23	GMC	210	(GMC)	61	Sterling	241	(STLG)
24	Saturn	240	(STRN)	62	Land Rover	221	(LNDR)
25	Grumman	212	(GRUM)	63	Kia	220	(KIA)
30	Volkswagen	247	(VOLK)	64	Daewoo	201	(DAEW)
31	Alfa Romeo	187	(ALFA)	65	Smart	241	
32	Audi	190	(AUDI)	*66*	*Mahindra*	*223*	
33	Austin/Austin Healey	191	(AUST)	70	BSA	253	(BSA)
34	BMW	192	(BMW)	71	Ducati	253	(DUCA)
35	Datsun	231	(DATS)	72	Harley-Davidson	253	(HD)
35	Nissan	231	(NISS)	73	Kawasaki	254	(KAWK)
36	Fiat	206	(FIAT)	74	Moto-Guzzi	254	(MOGU)
37	Honda	213	(HOND)	75	Norton	255	(NORT)
38	Isuzu	217	(ISU)	76	Yamaha	255	(YAMA)
39	Jaguar	219	(JAGU)	77	Victory	255	(VCTY)
40	Lancia	221	(LNCI)	80	Brockway	257	(BROC)
41	Mazda	224	(MAZD)				

FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*	FARS MAKE CODE	MAKE	MAKE/ MODEL TABLE PAGE #	NCIC CODE*
81	Diamond Reo or Reo	258	(DIAR)	69-044	Simca	251	(SIM)
				69-045	Sunbeam	251	(SUNB)
82	Freightliner	259	(FRHT)	69-046	TVR	251	(TVR)
83	FWD	260	(FWD)	69-048	Desta	251	
84	International Harvester	261	(INTL)	69-049	Reliant (British)	251	(RELA)
				69-052	Bertone	251	(BERO)
84	Navistar	261	(NAVI)	69-053	Lada	251	(LADA)
85	Kenworth	262	(KW)	69-054	Mini-Cooper	252	
86	Mack	263	(MACK)	69-055	Morgan	252	(MORG)
87	Peterbilt	265	(PTRB)	69-056	Maybach	252	(MAYB)
88	Iveco/Magirus	264	(IVEC)	69-057	Spyker	252	
89	White/Autocar	266	(WHIT)	69-058	Koenigsegg	252	
89	White/GMC	266	(WHGM)	69-059	Tesla	252	
90	Bluebird	267	(BLUI)	69-060	Yes	252	
91	Eagle Coach	267		*69-062*	*Caterham*	*252*	
92	Gillig	268		*69-063*	*McLaren*	*252*	
93	MCI	268	(MCIN)	69-398	Fisker	252	
94	Thomas Built	268	(THMS)	69-398	Gazelle	252	(GZL)
29-001	Avanti	250	(AVTI)	69-398	Singer	252	(SIN)
29-001	Studabaker	250	(STU)	*98-301*	*Think*	*269*	
29-002	Checker	250	(CHEC)	*98-302*	*Meyers Motors*	*269*	
29-003	Panoz	250	(PANZ)	98-802	Auto-Union- DKW	270	(AUTU)
29-004	Saleen	250					
29-398	Desoto	250	(DESO)	98-803	Divco	270	(DIVC)
29-398	Excaliber	250	(EXCL)	98-804	Western Star	270	(WSTR)
29-398	Hudson	250	(HUDS)	98-805	Oshkosh	270	(OSHK)
29-398	Packard	250	(PACK)	98-806	Hino	270	(HINO)
29-398	Stutz	250	(STUZ)	98-807	Scania	270	(SCAN)
69-031	Aston Martin	250	(ASTO)	98-808	UD	270	(UD)
69-032	Bricklin	250	(BRIC)	98-809	Sterling	270	(STLG)
69-033	Citroen	250	(CITR)	98-902	Neoplan	270	(NEOP)
69-034	DeLorean	250	(DELO)	98-903	Carpenter	270	
69-035	Ferrari	251	(FERR)	98-904	Collins Bus	270	
69-036	Hillman	251	(HILL)	98-905	DINA	270	(DINA)
69-037	Jensen	251	(JENS)	98-906	Mid Bus	270	
69-038	Lamborghini	251	(LAMO)	98-907	Orion	271	(ONTR)
69-039	Lotus	251	(LOTU)	98-908	Van Hool	271	
69-040	Maserati	251	(MASE)				
69-041	Morris	251	(MORR)				
69-042	Bentley	251	(BENT)				
69-042	Rolls Royce	251	(ROL)				

* **Reference:** Code Manual, Fifth Educational National Crime Information Center U.S. Department of Justice, Federal Bureau of Investigation Section 4 – Vehicle Make Codes

PASSENGER CARS

MAKE:	Acura	(54)		(ACUR)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Integra	GS, LS, RS, GS-R, Type R	1986-2001, 9999	03-05,07,09
032	Legend	L, LS, GS, Special Edition, GS-R	1986-95,9999	02,04,08, *09*
033	NSX	NSX-T	1991-2005, *2011*, 9999	02
034	Vigor		1992-94,9999	04
035	TL	3.2, 3.7, SH-AWD	1996-*2011*, 9999	04
036	RL	3.5, 3.7	1996-*2011*, 9999	04
037	CL	2.2, 2.3, 3.0, 3.2, Type S	1997-2003, 9999	02
038	RSX	2.0, Type S	2002-06,9999	03
039	TSX	2.4, 3.5, Hybrid	2004-*11*,9999	04, *06, 09*
040	ZDX	3.7, SH-AWD	2010-*11,9999*	*05*
398	Other (automobile)		1986-*2011*, 9999	02-05,07-09
399	Unknown (automobile)		1986-*2011*, 9999	02-05,07-09
LIGHT TRUCKS				
401	SLX		1996-2000, 9999	14
402	RDX	2.3, SH-AWD	2007-*11*,9999	14
421	MDX		2001-*11*,9999	15
499	Unknown (light truck)		1996-*2011*, 9999	19
999	Unknown (ACURA)		1986-*2011*, 9999	49

MAKE:	Alfa Romeo	(31)		(ALFA)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Spider (Spyder)	Roadsters, Veloce, Quadrifoglio, Duetto, Graduate, 1600/1750/1900/ 2000 roadsters, Giulia, Giulietta, Giulietta Veloce, Tipo	1933-94,9999	01-02,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
032	Sports Sedan	4-door sedans (except 164); Milano, Giulietta, Super, Berlina, Alfetta, Giulia 1750/1900/2000/2600 sedans, Alpha 90	1933-89,9999	04
033	Sprint/Special	2-door coupes; Alfetta GT, Monteal, 1750/1900/2000/ 2600 GTV, Sprint GT, GT Veloce, Giulia, Giulietta, Super, GTA, GTV, GTZ, TZ2	1933-80,9999	02
034	GTV-6		1981-86,9999	02
035	164 (Alpha 164)	LS, Q, Quadrifoglio	1990-95,9999	04
036	8c	Competizione, Spyder	2009-*11,9999*	01, 03, *09*
398	Other (automobile)	Alfa, Montreal	1933-95, 2009-*11*,9999	01-04,08-09
399	Unknown (automobile)		1933-95, 2009-*11*,9999	01-04,08-09

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	Dispatcher	Post Office (Jeep)	1965-94,9999	14
402	Hummer	H3 (Base, Luxury, Adventure*,* Limited Edition), x, Alpha	2006-*11*,9999	14
421	Hummer (SUV from 1993-2003; see 431 for 2004 on) (for Pickup, see model 481)	Slantback-HMSB, H1, H2	1993-2003, 9999	15
431	Hummer (2004 on; see model 421 for 1993-2003)	H1 (Base, Luxury, Adventure), H2 (Base, Luxury, Adventure), Limousine	2004-*11*,9999	16
466	Dispatcher	DJ-series-Post Office Van	1965-91,9999	22
481	Hummer (Pickup) (for SUV see model 421 for 1993-2003; see 431 for 2004 on)	H1, H2 (Base, Luxury, Adventure, Limited Edition), Alpha	2002-*11*,9999	31
482	Hummer	H3T (Adventure, Luxury, Alpha)	2009-*11*,9999	31
498	Other (light truck)		1940-*2011*, 9999	14-16,19,22,31-33, 39-42, 45, 48
499	Unknown (light truck)		1940-*2011*, 9999	14-16,19,22,31-33, 39-42, 45, 48-49

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
884	Medium/Heavy Truck	Military off-road	1965-*2011*, 9999	60-64,71-72,78
898	Other (medium/heavy truck)		1965-94,9999	60-64,71-72,78
BUSES				
983	Bus: Rear engine, Flat front	Transit	1965-94,9999	52
988	Other (bus)		1965-94,9999	50-52,58-59
989	Unknown Bus Type		1965-94,9999	50-52,58-59
998	Other (vehicle)		1965-94,9999	91-93,97
999	Unknown (AM GENERAL)		1965-*2011*, 9999	49,79,99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Rambler American	Rogue, 220, 330, 440, 440-H, Scrambler Deluxe, Custom, Super, Classic, Brougham, SC	1954-69,9999	01-02,04,06, 08-09
002	Rebel	*Mariner, Briarcliff, Westerner, The Machine, SST, 550, Grant, King*	1967-70,9999	01-02,04,06, 08-09
002	Matador	*Brougham, X, Oleg Cassini, Barcelona, Police, The Machine*	1971-78,9999	02, 04, 06, 08-09
002	Marlin	*Black, Radar, Tahiti, Marlin II*	1965-67,9999	02,08-09
003	Ambassador	800, 880, 990, SST, DPL, Brougham, DDL, Limited	1958-74,9999	02,04,06,08-09
004	Pacer	D/L, X, Limited	1975-80,9999	02-03,06,09
005	AMX	(2-seater only)	1968-70,9999	02-03,09
006	Javelin	SST, AMX (1971-1974)	1968-74,9999	02-03,09
007	Hornet	SST, Sportabout, AMX D/L, SC-360, *Gucci Edition, Levi Trim Package, X*	1970-77,9999	02-04,06,08-09
007	Concord	AMX Limited, D/L, *Levi Trim, Sport, Base, Sundancer*	1978-83,9999	01-04, 06, 08-09
008	Gremlin	*Base,* X, *Levi Trim, GT, AMX*	1970-78,9999	03, 09
008	Spirit	*GT, AMX, D/L, SST*	1979-83,9999	02-03,09
009	Eagle	*Sport, Series 30, Sundancer, Limited*	1980-88,9999	01-04,06,08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
010	Eagle SX-4	*50 Series, Kammback, Sport*	1981-84,9999	02-03,09
398	Other (automobile)		1940-88,9999	01-04,06,08-09
399	Unknown (automobile)		1940-88,9999	01-04,06,08-09

* NOTE: Alliance, Encore, Premier (including L, DL, and Limited) is coded under Renault (46).

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Super 90		1966-72,9999	02,04,06,08-09
032	100	S, CS, LS, GL, Quattro (1989-on)	1970-77; 1989-94,9999	02,04,06,08-09
033	Fox		1973-79,9999	02,04,06,08-09
034	4000	Quattro, Coupe, Coupe GT, CS, S	1980-93,9999	02,04,08-*09*
035	5000	Quattro, CS, S, CS Turbo Quattro, T	1978-93,9999	04,06,09
036	80/90	Quattro, Coupe Quattro	1988-95,9999	04
037	200	Turbo Quattro	1989-92,9999	04,06,09
038	V-8 Quattro	100 series	1990-94,9999	04
039	Coupe Quattro	4000 series	1990-91,9999	02-03,09
040	S4/S6	Quattro, Avant Quattro (Wagon), 3.0, 4.2 Saloon, Avant (2.7), RS4, Special Edition, V10, 5.6, 5.2	1992-95; 2000-*11*,9999	01,04,06,09
041	Cabriolet (1994-1998)		1994-98,9999	01
042	A6	Avant Quattro Wagon (3.0L, 3.0T), Quattro (2.7T, 4.2), FrontTrak (2.8, 3.0L), RS6, 3.2, S Line, 3.0T, (Premium, Premium Plus, Prestige)	1995-*2011*, 9999	04,06,09
043	A4	Avant Wagon (1.8T, 2.0T, 2.8, 3.0, 3.2), Avant Quattro Wagon, FrontTrak (1.8, 2.8, 3.0),Quattro (1.8T, 2.0T, 3.0, 3.2), Special Edition, S Line, (Premium, Premium Plus, Prestige)	1996-*2011*, 9999	01,04,06,09
044	A8	4.2 Quattro, L, W12	1997-*2011* 9999	04

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
045	TT/*TTS*	FWD, Quattro AWD, 180, 225 Quattro Roadster, FrontTrak (180), 1.8L, 2.0, 3.2L, S Line, RS (Premium, Premium Plus, Prestige)	2000-*11*,9999	01-03, 09
046	S8	4.2 Quattro, 5.2	2001-03; 2007-09, 9999	02,04, *09*
047	Allroad	QuattroWagon, 2.7T, 4.2	2001-05,9999	06
048	A3	2.0T/FSI, 3.2 S Line (Premium, Premium Plus), *TDI*	2006-*11*,9999	05
049	A5	2.0, *2.0T,* 3.2, (Premium, Premium Plus, Prestige)	2008-*11*,9999	01, 02, *09*
050	R8	4.2, 5.2, *Spyder*	2008-*11*,9999	01, 02, *09*
051	A7		2008-10,9999	04
052	S5	4.2, *3.0* (Premium Plus, Prestige)	2008-*11*,9999	01, 02*, 09*
053	A2		2009	05
054	RS5		2010	02
398	Other (automobile)		1970-*2011*, 9999	01-06, 08-09
399	Unknown (automobile)		1970-*2011*, 9999	01-06, 08-09
LIGHT TRUCKS				
401	Q7	3.6/4.2 Premium, Hybrid*, 3.0T, TDI, S Line, Premium Plus, Prestige*	2007-*11*,9999	14
402	Q5	*2.0T,* 3.2*, Premium, Premium Plus, Prestige*	2008-*11*,9999	14
403	*Q3*	*S Line*	*2012*	*14*
499	Unknown (light truck)		2007-*12*,9999	14
999	Unknown (AUDI)		1966-*2012*, 9999	49, 99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Marina	GT	1973-75,9999	01-04,08-09
032	America		1968-72,9999	02
033	Healey Sprite	Mark II, MKIV/Princess (Special Order)	1958-70,9999	01,04, 09
034	Healey 100/3000	M, S, Mark III	1953-67,9999	01
035	Mini/Mini Cooper/Mini Moke	850, S	1960-69,9999	01-02,06,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
398	Other (automobile)	A35, A40, Westminster, Cambridge, Somerset, Seven, Hereford, Sports, Sheerline, Atlantic, Countryman, Dorset, Devon	1947-75,9999	01-04,06,08-09
399	Unknown (automobile)		1947-75,9999	01-04,06,08-09

MAKE:	BMW	(34)		(BMW)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	1600/1800/2000/2002	Ti, Tii, Tilux, TR, CS, 1600-2, SA, Turbo, A, 1500, 2600, 501, 502	1955-76,9999	01-04,08-09
032	Coupe (before 1975)	2800CS, 3.0CS, 3.0csi, 3.0csl, 3200, 503, 507, M1, 1802, 2000c/cs, 2002	1956-76,9999	01-03,09
033	Bavarian Sedan	2500, 2800, 2.8 Barvarian	1969-74,9999	04
034	3-series	3.0s/si, 318i/is/ti/ic, 320i, 323iS/iC/i/Ci,325e/es/i/iS/ii/ C/Ci/Cic/xi/iT/xiT, Sport Wagon (iT/xiT), 328i/iS/ti/ iC/Ci/xi, xDrive, 330i/Ci/ Cic/xi, 335i/*is/*xi/d, xDrive, M3	1971-***2011***, 9999	01-04,06,08-09
035	5-series	524i,525i/xi,528i/iT/xi, xDrive, 530i/iT/xi,533i, 535i/xi,xDrive, 550i 540/i/iA/iT, TD Sport Wagon,525i/iT, (wagon 1992-93), M5, 545i, 550i/***ix***, ***Gran Turismo***	1975-***2011***, 9999	04,05,06,09
036	6-series	630, 633, 635, csi, M6, L6, 645Ci, 650i, Neiman Marcus Edition	1976-89, 2004-***12***,9999	01, 02, ***09***
037	7-series	733i, 735i, L7, 740i/L/iL/iA /Li Protection,750 i/iL/Li/ ***ix*** Protection,745i/Li,760i/Li, Alpina B7, Individual	1978-***2011***, 9999	04
038	8-series	840Ci/cia, 850i/iS/Ci/Cia	1991-97,9999	02
039	Z3	2.3/2.8/2.5i/3.0i Roadster, MRoadster, MCoupe, 2.8/3.0i Coupe	1996-2003, 9999	01-03, 09
040	Z8		2000-03,9999	01
041	V5		2007-08,9999	06
042	Z4	2.5i, 3.0i/si, ***35i/is,*** Z4M***/s***	2003-***11***,9999	01***, 02, 09***

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
043	1-Series	128i, 135i	2008-*11,*9999	01, 02, *09*
044	X6	35i, 50i, ActiveHybrid, M	2008-*11,*9999	05
398	Other (automobile)		1955-*2012,* 9999	01-04,06,08-09
399	Unknown (automobile)		1955-*2012,* 9999	01-04,06,08-09
LIGHT TRUCKS				
401	X5	3.0i/si, 4.0is, 4.4i, 4.6is, 4.8is, M, 35d, ***Premium, 35i, 50i, Sport Activity***	2000-*11,*9999	14
402	X3	2.5i, 3.0i/xDrive, 4.8is, ***M Sports Package***	2004-*11,*9999	14
403	***X1***		***2012***	***14***
499	Unknown (light truck)		2000-*12,*9999	14
MOTORCYCLES				
703	125-349cc		1948-66,9999	80
705	450-749cc		1950-2003; 2006-*11,*9999	80
706	750cc and over		1969-*2011,* 9999	80
709	Unknown cc		1948-*2011,* 9999	80
999	Unknown (BMW)		1948-*2012,* 9999	99

MAKE:	Buick	(18)		(BUIC)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Special/Skylark	GS (350, 400, 455), Deluxe GS California, Sport Wagon, Custom Roadmaster (1946-59), Skylark Edition	1946-73, 9999	01-02,04,06, 08-09
002	LeSabre/Centurion/ Wildcat	Estate Wagon, Invicta, Custom, Limited, T-Type, Ltd, C.M.I, LE, Celebration Edition, Best Seller	1959-2005, 9999	01-02,04,06, 08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
003	Electra/Electra 225/Park Avenue (1991-on)	Limited, Park Avenue, Ultra, Base, Prestige, SE	1959-2005, 9999	01-02,04,06, 08-09
004	Roadmaster	Estate Wagon, Limited	1991-96,9999	04,06,09
005	Riviera	S-Type, T-Type, Coupe Anniversrary Edition, Silver Arrow	1963-93; 1995-99,9999	01-02,09
007	Century	Luxus, T-Type, FWD (82-on), Custom, Regal (72-77), Limited, LE, SE, Base, *Special*	1954-2005, 9999	01-02,04,06, 08-09
008	Apollo/Skylark	Skylark (75), S/R	1973-76,9999	02-04,08-09
010	Regal (RWD only)	Turbo, Luxus, Grand National GNX, T-Type	1978-88,9999	02,04,06,08-09
012	Skyhawk	S-Type, Roadhawk, T-Type, GT	1975-80; 1982-89,9999	02-04,06,08-09
015	Skylark (76-85)	S/R, S, Limited, Sport, T-Type	1975-85,9999	02-04,08-09
018	Somerset/Skylark	Skylark (86-on), Sommerset, GS, Regal, Custom, Limited, T-Type	1985-98,9999	02,04,08-*09*
019	*Regal (2011 on)*	*GS, CXL, Turbo*	*2011*	*04*
020	Regal (FWD)	Limited, Custom, Gold, Grand Sport GS, LS, Sport	1987-2004, 9999	02,04,08-*09*
021	Reatta		1988-91,9999	01-02,09
022	LaCrosse	CX, CXL (FWD/AWD), CXS, Super	2005-*11*,9999	04
023	Lucerne	CX, CXL V6, CXL V8, CXS, Super, Special Edition	2006-*11*,9999	04
024	Enclave	CX, CXL (FWD/AWD)	2008-*11*,9999	06
031	Opel Kadett		1965-72,9999	02,04,06,08-09
032	Opel Manta	1900, Luxus, Ralley, Sports Coupe	1966-75,9999	02,04,06,08-09
033	Opel GT		1969-75,9999	02
034	Opel Isuzu	Deluxe, Sport	1976-79,9999	02,04,08-*09*
398	Other (automobile)		1965-*2011*, 9999	01-04,06,08-09
399	Unknown (automobile)		1950-*2011*, 9999	01-04,06,08-09
LIGHT TRUCKS				
401	Rendezvous	CX, CXL, Ultra, Plus	2002-07,9999	14
402	Rainier	CXL, CXL Plus	2004-07,9999	14
441	Terraza	CX, CXL	2005-07,9999	20
499	Unknown (light truck)		2002-07,9999	14, 20
999	Unknown (BUICK)		1946-*2011*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
003	Deville/Fleetwood (except Limousine)	Coupe de Ville, Sedan de Ville, Fleetwood Brougham, Fleetwood 60 Special, d'Elegance, Concours, DHS, DTS	1940-2005, 9999	01-02,04,08-09
004	Limousine	Fleetwood 75, Formal, Deville-based, DTS	1940-*2011*, 9999	12
005	Eldorado	Biarritz, El-doro, Touring Coupe, ESC, ETC	1967-2003, 9999	01-02,09
006	Commercial Series	Ambulance/Hearse, Professional	1940-*2011*, 9999	09-12
009	Allante'		1987-93,9999	01-02,09
014	Seville	Elegante, STS, SLS	1976-2004, 9999	04
016	Cimarron	D'Oro	1982-88,9999	04
017	Catera	Sport	1997-2001, 9999	04
018	CTS/CTC	Luxury, Luxury Sport, V-Series, 2.8L, 3.0L, 3.6L, 6.2L Supercharged, Premium, Performance	2003-*11*,9999	02,04,06,09
019	XLR	Neiman Marcus Edition, V-Series, Standard, Plantinum	2004-09,9999	01
020	SRX	V6, V8, Sports Package, 2.8L Turbo, 3.0L, Luxury, Performance, Premium	2004-*11*,9999	06
021	STS	V6, V8, V-Series, Luxury, Premium, Standard, Platinum, 3.6L	2005-*11*,9999	04
022	DTS	Luxury I, II, III, V8, 3.6L, Performance, Platinum	2006-*11*,9999	04
398	Other (automobile)		1965-*2011*, 9999	01-02,04,06, 08-09,12
399	Unknown (automobile)		1950-*2011*, 9999	01-02,04,06, 08-09,12
LIGHT TRUCKS				
421	Escalade/ESV (from 2004 on; see 431 for 2003)	4WD, 2WD, Standard, Platinum, Limousine, Hybrid, Luxury, Premium	1999-2000; 2002-*11*,9999	15
431	Escalade ESV (2003 only)	Luxury, Premium, Platinum	2003, 9999	16
480	Escalade EXT (from 2002 -2006; for 2007 on see 481)	4WD, 2WD	2002-06,9999	31

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
481	Escalade EXT (from 2007 on; see 480 for 2002-2006)	4WD, 2WD, ***Luxury, Premium***	2007-***11,*** 9999	31
499	Unknown (light truck)		1999-2000; 2002-***11***,9999	***19, 39,*** 49
999	Unknown (CADILLAC)		1940-***2011***, 9999	49

MAKE: **Chevrolet** **(20)** **(CHEV)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Chevelle/Malibu (thru '83)	Classic, Councours, Laguna**, S-3, Greenbriar, Estate, 300, SS-396/454, Deluxe	1963-83,9999	01-02,04,06, 08-09
002	Impala/Caprice	Biscayne, Belair, Super Sport, Classic, Classic Brougham, Townsman, Brookwood, Kingswood, LS, LT, LTZ, Sport, SS**,** Luxury	1955-96; 2000-***11***,9999	01-02,04,06, 08-09
004	Corvette	Stingray, C5, Z06, Z06-R 50th Anniversary Edition, Commemorative Edition, Indy Pace Car, ZR1, Grand Sport	1953-82; 1984-***2011***, 9999	01-03,09
006	Corvair	Monza, Corsa, 500, Yenko	1960-69,9999	01-02,04,06, 08-09
007	El Camino	Royal Knight, SS	1958-94,9999	10
008	Nova (-'79)	Chevy II, LN, LE, Concours, SS-350/396, Rally	1962-79,9999	01-04,06,09
009	Camaro	SS, RS, LT, Berlinetta, Iroc-Z, Z28, LS, LT	1967-2002, 2010-***11***, 9999	01-03,09
010	Monte Carlo (thru '88)	LS, SS, Aerocoupe, Landau, Z34	1970-88,9999	02
011	Vega	GT, Cosworth	1971-77,9999	02-04,06,08-09
012	Monza	Spyder, 2 + 2, Towne Coupe	1974-80,9999	02-04,06,08-09
013	Chevette	S, Scooter, CS	1976-87,9999	03-05,07,09
015	Citation	X-11, Citation II	1980-85,9999	02-05,07,09
016	Cavalier	CS, RS, Z24, LS, Sport, Special Value Package	1982-2005, 9999	01-04,06,08-09
017	Celebrity	CS, Eurosport, VR	1982-90,9999	02,04,06,08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
019	Beretta/Corsica	GT, GTZ, LT, LTZ, PX, QX, KX, LX, MX, Z26	1982-96,9999	02,04-05,08-09
020	Lumina	Z-34, Euro, LTZ, LS	1990-2001, 9999	02,04,06,08-09
022	Cobalt	LS, LT, LTZ, SS, SS, Base Supercharged, Sport, VL	2005-10,9999	02,04, *09*
023	HHR	LS, 1LT, 2LT, SS, Panel	2006-*11*,9999	06
024	Traverse	LS, LT, LTZ	2009-*11*,9999	06
025	*Cruze*	*LS, LT, LTZ, ECO*	*2011*	*02, 04, 09*
026	*Volt*		*2011*	*05*
027	*Caprice PPV*		*2011*	*04*
031	Spectrum		1985-89,9999	02-05,08-09
032	Nova/Geo Prism/Prism	CL, NUMMI-built vehicles, LSi	1985-2002, 9999	02-05,07-09
033	Sprint/Geo Sprint	(Cultus - foreign)	1985-89,9999	03,05,07, *09*
034	Geo Metro/Metro	Lsi, Xfi	1989-2001, 9999	01,03-05,07,09
035	Geo Storm	Gsi	1985-93,9999	02-03,09
036	Monte Carlo (1995 on)	FWD, LS, Z34, LS, LT, LTZ, SS, Sport Edition	1995-2007, 9999	02
037	Malibu/Malibu Maxx	Base, LS, LT, LTZ, SS, Hybrid	1997-*2011*, 9999	04-06, *09*
038	SSR	Signature Series, LS, LS5, 1SS, 2SS, 3SS	2004-06,9999	10
039	Aveo/Aveo 5	Base, LS, LT, Special Value	2004-*11*,9999	04-05, *09*
398	Other (automobile)	Fleetmaster, Fleetline, Styline Special, One-fifty, Bel-Air, Del Ray, Biscayne	1930-*2011*, 9999	01-11
399	Unknown (automobile)		1930-*2011*, 9999	01-11

**Nomad, Malibu , Laguna and other similar terms may be used on all models as a reflection of trim type.

LIGHT TRUCKS

Model	Codes	Includes	Model Years	Body Types
401	S-10 Blazer/TrailBlazer (2002 only; for 2003 on, see 403)	S-10 p/u based,LS,LT,ZR2 TrailBlazer, Xtreme, ZR2, LS, LT, LTZ, EXT	1982-2005, 9999	14
402	Geo Tracker/Tracker	Lsi, LT, ZR2	1989-2004, 9999	14
403	TrailBlazer (from 2003 on; for 2002, see 401)	LS, LT, LTZ, North Face Edition, EXT, SS (LS/LT)	2003-09,9999	14
404	Equinox	LS, LT, LTZ, Sport	2005-*11*,9999	14

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
421	Fullsize Blazer/Tahoe	K-series, fullsized p/u based, LS, LT, LTD, LTZ, 4WD, Z71, Hybrid	1969-*2011*, 9999	15
422	Suburban (from 2004 on; see 431 for 1950-2003)	LS, LT, LTZ, Z71	2004-*11*,9999	15
431	Suburban (from 1950-2003;see 422 for 2004 on)	all models (C1500/2500, K1500/2500), LS, LT, Z71	1950-2003, 9999	16
441	Astro Van	Minivan, Cargo, Passenger, LT, LS, Conversion	1985-2005, 9999	20
442	Lumina APV	Minivan, MPV	1990-96,9999	20
443	Venture	Cargo, Passenger, Plus, LS, LT, Value, Value Plus, Extended, W. B. Edition, Entertainer	1997-2005, 9999	20
444	Uplander	Base, LS, LT, LT(AWD), LT Entertainer	2005-08,9999	20
461	G-series van	Beauville,Chevy Van, Sport Van, G10-G30, Express, G1500/2500/3500, LT, LS	1957-*2011*, 9999	21-22,28-29
466	P-series van		1965-99,9999	22,28-29
470	Van derivative	Parcel Van, Hi-cube	1965-*2011*, 9999	28-29
471	S-10/T-10 Pickup	4 x 4, Fleetside, Extended, Crew, LS, S-10, Xtreme, ZR2, ZR5, electric pickup*	1982-2005, 9999	30,32,40,42
472	LUV	Imported pickup	1972-91,9999	30,32,40,42
473	Colorado	Z71, Z85, Sport, LS, LT, Work, Value	2004-*11*,9999	30
481	C, K, R, V-Series pickup/Silverado	C10-C30, K10-K30, R10-R30, V10-V30, Silverado: 1500 (C-K, HD), 2500 (C-K, HD), 3500 (CK), ST, LS, LT, Z71, Fleetside, Sportside, CrewCab, SS, Hybrid, LTZ, WT	1940-*2011*, 9999	31-32,39-40,42
482	Avalanche	1500/2500 Premium, North Face Edition, Z71, Z66, LS, LT, LTZ	2002-*11*,9999	31
498	Other (light truck)		1940-*2011*, 9999	14-16,19-22, 28-32, 39-40,42, 45,48
499	Unknown (light truck)		1932-*2011*, 9999	14-16,19-22, 28-32,39-40,42, 45, 48-49

* Electric Vehicle, Be sure to code Related Factors-Vehicle Level, Code "36"

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck-based	1949-*2011*, 9999	65,73
MEDIUM/HEAVY TRUCKS				
870	*Medium/Heavy Van-Based Vehicle*	*Express 3500/4500*	*1957-2011, 9999*	*55, 61-64*
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)		1953-*2011*, 9999	67
881	Medium/Heavy – CBE	C50/60/65; M60/65; H70/80/90; J70/80/90; Bison 90; Kodiak (C4500) all other CBE	1955-*2011*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	T60/65, all other COE low entry	1960-*2011*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	Titan 90, all other COE high entry	1971-80,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1951-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2011*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1949-*2011*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	S-60 series	1967-*2011*, 9999	50-52,58-59
988	Other (bus)		1965-*2011*, 9999	50-52,58-59
998	Other (vehicle)		1934-*2011*, 9999	91-93,97
999	Unknown (CHEVROLET)		1933-*2011*, 9999	49,79,99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
009	Cordoba	Crown, 300, LS	1975-83,9999	02

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
010	New Yorker (thru 78)/ Newport/5th Avenue/ Imperial (1979-83) (excludes all FWD)	Town and Country, Brougham, Custom, Royal, 300 (thru 1971) Frank Sinatra editions (FS), Royal Limo, Windsor Wagon/ Ambulance	1946-89,9999	01-02,04,06, 08-09,11-12
014	New Yorker/E-Class/ Imperial (1990-93)/ Fifth Avenue	FWD vehicles, Turbo, Salon	1980-93,9999	02, 04, 08-*09*
015	Laser	Turbo, XE, XT	1984-86,9999	03
016	LeBaron	Premium, Salon (RWD), Landau, LX, Town and Country cars and wagon, Medallion, FWD except GTS or GTC Sport Coupe	1977-94,9999	01-09
017	LeBaron GTS/GTC	GT, GTS-Turbo, GTC-Sport Coupe	1982-95,9999	01-09
018	*200*	*Limited, LX, Touring*	*2011*	*01, 04, 09*
031	TC (Maserati Sport)	Turbo Convertible	1988-91,9999	01-03,09
035	Conquest	TSI, Turbo	1987-89,9999	03
041	Concorde	LX, LXi, Limited	1993-2004, 9999	04
042	LHS	New Yorker (1994-on)	1994-97; 1999-2001, 9999	04
043	Sebring	JX, JXi, LX, LXi,GTC, TSi, Limited, Plus, Platinum, Touring, Signature Series	1995-2010, 9999	01-02,04,08-09
044	Cirrus	LX, LXi	1995-2000, 9999	04
050	Executive	Sedan and Limo	1983-87,9999	04,09,11-12
051	300M/300/300C	Special, Platinum, Touring, Limited, SRT, Signature Series, SRT8, LX, SRT, Heritage, Great American, Walter P. Chrysler Executive Series	1999-*2011*, 9999	04
052	PT Cruiser	Base, Touring, Limited, GT, Turbo, Dream Cruiser, Platinum, Series 4, Signature Series, Street Cruiser, Pacific Coast Highway, LX, Sunset Blvd.	2001-10,9999	01,06, *09*
053	Prowler (2002 on) (1997,1999-01 see Plymouth)	Roadster, Black Tie Edition	2002	01

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
054	Pacifica	Premium, Luxury, Touring, Signature Series, LX	2004-08,9999	06
055	Crossfire	Limited, SRT6, Standard	2004-08,9999	01-02,*09*
398	Other (automobile)		1946-*2011*, 9999	01-09,11-12
399	Unknown (automobile)		1946-*2011*, 9999	01-09,11-12
LIGHT TRUCKS				
421	Aspen	Limited, Signature, Hybrid	2007-09,9999	15
441	Town and Country	Minivan, SX, LX, LXi, Ltd., SWB, LWB, AWD, FWD, eL, eX, Touring, Platinum, Signature Series, *Limited*	1990-*2011*, 9999	20
442	Voyager (2000 on; 1984-00 see Plymouth)	Base, Popular, Value*,* LX, eC	2000-03,9999	20
499	Unknown (light truck)		1990-*2011*, 9999	15, 20, 29
999	Unknown (CHRYSLER)		1946-*2011*, 9999	49

MAKE:	Daewoo	(64)		(DAEW)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Lanos	S, SE, SX, Sport	1999-2002, 9999	03-04,09
032	Nubira	SX, CDX, SE	1999-2002, 9999	04-06,09
033	Leganza	SE, SX, CDX	1999-2002, 9999	04
398	Other (automobile)		1999-2002, 9999	03-07,09
399	Unknown (automobile)		1999-2002, 9999	03-07,09

MAKE:	Daihatsu	(60)		(DAIH)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Charade		1988-94,9999	03-04,09
LIGHT TRUCKS				
401	Rocky		1990-92,9999	14

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Dart	170, 270, Custom, GT, Swinger, Demon, 340, 360, Special, Sport, Special Edition	1960-76,9999	01-02,04,06, 08-09
002	Coronet/Magnum/ Charger (thru 1978)	Brougham, Custom, Superbee, 500, Crestwood, Deluxe, XE, R/T, 440, SE, Police	1964-79,9999	01-02,04,06, 08-09
003	Polara/Monaco/ Royal Monaco	Custom, Special, Police, Taxi, Crestwood, Brougham	1964-78,9999	01-02,04,06, 08-09
004	Viper	RT/10, GTS, ACR, SRT-10	1992-2010, 9999	01-02,09
005	Challenger	R/T, T/A, Rallye	1970-74,9999	01-02,09
006	Aspen	Custom, Special Edition, Police, R/T, Sport	1976-80,9999	02,04,06,08-09
007	Diplomat	Medallion, S, Salon, SE	1977-89,9999	02,04,06,08-09
008	Omni/Charger (1983 on)	024, DeTomaso, Miser, Charger 2.2, GLH, Custom, Shelby, GLHS, America, Expo, SE	1978-90,9999	03,05,07, *09*
009	Mirada		1980-83,9999	02
010	St Regis	Police, Taxi	1979-81,9999	04
011	Aries (K)	Custom, SE, LE	1981-89,9999	02,04,06,08-09
012	400	LS	1982-83,9999	01-02,04,08-09
013	Rampage (car-based pickup)	2.2, GT, Sport	1982-84,9999	10
014	600	ES, Turbo, SE	1983-88,9999	01-02,04,08-09
015	Daytona	Turbo Z, C/S Competition, Shelby Z/CSX, Pacifica, IROC R/T	1984-93,9999	03
016	Lancer	Pacifica, Turbo, ES, Shelby	1985-89,9999	02-09
017	Shadow	ES, Turbo, America	1987-94,9999	01-03,05,07,09
018	Dynasty		1988-93,9999	02,04,08-*09*
019	Spirit	ES, Shelby, R/T	1989-95,9999	01-02,04,08-09
020	Neon	Competition, Highline, SE, ES, ACR R/T, SRT-4, SXT	1995-2005, 9999	02,04,08-*09*
021	Magnum	SE, SXT, R/T, SRT8	2005-08,9999	06
024	Charger	Daytona, SRT8, R/T, SE, SXT, SuperBee, *3.5L, Rallye, Plus, Max, Road and Track*	2006-*11*,9999	04
025	Caliber	SE, SXT, R/T, SRT4, Sport, Heat, Mainstreet, Rush, *Uptown, Express*	2007-*11*,9999	05
026	Avenger	SE, SXT, R/T, Heat, Express	2008-*11*,9999	04

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
027	Journey	SE, SXT, R/T, Heat, Hero, Uptown, Express*, Crew, Mainstreet, Lux*	2009-*11*,9999	06
028	Challenger	SRT8, SE, R/T, Plum Crazy Edition, *Classic*	2008-*11*,9999	02
033	Challenger	all import	1978-83,9999	02
034	Colt (includes 2WD Vista)	GT, Custom, Carousel, Premier, Deluxe, E, DL, GTS, Turbo, RS	1974-94,9999	02-09
035	Conquest	Turbo	1984-89,9999	03
039	Stealth	RT, ES	1991-96,9999	02-03,09
040	Monaco		1990-92,9999	02,04,08-*09*
041	Intrepid	ES, R/T, S, SE, SXT	1993-2004, 9999	04
042	Avenger	ES	1995-2000, 9999	02
043	Stratus	ES, SE, R/T, Plus, SXT	1995-2007, 9999	02,04,08-*09*
398	Other (automobile)		1946-*2011*, 9999	01-10,12
399	Unknown (automobile)		1946-*2011*, 9999	01-10,12
LIGHT TRUCKS				
401	RaiderSport	Sport	1986-94,9999	14
402	Durango (1998-2003 only; see model 422 for 2004 on)	Sport, R/T, SLT, SXT, Plus	1998-2003, 9999	14
403	Nitro	SLT, SXT, R/T, SE, Heat, Detonator, Shock	2007-*11*,9999	14
421	Ramcharger		1974-93,9999	15
422	Durango (2004 on; see 402 for 1998-2003 models)	ST, SLT, Limited, SXT, Adventurer, Hybrid, *Express, Crew, LUX, Citadel*	2004-*11*,9999	15
441	Vista Van	4x4 (Only)	1984-91,9999	20
442	Caravan/Grand Caravan	Mini Ram Van, 112 & 19 WB, SE, ES, LE, Sport, EX, eC, eL, AWD, Sport, EPIC-elec* SXT, C/V, Special Edition, Cargo, *Hero*	1984-*2011*, 9999	20

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
461	B-Series Van/Ram Van/ Ram Wagon	Sportsman, Royal, Maxiwagon, Ram, B1500-B3500, Tradesman, Ram Maxivan (1500, 2500, 3500), Ram Wagon (1500, 2500, 3500) Conversion, Cargo Van (1500: van, non-maxi van, maxi van; 2500: non-maxi, maxi van; 3500: non-maxi), Dodge Wagon (1500, 2500, 3500)	1963-2003, 9999	21,28,40-42,48
462	Sprinter	Cargo, Passenger	2003-09,9999	21,28
470	Van Derivative	Kary Van, Parcel Van	1971-*2011*, 9999	28-29
471	D50, Colt pickup, Ram 50/Ram 100		1979-93,9999	30,32
472	Dakota	R/T, Limited Edition, Quad Cab, Club Cab, Plus, SLT, ST, SXT, Sport, Laramie, TRX, SE, Big Horn, Lone Star, TRX4	1987-*2011*, 9999	30-33,39,40
481	D, W-Series pickup	Custom, Royal, Ram, Miser, D100-D350, W100-W350	1955-93,9999	31-32,40,42
482	Ram Pickup	1500,2500,3500, Quad Cab, SLT, SLT+, ST, SRT-10, Laramie, Rumble Bee, Power Wagon, Daytona, TRX Off-Road, Sport,	1994-*2011*, 9999	31-32,40,42
498	Other (light truck)		1979-*2011*, 9999	14-15,19,20-22, 28-33,39-42,45, 48
499	Unknown (light truck)		1949-*2011*, 9999	14-15,19,20-22, 28-33,39-42,45, 48-49

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck-based	1952-*2011*, 9999	65,73
MEDIUM/HEAVY TRUCKS				
870	*Medium/Heavy Van-Based Vehicle*	*Sprinter*	*1971-2009, 9999*	*55, 61-64*

MAKE:	Dodge (Cont.)	(07)		(DODG)

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)		1953-***2011***, 9999	67
881	Medium/Heavy – CBE		1966-***2011***, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1967-77,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1967-77,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1962-***2011***, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-77,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1930-***2011***, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	(not van based)	1966-77,9999	50-52,58-59
988	Other (bus)		1965-77,9999	50-52,58-59
**Use code "981"(bus) if the frontal plane or the engine location is unknown.				
998	Other (vehicle)		1965-***2011***, 9999	91-93,97
999	Unknown (DODGE)		1952-***2011***, 9999	49,79,99

MAKE:	Eagle*	(10)		(EGIL)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
034	Summit (excludes wagon)	DL, LX, ES, ESi	1989-96,9999	02-04,08-09
037	Talon	FWD, Tsi, Tsi-FWD, Esi	1990-98,9999	02-03,09
040	Premier	LX, ES, ES Limited	1988-92,9999	02,04,08-***09***
041	Vision	Esi, Tsi	1993-97,9999	04
044	Medallion	DL, LX	1988-89,9999	04,06,09
045	Summit Wagon	FWD, AWD, DX, LX (Mitsubishi)	1992-96,9999	06
398	Other (automobile)		1988-98,9999	02-04,06,08-09
399	Unknown (automobile)		1988-98,9999	02-04,06,08-09
*Note: Eagle model listed under American Motors.				

MAKE:	Fiat	(36)		(FIAT)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	124 (Coupe/Sedan)	Sport	1967-75,9999	01-02,04,06, 08-09
032	124 Spider/Racer	Spider 2000/1500	1968-83,9999	01-02,09
033	Brava/131		1975-82,9999	02,04,06,08-09
034	850 (Coupe/Spider)		1967-73,9999	01-02,09
035	128		1972-79,9999	01-02,04,06, 08-09
036	X-1/9		1975-83,9999	01-02,09
037	Strada		1979-83,9999	03,05,07, *09*
038	*500*	*c, Abarath*	*2012*	*03*
398	Other (automobile)	600, 1100	1967-83, 9999	01-09
399	Unknown (automobile)		1967-83, 9999	01-09
MEDIUM/HEAVY TRUCKS				
882	Medium/Heavy – COE low entry		1967-83,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1967-83,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1967-83,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1967-83,9999	60-64,66, 71-72,78
998	Other (vehicle)		1967-83,9999	91-93,97
999	Unknown (FIAT)		1967-83,*2012,* 9999	99

MAKE:	Ford	(12)		(FORD)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Falcon	FuturaSprint, GT, Futura	1960-70,9999	02,04,06,08-09
002	Fairlane	Torino (1968-70), 500, Brougham	1955-70,9999	01-02,04,06, 08-09
003	Mustang/Mustang II	Mach(I), Boss, Grande, Cobra (SVT), Ghia, SVO, GT (Premium, Base, Cal Spec. Pkg.), LX, Shelby (GT500, GT500KR), Deluxe, Premium, Bullitt, V6 (Base, Premium, Pony)	1964-*2011*, 9999	01-03,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
004	Thunderbird (all sizes)	Landau, Heritage, Turbo coupe, Elan, Fila, Sport, LX, SC, Deluxe, Premium, Pacific Coast Edition, 50th Anniversary Edition	1955-98; 2002-05,9999	01-02,04,08-09
005	LTD II	S, Squire, Brougham	1977-79,9999	02,04,06,08-09
006	LTD/Custom/Galaxy (all sizes)	XL, Landau, Ranch Wagon, Country Squire, S, 500, Brougham, XL, GT	1963-86,9999	01-02,04,06, 08-09
007	Ranchero	Falcon/Fairlane based Torino/LTD II based	1960-79,9999	10
008	Maverick	Grabber	1969-78,9999	02,04,08-*09*
009	Pinto	Pony, MPG, ESS	1971-80,9999	02-03,06,09
010	Torino/Gran Torino/Elite	GT, Cobra, Sport, Squire, Brougham	1971-76,9999	01-02,04,06, 08-09
011	Granada	ESS, Ghia	1975-82,9999	02,04,06,08-09
012	Fairmont	Futura, Sport Coupe	1978-83,9999	02,04,06,08-09
013	Escort/EXP/ZX2	L, GL, GLX, SS, GT, LX, LXE, SE, ZX2, Deluxe, Preimium, Standard	1981-2003, 9999	02-09
015	Tempo	L, GL, GLX, Sport, 4X4	1984-94,9999	02,04,08-*09*
016	Crown Victoria	LX, LTD Crown Victoria, LX Sport	1981-*2011*, 9999	02,04,06,08-09
017	Taurus/Taurus X	MT-5, L, GL, LX, SHO, G, SE, SVG, SES, SEL, Limited, Eddie Bauer, *Police Interceptor*	1986-*2011*, 9999	04,06,09
018	Probe	GL, LX, GT	1988-97,9999	03
021	Five Hundred	SE, SEL, Limited	2005-07,9999	04
022	Freestyle	SE, SEL, Limited	2005-07,9999	06
023	Fusion	I4 S/SE/SEL, V6 SE/SEL*,* Sport, Hybrid	2006-*11*,9999	04
024	Edge	SE, SEL, SEL Plus, Limited*,* Sport	2007-*11*,9999	06
025	Flex	SE, SEL, Limited, *Titanium*	2009-*11*,9999	06
026	*City*		*2000-02, 9999*	*02, 04, 09*
031	English Ford	Cortina, Anglia, Zephyr/ Zodiac Mark III	1946-70,9999	02,04,06,08-09
032	Fiesta	Sport, Ghia, S, SE, SES, *SEL*	1978-80,*2011,* 9999	03, *04*, 05, *09*
033	Festiva	L, GL	1988-93,9999	03
034	Laser		1993-94,9999	02-03,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
035	Contour	Sport, LX, SE, SVT	1994-2001, 9999	04
036	Aspire		1994-97,9999	03,05,07, *09*
037	Focus	ZX3, LX, SE, ZTS, SVT, ZX4, ZX4, ST, ZX5, ZXW, S, SES, SEL*,* SE, *Titanium*	2000-*12,*9999	02-06,09
038	GT		2004-06,9999	01
398	Other (automobile)	Deluxe, Ford Six, Mainline, Crestline, Futura, Galaxie, Model A	1924-*2012*, 9999	01-11
399	Unknown (automobile)		1924-*2012*, 9999	01-11
LIGHT TRUCKS				
401	Bronco (thru 1977)/ Bronco II/Explorer/ Explorer Sport	Eddie Bauer, XL, XLT, Explorer, (1990 on) Eddie Bauer, Limited, XL, XLT, XLS, Explorer Sport (Value, Choice Premium), NBX, Adrenalin, Ironman, *Police Interceptor*	1966-77; 1983-*2011*, 9999	14
402	Escape	XLS (Value, Sport, V6 Choice/Premium), XLT (Choice, Premium, Sport), Hybrid (Base, Limited), No Boundaries, Limited	2001-*11*,9999	14
421	Bronco-fullsize (1978-on)	Eddie Bauer, Custom, XL, XLT	1978-96,9999	15
422	Expedition	EL, XLS, XLT (4x4,4x2), Eddie Bauer (4x4,4x2), NBX, Sport, NBX, Limited, King Ranch, Funk Master Flex Edition*, XL*	1996-*2011*, 9999	15
423	Excursion	XLT, Limited (LTD), Ultimate, Premium, XLS, Eddie Bauer	2000-05,9999	*16*
441	Aerostar	XLT, Cargo Van	1985-97,9999	20
442	Windstar	GL, LX, XLT, Splash, Cargo Limited, SE, SEL	1995-03,9999	20
443	Freestar	Base, LX, SE, S, SEL, SES, Limited	2004-07,9999	20
444	Transit Connect	XL, XLT*, Premium*	2010-*11, 9999*	20
461	E-Series Van/Econoline	Clubwagon (XL, XLT), Chateau, (XL,XLT), Parcel Van, Econoline Wagon E150 (XL/XLT); E350 XL/XLT), E250 (EXT), *Premium*	1960-*2011*, 9999	21-22,28,29

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
470	Van Derivative		1960-***2011***, 9999	28-29
471	Ranger	Supercab, 4x4, STX, SL, SLT, Splash, XL (Standard/ Super Cab), XLT, Tremor (Standard/Super Cab/Off-Road/FX4), Edge (Regular/ Super Cab), EV* (electric), Level II, Sport	1982-***2011***, 9999	30-32,40,42
473	Explorer Sport Trac	2WD/4WD, Value, Choice, Premium, XLS, XLT, Adrenalin, Limited	2001-***11***,9999	30
481	F-Series pickup	F100, F150-F350, (XL, XLT, Crew Cab, Super Cab, Regular Cab, Lariat, Super Duty, Flareside, Styleside, SVT Lightning, Fireside, Harley-Davidson Edition, King Ranch, SuperCrew, STX, Heritage Edition, Sport Edition, FX4, FX2), F450 (10,000 GVWR and under) (see model 880 for F450 >10,000 GVWR), Amarillo Package, Platinum, Cabela's, STX, SVT Raptor	1940-***2011***, 9999	31-32,39,40,42
498	Other (light truck)		1972-***2011***, 9999	14-16,20, 28-32,40-42, 45, 48
499	Unknown (light truck)		1928-***2011***, 9999	14-16,19-22, 28-32,39-42,45, 48-49

* Electric Vehicle, Be sure to code Related Factors-Vehicle Level, Code "36"

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck-based, F-550	1956-***2011***, 9999	65,73
MEDIUM/HEAVY TRUCKS				
870	*Medium/Heavy Van-Based Vehicle*	*Econoline E350, E450*	*1956-2011, 9999*	*55, 61-64*
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)	Super Duty 350, F450/550, Lariat	1953-***2011***, 9999	67

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
881	Medium/Heavy – CBE	F-5 thru F-8, L-series, FT-series, Super Duty F-Series: 450/550/650/750/800 (does not include pickup style)	1953-**2011**, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	C/CT series, LCF	1964-**2011**, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	C/CLT series, LCF	1967-**2011**, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1956-**2011**, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1956-**2011**, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-**2011**, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	B-series (not van based), **F Series**	1964-**2011**, 9999	50,52, 58-59
988	Other (bus)		1940-**2011**, 9999	50,52, 58-59
998	Other (vehicle)		1940-**2011**, 9999	91-93,97
999	Unknown (FORD)		1940-**2011**, 9999	49,79,99

** **Use code "981" (bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
007	Caballero		1965-87,9999	10
008	Acadia	SLE, SLT*,* Denali, SL	2007-**11**,9999	06
399	Unknown (automobile)		1965-**2011**, 9999	06, 10
LIGHT TRUCKS				
401	Jimmy/Typhoon/Envoy	S-15 based, (100.5 WB), T15, SLE, SL, SLS, SLT, XL, XUV, Denali	1983-2009, 9999	14
402	Terrain	SLE, SLT	2010-**11, 9999**	14
421	Fullsize Jimmy/Yukon	Fullsize pickup based, K5, K18, SL, SLE, SLT, SLS, Diamond Edition, Yukon Denali, Denali, Hybrid	1969-**2011**, 9999	15

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
422	Suburban/Yukon XL (2004 on; see 431 for 1950- 2003)	Yukon XL (Denali -1500- 2500), SLE, SLT, Hybrid	2004-*11*,9999	15
431	Suburban/Yukon XL (1950-2003 only; see 422 for 2004 on)	all models, SLE, C16, C26, K16, K26, C1500-2500, K1500-2500, Yukon XL (Denali -1500-2500)	1950-2003, 9999	16
441	Safari (Minivan)	SLT, SLX, SLE, M15, L15, SL	1985-2005, 9999	20
461	G-series van/Savana	Rally Van, Vandura, G15-G35, Savana (G1500-3500) SLT, Extended, SLE, LS, LT, Uplifter, WT	1965-*2011*, 9999	21-22,28-29
466	P-series van		1965-*2011*, 9999	22,28-29
470	Van derivative	Hicube, Magna Van, Value Van, Parcel Van	1965-*2011*, 9999	28-29
471	S15/T15/Sonoma	4 X 4, Syclone, SL, SLS, SLE, Extended/Crew Cab, ZR2, ZRX, ZR5	1982-2004, 9999	30,32,40,42
472	Canyon	Base, SLE, SL, SLT, Z71, Z85, Work Truck	2004-*11*, 9999	30
481	C, K, R, V-series pickup/ Sierra	Excluding Yukon, C15-C35, K15-K35, R15-R35, V15-V35, Sierra, C/K1500, 2500, 3500, Sportside, X81, SL, Special, SLE, Classic, Extended Cab, Denali, 1500HD/2500HD, C3, Hybrid, SLT, Work Truck, 5SA	1940-*2011*, 9999	31-32,39-40,42
498	Other (light truck)		1930-*2011*, 9999	14-16,20-22, 28-29, 40, 42, 45, 48
499	Unknown (light truck)		1951-*2011*, 9999	14-16,19-22, 28-29,39-40, 42,45,48-49
MOTOR HOME				
850	Motor Home		1950-*2011*, 9999	65,73
MEDIUM/HEAVY TRUCKS				
870	*Medium/Heavy Van-Based Vehicle*	*Savana 3500, 4500*	*1965-2011, 9999*	*55, 61-64*

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs)		1953-**2011**, 9999	67
881	Medium/Heavy – CBE	W5000/6000/7000 series, Kodiak Brigadier/General models, Top Kick	1967-**2011**, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	W6000/W7000, all other COE, low entry, W/WT Series	1968-**2011**, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	Astro 95, all other COE, high entry, T Series	1969-**2011**, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1948-**2011**, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1967-**2011**, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1930-**2011**, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	B6000	1950-**2011**, 9999	50-52,58-59
988	Other (bus)		1965-**2011**, 9999	50,58-59
998	Other (vehicle)		1965-**2011**, 9999	91-93,97
999	Unknown (GMC)		1940-**2011**, 9999	49,79,99

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	LLV	Postal vehicle	1987-2004, 9999	22
441	Step-in van	Multi-stop, step van	1987-2004, 9999	22
498	Other (light truck)		1987-2004, 9999	22
499	Unknown (light truck)		1987-2004, 9999	22

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1987-2004, 9999	60-64,66, 71-72,78
882	Medium/Heavy - COE low entry		1987-2004, 9999	60-64,66, 71-72,78
883	Medium/Heavy - COE high entry		1987-2004, 9999	60-64,66, 71-72,78
884	Medium/Heavy - engine location unknown		1987-2004, 9999	60-64,66, 71-72,78
890	Medium/Heavy - entry position unknown		1987-2004, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1987-2004, 9999	60-64,66, 71-72,78
BUSES				
983	Bus: Flat front, rear engine	Transit	1950-2004, 9999	50-52,58-59
988	Other (bus)		1950-2004, 9999	50-52,58-59
999	Unknown (GRUMMAN/GRUMMAN-OLSON)		1950-2004, 9999	79,99

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE: **Honda (Acura: See "54")** **(37)** **(HOND)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Civic/CRX, del Sol	1300, 1500, CVCC, DX, EX, VX, CX, FE, CRX, CRX Si, S, Si, HF, LX, 4WD Wagon, GX (NGV), HX, VTEC, VP, Si, Civic, Hybrid, Special Edition, EX-L, DX-VP, LX-S	1973-***2011***, 9999	02-09
032	Accord	LX (V-6, ULEV), LXI, DX, CVCC,SE-i,LX-i,V-6, SJE, SME, SMH, SMK, EX (Wagon, ULEV, V-6), SE (ULEV), Special Edition, Hybrid, Value Package, LX-S, LX-P, EX-L, Crosstour (EX, EX-L), Premium	1976-***2011***, 9999	02-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILE (Cont.)				
033	Prelude	S, Si, VTEC, SNF, SH, SE	1979-2001, 9999	02
034	600	Coupe, Sedan	1968-72,9999	02
035	S2000	Roadster, CR	2000-09, 9999	01
036	EV Plus*	*Electric vehicle (EV+)	1997-2000, 9999	03
037	Insight	*(Gasoline-Electric), MT/CVT*,* LX, EX	2000-06, *2011,* 9999	03,05, *09*
038	FCX	Hydrogen vehicle, Clarity	2004-*11*, 9999	03-05, *09*
039	Fit	Base, Sport	2006-*11*, 9999	05
041	CR-Z	*EX, Hybrid*	2010-*11*,9999	*03*
398	Other (automobile)		1968-*2011*, 9999	01-09
399	Unknown (automobile)		1968-*2011*, 9999	01-09
LIGHT TRUCKS				
401	Passport	LX, EX, DX, EX-L	1994-2002, 9999	14
402	CR-V	LX, EX, Special Edition (SE), SC, EX-L	1997-*2011*, 9999	14
403	Element	DX, EX, EX-P, LX, SC, Dog Friendly	2003-*11*, 9999	14
421	Pilot	EX, EX-L, LX, SE, Value Package, Touring	2003-*11*, 9999	15
441	Odyssey	LX, EX, EX-L (Res, NAVI), Touring*, Elite*	1995-*2011*, 9999	20
471	Ridgeline	RT, RTL, RTS, RTX	2006-*11*, 9999	30
499	Unknown (light truck)		1994-*2011*, 9999	14-15, *19*-20, 30,49
MOTORCYCLES				
701	0-50 cc		1978-*2011*, 9999	80-81,83,88-89
702	51-124 cc		1965-*2011*, 9999	80-81,83,88-89
703	125-349 cc		1965-*2011*, 9999	80,83,88-89
704	350-449 cc		1965-*2011*, 9999	80,83,88-89

MAKE:	Honda (Acura: See "54") (Cont.)(37)			(HOND)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES (Cont.)				
705	450-749 cc		1970-*2011*, 9999	80,83,88-89
706	750 cc or greater		1970-*2011*, 9999	80,82-83,88-89
709	Unknown cc		1965-*2011*, 9999	80-81,83,88-89
ALL TERRAIN VEHICLES				
732	51-124cc	includes all ATVs/ATCs/TRXs	1972-*2011*, 9999	90
733	125-349cc	designed solely for off-road use and have 3 or 4 wheels.	1972-*2011*, 9999	90
734	350cc or greater		1996-*2011*, 9999	90
739	Unknown cc		1972-*2011*, 9999	90
998	Other (vehicle)	Go Carts	1968-*2011*, 9999	97
999	Unknown (HONDA)		1965-*2011*, 9999	49,99

MAKE:	Hyundai	(55)		(HYUN)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Pony	Pony Excel (Foreign)	1979-88,9999	02-03,09
032	Excel	GL, GLS, GS	1984-94,9999	03-05,07,09
033	Sonata	GL, GLS, LX, SE, Limited, *Hybrid, 2.0T*	1989-*2011*, 9999	04
034	Scoupe	LS, Turbo	1991-95,9999	02
035	Elantra	GLS, GL, GT, Limited, SE, Touring (GLS, SE)	1992-*2011*, 9999	04-06,09
036	Accent	L, GL, GS, Gsi, GT, GLS, SE	1995-*2011*, 9999	03-05,07,09
037	Tiburon	FX, GT, GS, SE, Limited	1997-2008, 9999	02-03,09
038	XG300(2001)/ XG350(2002 on)	L	2001-05,9999	04
039	Azera	SE, Limited, GLS	2006-*11*,9999	04
040	Equus	*Signature, Ultimate*	*2011*	04
041	Genesis	3.8, 4.6, 2.0T, R-Spec, Grand Touring, Premium, Track	2009-*11*,9999	02,04, *09*

MAKE:	Hyundai (Cont.)	(55)		(HYUN)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
398	Other (automobile)		1984-*2011*, 9999	02-09
399	Unknown (automobile)		1984-*2011*, 9999	02-09
LIGHT TRUCKS				
401	Santa Fe	GL, GLS, LX, Limited, SE	2001-*11*,9999	14
402	Tucson	GL, GLS, LX, Limited, SE	2005-*11*,9999	14
403	Veracruz (2007 only)	GLS, Limited, SE	2007	14
421	Veracruz (2008 on; see 403 for 2007 only)	GLS, Limited, SE	2008-*11*,9999	15
441	Entourage	GLS, Limited, SE	2007-09,9999	20
499	Unknown (light truck)		2001-*11*,9999	14-*15*, *19*-20
999	Unknown (HYUNDAI)		1979-*2011*, 9999	49*, 99*

MAKE:	Imperial	(08)		(CHRY)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
010	Imperial	LeBaron, Mark Cross, Crown Imperial	1954-75,9999	01-02,04,08-09
398	Other (automobile)		1965-75,9999	01-09
399	Unknown (automobile)		1965-75,9999	01-09

MAKE:	Infiniti	(58)		(INFI)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	M30		1990-92,9999	01-02,09
032	Q45	Standard Touring, Q45t, Luxury , Sport, Premium	1990-2006, 9999	04
033	G20	G20t, Touring, Standard, Luxury	1991-96; 1999-2002, 9999	04
034	J30		1993-97,9999	04
035	I30	Standard, Touring, Luxury	1996-2001, 9999	04
036	I35	Touring, Luxury	2002-04,9999	04
037	*G25/*G35/G37	x, 6MT, Journey, Sport, *Special Edition, IPL*	2003-*11*,9999	01,02,04, *09*

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
038	M35/M37/M45/M56	Sport, x	2003-*11*,9999	04
039	FX35/FX45/FX50		2003-*11*,9999	06
040	EX35	Journey	2008-*11*,9999	06
398	Other (automobile)		1990-*2011*, 9999	01-02,04,06, 08-09
399	Unknown (automobile)		1990-*2011*, 9999	01-02,04,06, 08-09
LIGHT TRUCKS				
401	QX4	Luxury	1997-2003, 9999	14
421	QX56		2004-*11*,9999	15
499	Unknown (light truck)		1997-*2011*, 9999	14-15
999	Unknown (INFINITI)		1990-*2011*, 9999	49, *99*

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	I-Mark	S, RS, Turbo, DOHC	1981-90,9999	02-04,08-09
032	Impulse	Turbo, RS	1983-92,9999	02-03,09
033	Stylus		1991-94,9999	04
398	Other (automobile)		1981-94,9999	02-04,08-09
399	Unknown (automobile)		1981-94,9999	02-04,08-09
LIGHT TRUCKS				
401	Trooper/Trooper II	Deluxe, LS, S, LTD	1984-2002, 9999	14
402	Rodeo/ Rodeo Sport	S, LS, LSE	1991-2004, 9999	14
403	Amigo		1989-94; 1998-2000, 9999	14
404	VehiCROSS	VXO	1999-2001, 9999	14
405	Axiom	XS	2002-04,9999	14
421	Ascender	LS, S, Limited, Luxury	2003-08,9999	15
441	Oasis	S, LS	1996-99,9999	20
471	P'up (pickup)	4 X 4	1976-95,9999	30,32

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
472	Hombre	S, XS, XS Space Cab	1996-2000, 9999	30,32,40,42
473	i-280/i-290	S, LS, Luxury	2006-2008, 9999	30
474	i-350/i-370	LS, Limited, S	2006-2008, 9999	30
498	Other (light truck)		1981-2008, 9999	14-15,20, 30,32, 40, 42
499	Unknown (light truck)		1981-2008, 9999	14-15,*19*-20,30, 32,39-40,42, 48-49
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1981-2004, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	NOR, NPR,NQR, N Series	1981-***2011***, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE, high entry	FRR, FRRI, FSR, FTR, FVR, F Series	1981-***2011***, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1981-***2011***, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1981-***2011***, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1981-***2011***, 9999	60-64,66, 71-72,78,97
BUSES				
981	Bus**: Conventional (Engine out front)		1981-***2011***, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1981-***2011***, 9999	50-52,58-59
983	Bus: Rear engine Flat front		1981-***2011***, 9999	50-52,58-59
988	Other (bus)		1981-***2011***, 9999	50-52,58-59

** Use code "981" (bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
999	Unknown (ISUZU)		1981-***2011***, 9999	49,79,99

MAKE:	Jaguar	(39)		(JAGU)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	XJ-S, XK8 Coupe	S, SC, GT, H.E.	1976-2008, 9999	01-02,09
032	XJ/XJL/XJ6/12/XJR/XJ8/ XJ8L Sedan/Coupe	Mk II, Mk X, XJ,3.85, 3.8, 340/420 Sedan; XJ8(LWB, L,Vanden Plas, Sport); XJ6(L), C, L, Vanden Plas, III, GT, Super 8, Limited, Portfolio*,* Supersport, Supercharged	1949-*2011*, 9999	02,04,08-*09*
033	XK-E	V12, Roadster, 120,140, 150, 2+2	1946-74,9999	01-03,09
034	S-Type	3.0, 4.0, 4.2, Base, Sport, L, R, VDP Edition	2000-08,9999	04
035	XKR/XK	Victory Edition, Portfolio*, 175 Limited Edition, Black Pack*	2000-*11*,9999	01-03,09
036	X-Type	2.5, 3.0, Sport, VDP Edition	2002-08,9999	04,06, *09*
037	XF/*XFR*	4.2 Luxury, Premium Luxury, Supercharged,	2008-*11*,9999	04
398	Other (automobile)		1949-*2011*, 9999	01-04,06,08-09
399	Unknown (automobile)		1949-*2011*, 9999	01-04,06,08-09

MAKE:	Jeep* (Includes Willys**/Kaiser-Jeep)	(02)		(AMER)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Compass	Base, Sport, Limited, *Latitude*	2007-*11*,9999	06
LIGHT TRUCKS				
401	CJ-2/CJ-3/CJ-4	Military	1940-66,9999	14
402	CJ-5/CJ-6/CJ-7/CJ-8	Scrambler, Renegade, Golden Eagle, Laredo, Wrangler,	1967-93,9999	14
403	YJ series/Wrangler	Wrangler (SE, Sport, Sahara, X, Rubicon), Unlimited, Islander*, Call of Duty: Black Ops Edition*	1986-95; 1997-*2011*, 9999	14
404	Cherokee (1984-on)	Limited, Laredo, Pioneer, Sport, Grand Cherokee, TSi, Briarwood, Country, RHD, SE, Classic, Overland, Special Edition, SRT8, *Summit*	1984-*2011*, 9999	14

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
405	Liberty	Sport, Limited Edition, Renegade, Columbia Edition, Rocky Mountain Edition, CRD, Special Edition, Latitude**, Jet**	2002-**11**,9999	14
406	Commander	Base, Limited, Overland**,** Sport, Rocky Mountain	2006-10,9999	14
407	Patriot	Sport, Limited, **Latitute, X**	2007-**11**,9999	14
421	Cherokee (thru 1983)	Wide Track, Chief, Commando, Jeepster	1969-83,9999	15
431	Grand Wagoneer	Custom, Brougham Limited, Wagoneer	1971-91; 1993, 9999	15
481	Pick-up	J-10, J-20, Honcho	1940-93,9999	31-32,40,42
482	Comanche	Chief	1986-92,9999	31-32,40,42
498	Other (light truck)		1940-**2011**, 9999	14-15,19,31-32, 40-42,45,48-49
499	Unknown (light truck)		1940-**2011**, 9999	14-15,19,31-32, 39-42,45,48-49
999	Unknown (JEEP)		1940-**2011**, 9999	49

* Note that Jeep DJ-series are coded under MAKE 03, MODEL 466

** Willys Jeep can be coded 401, or 999.

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Sephia	RS, LS, GS	1994-01,9999	04
032	Rio/Rio5	Cinco (Wagon), LX, SX	2001-**11**,9999	04-06,09
033	Spectra/Spectra5	GS, GSX, GX, LS, LX, EX, SX	2000-09,9999	04,05,09
034	Optima	LX, SE, V6, EX, SX, **Turbo**	2001-**11**,9999	04
035	Amanti		2004-10,9999	04
036	Rondo	EX, LX	2007-10,9999	06
037	Soul	Base, sport, +, !, **White Tiger**	2009-**11**,9999	06
038	Forte	2.0 (EX, LX**, SX**) 2.4 (SX), Koup (EX, LX, SX)	2010-**11,9999**	02,04, **05, 09**
039	**Cadenza**		**2011**	**04**
399	Unknown (automobile)		1994-**2011**, 9999	04-06,09
LIGHT TRUCKS				
401	Sportage	EX, LX, 4WD, Limited	1995-03, 2005-**11**,9999	14

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
402	Sorento	EX, LX, *SX*	2003-*11,* 9999	14
421	Borrego	EX, LX, LTD	2008-10,9999	15
441	Sedona	EX, LX	2002-*11*,9999	20
499	Unknown (light truck)		1995-*2011*, 9999	14-15, 20
999	Unknown (KIA)		1994-*2011*, 9999	49

| MAKE: | Lancia | (40) | | (LNCI) |

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Beta Sedan – HPE	Zagato	1976-82,9999	02,04,06,08-09
032	Zagato		1976-82,9999	01-02,09
033	Scorpion	(Mote Carlo- Europe Only)	1977	02
398	Other (automobile)	Stratos, Fulvia, Flavia, Appia, Aurelia, Aprilia	1946-82,9999	01-09
399	Unknown (automobile)		1946-82,9999	01-02,04,06, 08-09

*NOTE: Lancia did not import in 1980. 1982 - last year imported.

| MAKE: | Land Rover | (62) | | (LNDR) |

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	Discovery	SD, SE, SE7, LE, LSE, Series II, Kalahari Edition, S, HSE, G-4 Edition	1994-2004, 9999	14
402	Defender	90	1993-95; 1997, 9999	14
403	Freelander (2004 on; see 422 for 2002-03.)	HSE, SE, S, SE3, G4 Edition	2004-05,9999	14
404	*Range Rover Evoque*	*Pure, Prestige, Dynamic*	*2012*	*14*
421	Range Rover	County, County SE, Great Divide, Hunter, LSE, County LWB, 4.0SE, 4.6HSE, S, SE, HSE, Westminster, Limited Edition, Sport, Supercharged, HSE-LUX, Autobiography	1987-*2011*, 9999	15
422	Freelander (2002-03 only; see 403 for 2004 on)	HSE, SE, S, SE3	2002-03,9999	15

MAKE:	Land Rover (Cont.)	(62)		(LNDR)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
423	LR4	HSE, SE, LUX, Plus, V8	2005-*11*,9999	15
424	LR2	i6, TD4, HSE, LUX, Plus	2007-*11*,9999	15
498	Other (light truck)	Land Rover (1948-1990), Range Rover (before 1987)	1948-*2012*, 9999	14-15
499	Unknown (light truck)		1948-*2012*, 9999	14-15,19

MAKE:	Lexus	(59)		(LEXS)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	ES-250/300/330/350	Black Diamond Edition**,** Premium Plus, Ultra Luxury	1990-*2011*, 9999	04
032	LS	400/430/460/L/600h/L	1990-*2011*, 9999	04
033	SC-400/300	2-Door Coupe	1992-2000, 9999	02
034	GS-300/350/400/430/ 450h/460	Hybrid	1993-*2011*, 9999	04
035	IS-250/300/350/500	SportCross, Sport, F, C	2001-*11*,9999	01, 04-05, *09*
036	SC-430	Special Edition, Pebble Beach	2002-10,9999	01
037	*HS 250h*	*Premium*	2010-*11,9999*	*04*
038	*CT 200h*		*2011*	*05*
039	*LFA*		*2012*	*01-02, 09*
398	Other (automobile)		1990-*2012*, 9999	01-02,04-05
399	Unknown (automobile)		1990-*2012*, 9999	01-02,04-05, 08-*09*
LIGHT TRUCKS				
401	RX300/*350*	2WD, 4WD	1999-03,9999	14
402	GX470	Sport, Premium	2003-09,9999	14
403	RX330/350/400h/450h	Hybrid, Thundercloud, Mark Levinson Package	2004-*11*,9999	14
404	GX460	Sport, Premium	2010-*11, 9999*	14
421	LX450/470/570		1996-*2011*, 9999	15
499	Unknown (light truck)		1996-*2011*, 9999	14-15, 19
999	Unknown (LEXUS)		1990-*2012*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Continental (thru '81)/ Town Car	Continental, (thru '81), Signature/Designer Series, Town Car ('81 on, body 04 only), Cartier, Executive, L, Premium, Ballistic Protection Edition, Ultimate, Designer Series, Limited	1940-*2011*, 9999	01-02,04,08-09, 11-12
002	Mark	I, II, III, IV, V, VI, VII, VIII LSC, Signature/Designer Series	1956-98,9999	01-02,04,08-09
005	Continental ('82 on)	Signature/Designer Series, Luxury	1982-2002, 9999	02,04,08-*09,*12
011	Versailles		1977-80,9999	04
012	LS	Convenience, Premium, Sport, Luxury, Ultimate	2000-06,9999	04
013	Zephyr/MKZ	*FWD, AWD, Hybrid*	2006-*11*,9999	04
014	MKX	*FWD, AWD*	2007-*11*,9999	06
015	MKS	Ecoboost	2008-*11*,9999	04
016	MKT	Ecoboost	2010-*11,9999*	06
398	Other (automobile)	Cosmopolitan, Capri, Premiere	1940-*2011,* 9999	01-12
LIGHT TRUCKS				
401	Aviator	Premium, Luxury, Ultimate, Kitty Hawk Edition	2003-06,9999	14
421	Navigator	2WD, 4WD, Premium, Luxury, Ultimate, L	1997-*2011*, 9999	15
481	Blackwood		2002	31
482	Mark LT	2WD, 4WD	2006-08,9999	31
499	Unknown (light truck)		1997-*2011*, 9999	*14-15,* 49
999	Unknown (LINCOLN)		1990-*2011*, 9999	49

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	*Scorpio*	*Lx, Sle, Vls, Vlx*	*2011*	*14*
403	*RX2*		*2011*	*14*
481	*TR*	*TR20, TR40, EX*	*2011*	*30*
499	*Unknown (light truck)*		*2011*	*14, 30*

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	RX2		1970-74,9999	02,04,06,08-09
032	RX3		1970-78,9999	02,04,06,08-09
033	RX4		1974-78,9999	02,04,06,08-09
034	RX7	S, GS, GSL, SE	1979-96,9999	01-03,09
035	323/GLC/Protégé/ Protégé5	DX, Protégé (1990-on), DX, LX, ES, Mazdaspeed	1977-2003, 9999	03-07,09
036	Cosmo		1976-78,9999	02
037	626	GT,GS,GSL,SE,DX,LX,ES	1979-2002, 9999	02,04-05,08-09
038	808		1972-77,9999	02,04,06,08-09
039	Mizer		1976	02,04,06,08-09
040	R-100		1950-72,9999	02
041	616/618		1968-72,9999	02,04,08-*09*
042	1800		1968-72,9999	04,06,09
043	929		1988-95,9999	04
044	MX-6	Turbo, LS, M-Edition	1988-97,9999	02
045	Miata/MX-5	Miata (LS), SE, SV, Mazdaspeed, Sport, Touring, Grand Touring, Club Special, Special Edition, *PRHT*	1990-97; 1999-*2011*, 9999	01
046	MX-3	GS	1992-95,9999	02
047	Millenia	L, S, P, Millennium Edition	1995-02,9999	04
048	MP3	Limited Edition	2001	04
049	RX-8	Sport AT, Shinka, Touring, Grand Touring, R3, *Plus*	2003-*11*,9999	04
050	Mazda6	i, s, Grand Touring, Sport, Mazdaspeed6, Grand Sport, SV, Plus	2003-*11*,9999	04-06,09
051	Mazda3	i, s, SP23, Sport, Touring, Grand Touring, Touring Value, Mazdaspeed3, iSV	2004-*11*,9999	04-06,09
052	Mazda5	Sport, Touring, Grand Touring	2006-*11*,9999	06
053	CX-7	i, s, Sport, Touring, Grand Touring, SV	2007-*11*,9999	05
054	CX-9	Sport, Touring, Grand Touring	2007-*11*,9999	06
055	Mazda2	*Sport, Touring*	2011	05
398	Other (automobile)	1200, 616	1950-*2011*, 9999	02-03,09
399	Unknown (automobile)		1950-*2011*, 9999	01-09
LIGHT TRUCKS				
401	Navajo		1991-94,9999	14

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
402	Tribute	DX, DX-V6, LX-V6, ES-V6, ES, LX, i, s, Hybrid, Sport, Grand Touring, Touring	2001-*11*,9999	14
441	MPV	LX, ES, DX, All Sport, LX-SV	1989-98; 2000-06,9999	20
471	Pickup/ B-Series Pickup	B2000, B2200, B2300, SE-5, LX, SE (2WD, 4WD), SX, DS, Cab Plus, B2500/B2600/ B3000/B4000, Dual Sport Cab	1972-2009, 9999	30,32,40,42
498	Other (light truck)		1965-*2011*, 9999	14,20,30,32, 40,42
499	Unknown (light truck)		1965-*2011*, 9999	14,20,30,32, 39-40,42,48-49
999	Unknown (MAZDA)		1950-*2011*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	200/220/230/240/ 250/260/280/300/ 320/420	Sedan and 5-passenger "C" only; SE,CD,D,SD,TD,TE, CE,E; DOES NOT include 280 SE (1975 on) or 300 SD-see code 037;C-Class up to 1993, E-Class up to 1997	1950-97,9999	01-02,04,06, 08-09,12
032	230/280 SL	2-seater only	1964-71,9999	01-02,09
033	300/350/380/450/500/ 560 SL	2-seater only; 300/500 SL (1990 on)	1972-94,9999	01-02,09
034	350/380/420/450/560 SLC		1973-94,9999	02
036	300/380/420/450/500/ 560/SEL & 500/560, 600 SEC & 300/350 SDL		1973-94,9999	02,04,06,08-09
037	300/380/450 SE	280 S, 280 SE (1975 on), 300 SD Sedan/350 SD	1968-94,9999	01-02,04,08-09
038	600, 6.9 Sedan	Pullman	1978-87,9999	04,12
039	190	D, E, 2.3, 2.5	1984-93,9999	04,06,09
040	300	CE Cabriolet	1993-94,9999	01
041	400/500E		1992-94,9999	01-02,04,06,08, 09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
042	C Class (94 on)	C220/C230 (Kompressor)/ C240/C280/C320/C300/ C350/C36/C43, C32/55/63 AMG	1994-*2011*, 9999	02,04,06,09
043	S Class (95 on)	S320/350/*400*/420/430/450/ 500/550/600, S55/63/65 (AMG), Hybrid	1995-*2011*, 9999	02,04,08-*09*
044	SL Class (95 on)	SL 320/500/550/600, Silver Arrow Edition, SL55/63/65 AMG	1995-*2011*, 9999	01-02, *09*
045	SLK	SLK230/280/300/320/350, Kompressor, SLK 32/55 (AMG), Special Edition	1998-*2011*, 9999	01
046	CL Class	CL 500/550/600, CL55/63/ 65 AMG	1998-*2011*, 9999	02
047	CLK	CLK 320/350/430/500/550, Cabriolet, CLK 55/63/65 AMG	1998-*2011*, 9999	01-02, *09*
048	E Class (97 on)	300/TD, 320 (Wagon) 350/420/430/500/550, 55/63 AMG, E320CDI	1996-*2011*, 9999	*01,* 04,06,09
049	SLR	McLaren, 722 Edition	2005-10,9999	01-02, *09*
050	R Class	R320/350/500, R63 AMG	2006-*11*,9999	06
051	CLS Class	CLS500/550, CLS55/63 AMG	2006-*11*,9999	04
052	*SLS Class*	*AMG*	*2011*	*02*
398	Other (automobile)		1946-*2011*, 9999	01-12
399	Unknown (automobile)		1946-*2011*, 9999	01-12
LIGHT TRUCKS				
401	M/ML Class	ML320/350/430/450/500/ 550, ML55/63 (AMG), Special Edition, Hybrid	1998-*2011*, 9999	14
402	G Class	G500, G550, G55 (AMG)	2002-*11*,9999	14
403	GLK Class	220/280/320/350	2010-*11,9999*	14
421	GL Class	GL320/350/450/550	2007-*11*,9999	15
461	Sprinter	(2004-2010 on see "Freightliner" and "Dodge")	2002-03,*2010-11,* 9999	21-22,28-29
470	Van derivative	Kurbstar	1982-*2011*, 9999	28-29
498	Other (light truck)		1946-*2011*, 9999	14-16,19,21-22, 31-32,40-42, 45, 48

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
499	Unknown (light truck)		1946-***2011***, 9999	14-16,19,21-22, 28-29, 31-32, 40-42,45,48-49
MEDIUM/HEAVY TRUCKS				
870	Medium Heavy Van-Based Vehicle	Sprinter	2002-03, 2010-***11***, 9999	55, 61-64
881	Medium/Heavy – CBE		1965-91,9999	60-64,78
882	Medium/Heavy – COE low entry		1965-91,9999	60-64,78
883	Medium/Heavy – COE high entry		1965-91,9999	60-64,78
884	Medium/Heavy – Unknown engine location		1965-91,9999	60-64,78
890	Medium/Heavy – COE entry position unknown		1965-91,9999	60-64,78
898	Other (medium/heavy truck)		1965-91,9999	60-64,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-91,9999	50-52,58-59
988	Other (bus)		1965-91,9999	50-52,58-59
989	Unknown (bus)		1965-91,9999	91-93,97
OTHER VEHICLE				
998	Other (vehicle)		1965-***2011***, 9999	49,79,99
999	Unknown (MERCEDES BENZ)		1950-***2011***, 9999	49,79,99

*** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
002	Cyclone	GT, CJ, Spoiler	1964-70,9999	01-02,09
003	Capri-domestic (1967 see 008)	RS, Turbo, GS, Black Magic, 5.0	1979-86; 1989-94,9999	01,03,09
004	Cougar/XR7 (1967-1997)	Villager, Brougham, RS, LS, GS, Eliminator, XR-7	1967-97,9999	01-02,04,06, 08-09
006	Marquis/Monterey (car version; for van version 2004 on see code 444) /Grand Marquis	Marauder (prior to 2003, 2003 on see code 039), Montclair, X-100, 5-55, Parklane, S-55, Custom, Brougham Grand Marquis (GS, LS), Medalist, Turnpike, Colony Park, GS, LS, LSE, Limited Edition, Palm Beach Edition	1952-***2011***, 9999	01-02,04,06, 08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
008	Comet	Caliente, Capri (1967), GT, Voyager, 202, 404, Villager Wagon	1960-79,9999	01-02,04,06, 08-09
009	Bobcat	Runabout, Villager Wagon	1975-80,9999	03,06,09
010	Montego (prior to 1976; for 2005 on see code 020)	GT, MX, Villager, Brougham, Comet (1968-1970)	1968-76,9999	01-02,04,06, 08-09
011	Monarch	Ghia	1975-80,9999	02,04,08-*09*
012	Zephyr	GS, Z-7	1978-83,9999	02,04,06,08-09
013	Lynx/LN7	L, LS, GS, RS, XR-3	1981-87,9999	03,05-07,09
015	Topaz	L, LS, GS, 4x4, XR5, LTS, Sport	1984-94,9999	02,04,08-*09*
017	Sable	LS, GS (Premium), GS Plus, Platinum Edition, Premier, Base	1986-2005, 2008-09,9999	04,06,09
020	Montego (2005 on)	Luxury, Premier	2005-07,9999	04
021	Milan	I-4, V6 (Base/Premier), Hybrid	2006-11,9999	04
031	Capri-foreign	Capri II, 2+2	1970-77,9999	03
033	Pantera-foreign	deTomaso	1972-74,9999	01-10
036	Tracer	L, GL, LTS, GS, LS	1988-99,9999	03-06,09
037	Mystique	GS, LS	1995-2000, 9999	04
038	Cougar (1999-2002)	V-6, I-4, S, Sport, CR, XR	1999-2002, 9999	02-03,09
039	Marauder	M75, 300A	2003-04,9999	04
398	Other (automobile)		1962-2011, 9999	01-10
399	Unknown (automobile)		1952-2011, 9999	01-10
LIGHT TRUCKS				
401	Mountaineer	Convenience, Luxury, Premier (4.0/4.6L)	1996-2010, 9999	14
402	Mariner	Convenience, Luxury, Premier, Hybrid	2005-11,9999	14
443	Villager	LS, GS, Nautica, Estate, Sport, Sport Plus, Popular	1993-2002, 9999	20
444	Monterey (van version; for car version prior to 2004 see code 006)	Convenience, Luxury, Premier	2004-07,9999	20
498	Other (light truck)		1993-2011, 9999	14, 20
499	Unknown (light truck)		1993-2011, 9999	49
999	Unknown (MERCURY)		1950-2011, 9999	49

MAKE:	Merkur	(56)		(MERK)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	XR4Ti	Turbo	1985-89,9999	03
032	Scorpio	Turbo	1988-90,9999	05
398	Other (automobile)		1985-90,9999	03-05,07,09
399	Unknown (automobile)		1985-90,9999	03-05,07,09

MAKE:	MG	(43)		(MG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Midget	GAN I/II/III/4/5, MK I, MK II, MKIII	1962-80,9999	01
032	MGB	MK I/II/IV, 600 Limited, V-8	1955-80,9999	01-02,09
033	MGB	GT, MK III	1967-74,9999	02-03,09
034	MGA	1500, 1600, YT,TC,TD/II, MK I/II, A	1945-62,9999	01-02,09
035	TA/TC/TD/TF	Y-Type, 430, TDC	1945-62,9999	01-02,09
036	MGC	GT	1968-69,9999	01-02,09
037	Magnette/Sports Sedans	ZB,ZA/YA/YB, MK III, MK IV, 1100, 1300	1945-66,9999	02,04,08
398	Other (automobile)		1945-80,9999	01-04,08-09
399	Unknown (automobile)		1945-80,9999	01-04,08-09

MAKE:	Mitsubishi	(52)		(MITS)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Starion	2+2, LE, Turbo, ESI	1982-89,9999	03
032	Tredia	L, LS, Turbo	1982-88,9999	04
033	Cordia	L, Turbo	1982-88,9999	03
034	Galant	ECS, Sigma (thru 88), ES, LS, DE, GTS-V6, I-4, Special Edition, Ralliart, Sport Edition, SE	1985-*2011*, 9999	04
035	Mirage	L, Turbo,GS,LS,DS,DE,ES	1985-2002, 9999	02-04, 08-09
036	Precis		1987-94,9999	03, 05, 07, *09*

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
037	Eclipse	GS, DOHL, Turbo, GS-T, GSX, Spyder, RS, GT, GTS, GS, Remix Edition, SE, Sport	1990-*2011*, 9999	01-03, 09
038	Sigma	(prior '89 see 034)	1989-90,9999	04
039	3000 GT	SL, VR-4, Spyder	1991-99,9999	01-03,09
040	Diamante	LS, ES, LE,VR-X	1992-2004, 9999	04,06,09
041	*iMEV*		*2012*	*05*
045	Expo Wagon	LRV, Sport	1992-95,9999	06
046	Lancer/Lancer Sportback/Lancer Evolution	ES, LS, O-Z, Rally, Evolution VII/VIII/IX/X, Sport, Ralliart LS, MR Edition, DE, GSR, GTS, Touring*, SE*	2002-*11*,9999	04-06,09
047	Outlander	ES, LS, SE, XLS, Limited, GT, *Sport*	2003-*11*,9999	06
398	Other (automobile)	500, 1000, Debonair, Galant (1969)	1960-*2012*, 9999	01-09
399	Unknown (automobile)		1960-*2012*, 9999	01-09
LIGHT TRUCKS				
401	Montero/Montero Sport	Sport, LS, SR, XLS, ES, LTD, 20th Anniversary Edition, *SE*	1983-2006, 9999	14
402	Endeavor	LS, SE, XLS, Limited	2004-*11*,9999	14
441	Mini-Van	LS	1987-90,9999	20
471	Pickup	Mighty Max, SPX, 4x4	1983-96,9999	30,32,40,42
472	Raider	LS, Durocross, XLS	2006-10,9999	31
498	Other (light truck)		1983-*2011*, 9999	14,20,30-32,40,42
499	Unknown (light truck)		1983-*2011*, 9999	14,20,30-32,40,42, 48-49
MEDIUM/HEAVY TRUCKS				
882	Medium/Heavy – COE low entry	FUSO FE/FG/FH/FK/FM	1983-*2011*, 9999	60-64,66,71-72,78
898	Other (medium/heavy truck)		1983-*2011*, 9999	60-64,66,71-72,78

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1981-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat Front		1981-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1981-2004, 9999	50-52,58-59
988	Other (bus)		1981-2004, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown**

999	Unknown (MITSUBISHI)		1983-*2012*, 9999	49,79,99

MAKE: **Nissan/Datsun** (35) **(NISS) - (DATS)**

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	F-10		1977-78,9999	03,05-07,09
032	200SX/240SX	SE, SE-R, LE	1977-98,9999	01-03,09
033	210/1200/B210	110 series, Honeybee	1971-82,9999	02-04,06,08-09
034	Z-car, ZX	240/260/280Z&ZX, 300 ZX, 2+2, Turbo	1970-96,9999	01-03,09
035	310	SPL	1979-82,9999	02-03,05,07,09
036	510	PL,WPL	1968-73; 1978-81,9999	02-09
037	610	PL, HL	1973-76,9999	02-04,06,08-09
038	710	PL	1974-77,9999	02-04,06,08-09
039	810/Maxima	SE (Titanium Special), GXE, GLE, 3.5SE/SL/SEL /S/SV, Platinum Edition	1977-*2011*, 9999	04,06,09
040	Roadster	SPL311, SRL311, 1500, 1600, 2000, convertible, Fairlady	1950-70,9999	01
041	311/411	1000, Bluebird, PL311/ PL312/PL410/PL411/ RL411	1959-67,9999	04,06,09
042	Stanza	XE	1982-93,9999	03-07,09
043	Sentra	E, XE, GXE, SE, SE-R (Spec V), GLE, CA, 2.5LE, 1.8, 1.8S, 2.0/S/SL/SR, Special Edition, SE-R, Platinum Edition, Spec-V	1982-*2011*, 9999	02,04,06,08-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
044	Pulsar	NX, EXA (1986 on)	1983-90,9999	02-03,05,07,09
045	Micra		1987-94,9999	01-05,07-09
046	NX 1600/2000	T-bar coupe	1991-94,9999	02-03,09
047	Altima	XE, GXE, SE, GLE, 2.5 S/SL, 3.5 S/SE/SL/SR, SE-R, Hybrid	1993-*2011*, 9999	02, 04, *09*
048	350Z/370Z	Enthusiast, Performance, Touring, Track, Base, 35th Anniversary, Grand Touring, Nismo, 40th Anniversary	2003-*11*,9999	01-02,09
049	Murano	SE, SL, S, LE, *SV, CrossCabriolet*	2003-*11*,9999	*01,* 06, *09*
050	Versa	1.8S/SL, 1.6	2007-*11*,9999	04-05, *09*
051	Rogue	S, SL, *SV,* Krom Edition	2008-*11*,9999	06
052	Cube	1.8 S/SL, Krom Edition	*2009-11,9999*	06
053	GT-R	Base, Premium	2009-*11*,9999	02
055	*Leaf*		*2011*	*05*
398	Other (automobile)	110 sedan, K110	1955-*11*,9999	01-10
399	Unknown (automobile)		1955-*11*,9999	01-10
LIGHT TRUCKS				
401	Pathfinder	MPV, 4X4, XE, LE, SE, S, Off-Road, FE+, *SV, Silver Edition*	1986-*2011*, 9999	14
402	Xterra	XE (I-4), SE, (S/C), SE-R, Spec V, X, S, Off-Road*, Pro4-X*	2000-*11*,9999	14
403	*Juke*	*S, SL, SV*	*2011*	*14*
421	Pathfinder Armada	LE, SE, SE Off-Road, Titanium, Platinum, *SV*	2004-*11*,9999	15
441	Van	XE, GXE	1987-91,9999	20
442	Axxess		1989-90,9999	20
443	Quest	XE, GXE, SE, GLE, 3.5 S/SE/SL, Special Edition, *SV, LE*	1993-2002; 2004-09, *2011,*9999	20
444	Altra EV*	(electric vehicle*)	1998-2005, 9999	20
445	*NV*	*1500, 2500, 3500*	*2011*	*21-22, 29*
471	Datsun/Nissan Pickup 1955-1997)	120,620 series, King Cab, Hardbody, XE, SE	1955-97,9999	30,32,40,42
472	Frontier (1998 on)	XE, SE, S/C (Regular Cab, King Cab, Desert Runner, Crew Cab), Open-Sky, SVE, Nismo, Pro-4X, LE*, SV*	1998-*2011*, 9999	30,32,40,42

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
473	Titan (from 2004-06; see 481 for 2007 on)	E, LE, SE, XE	2004-06,9999	31
481	Titan (from 2007 on; see 473 for 2004-06)	LE, SE, XE, PRO-4X, *S, SV, SL*	2007-*11*,9999	31
498	Other (light truck)	Patrol (1960)	1955-*2011*, 9999	14-15,20,30-32
499	Unknown (light truck)		1955-*2011*, 9999	14-15,*19*-20, 30-32, 39-40,42, 48-49

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

MEDIUM/HEAVY TRUCKS

Model	Codes	Includes	Model Years	Body Types
883	Medium/Heavy – COE high entry		1986-*2011*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1986-*2011*, 9999	60-64,66, 71-72,78
999	Unknown (NISSAN/DATSUN)		1950-*2011*, 9999	49,79,99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Cutlass (RWD-only)	Supreme, S, LS, Salon, Brougham Vista Cruiser, F85 (thru 1972), Rallye 350, Hurst Olds, 442, Calais (thru 1985), Classic (88)	1960-88,9999	01-02,04,06, 08-09
002	Delta 88/LSS	Royale, Custom, Delta, Jetstar 88, Delmont 88, Starfire (Thru 1966), Custom Cruiser, Jetfire, Eighty-Eight (LS, 50th Anniv. Edition)	1949-99,9999	01-04,06,08-09
003	Ninety-Eight/Regency	Luxury, Futuramic, Brougham	1949-99,9999	01-02,04,08-09
005	Toronado	XS,XSR, Trofeo, Brougham Custom	1966-92,9999	02
006	Commercial Series	Ambulance/Hearse	1940-2003, 9999	09-12
012	Starfire	SX, GT, ST	1975-80,9999	01-03,09
015	Omega	X-body type, Brougham	1973-85,9999	02-04,08-09
016	Firenza	S, LS, SX, Cruiser, GT	1982-88,9999	03-06,07,09

MAKE:	Oldsmobile (Cont.)	(21)		(OLDS)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
017	Ciera	Cutlass Ciera, Cutlass Cruiser, Brougham, ES, I (International)	1982-96,9999	01-02,04,06, 08-09
018	Calais	GT, ES, 500	1985-91,9999	02,04,08-*09*
020	Cutlass (FWD)	Supreme (Excludes Ciera),GLS, GL	1988-99,9999	01,02,04,08-09
021	Achieva/Alero	SC, SL, GX, GL (1,2,4), GLS	1992-2004, 9999	02,04,08-*09*
022	Aurora	3.5L, 4.0L,Collector's Series	1995-99; 2001-03,9999	04
023	Intrigue	GL, GX, GLS	1997-2002, 9999	02,04,08-*09*
398	Other (automobile)	66/68/70/90, Dynamic 70	1930-2004, 9999	01-12
399	Unknown (automobile)		1930-2004, 9999	01-12
LIGHT TRUCKS				
401	Bravada	2WD, 4WD, Collector's Series	1991-94; 1996-2004, 9999	14
441	Silhouette	GL, GLS, Series I, Series II, GS Premier Edition, Collector's Series	1990-2004, 9999	20
499	Unknown (light truck)		1932-2004, 9999	14,20,49
999	Unknown (OLDSMOBILE)		1932-2004, 9999	49

MAKE:	Peugeot	(44)		(PEUG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	304		1971-72,9999	04-06,09
032	403	Station Wagon	1955-67,9999	01,04,06,09
033	404	Station Wagon	1961-70,9999	01,04,06,09

MAKE:	Peugeot (Cont.)	(44)		(PEUG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
034	504/505	STI, STX, Turbo, S, STI, STX, GL, GLS Liberte, Station Wagon, DSL, DL, GLX	1970-91,9999	04-06,09
035	604	SL, D	1977-84,9999	04
036	405	Mi-16, DL, S	1989-91,9999	04,06,09
398	Other (automobile)	202, 203	1945-91,9999	01-09
399	Unknown (automobile)		1945-91,9999	01-09
MOTORCYCLES				
701	0-50 cc		1965-83,9999	81
702	51-124cc		1965-83,9999	81
709	Unknown cc		1965-83,9999	81
999	Unknown (PEUGEOT)		1960-91,9999	99

MAKE:	Plymouth	(09)		(PLYM)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Valiant/Scamp/Duster (thru 1976)	100, 200, Brougham, Signet, Custom, Special, 340, 360, Twister	1960-76,9999	01-02,04,06, 08-09
002	Satellite/Belvedere	Belvedere I/II, GTX, Roadrunner (through 1974), Brougham, Sebring, Sebring Plus, Superbird	1951-74,9999	01-02,04,06, 08-12
003	Fury (Fury Gran thru '78)	I, II, III, Roadrunner (1975), Suburban, Salon, VIP, Sport	1957-78,9999	01-02,04,06, 08-09
004	Gran Fury ('80 on)	Sedan, Coupe, Salon	1980-89,9999	02,04,06,08-09
005	Barracuda	Formula, S, 340, Gran Coupe, AAR, Cuda	1964-74,9999	01-02,09
006	Volare'	Custom, Premier, Roadrunner (1976 on), Police	1976-80,9999	02,04,06,08-09
007	Caravelle	Turbo, SE	1985-88,9999	04
008	Horizon/Turismo	TC-3, Turismo 2.2, Miser, America, Custom, SE, Duster (1985 on), Expo	1978-90,9999	03,05,07, *09*
011	Reliant (K)	SE, LE, Reliant America, Limited	1981-89,9999	02,04,06,08-09
013	Scamp-(car-based p/u)	GT, 2.2	1982-84,9999	10

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
017	Sundance	RS, Turbo, Sundance Duster, America	1987-94,9999	03,05,07,09
019	Acclaim	LX, LE	1989-95,9999	04
020	Neon (2002 and on, see Dodge)	Sport, Competition, Highline	1995-2001, 9999	02,04,08-09
031	Cricket		1971-72,9999	04,06,09
032	Arrow	GS, GT, Fire Arrow	1976-80,9999	03
033	Sapporo	all imported	1978-83,9999	02-03,09
034	Champ/Colt import (includes 2WD Vista)	Turbo, Custom, GL, SE, DL, E Station wagon (1984 on)	1979-94,9999	02-09
035	Conquest	TSI	1984-87,9999	03
037	Laser	RS, Turbo	1989-94,9999	02-03,09
038	Breeze		1996-2000, 9999	04
039	Prowler (2002 and on, see Chrysler)	Roadster, Black Tie Edition	1997;1999-2001,9999	01
398	Other (automobile)	Regant, Fleet, Savoy, Concord, Cambridge	1930-95,9999	01-12
399	Unknown (automobile)		1965-2001, 9999	01-12
LIGHT TRUCKS				
421	Trailduster		1974-93,9999	15
441	Vista Van	4X4 (only)	1987-94,9999	20
442	Voyager (minivan) (2000 and on, see Chrysler)	SE, LX, Grand Voyager, SE Expresso, EPIC-electric*	1984-2001, 9999	20
461	Van-fullsize (B-series)	Voyager (thru 1983), Sport, Premier	1965-95,9999	21
471	Arrow pickup (foreign)		1975-91,9999	30,32
498	Other (light truck)		1965-2001, 9999	15,20-21,28-29, 30,32,42,45,48
499	Unknown (light truck)		1974-2001, 9999	15,20-21,29-30, 32, 48-49

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
OTHER VEHICLE				
998	Other (vehicle)		1965-2001, 9999	91-93,97
999	Unknown (PLYMOUTH)		1957-2001, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Lemans/Tempest (thru 1970)	Safari, T-37, Luxury, Grand Sport, GTO (thru 1973), GT-37, Sprint, Judge, Grand AM (73-75), Grand Lemans	1961-81,9999	01-02,04,06, 08-09
002	Bonneville/Catalina/ Parisienne	Brougham, Grand Safari, Safari, Grandville, 2+2, Executive, Starchief, SE, SSE, SSEi, G, SLE, GXP	1954-2005, 9999	01-02,04,06, 08-09
005	Fiero	2M4, 2M6, GT, SE	1984-89,9999	02
008	Ventura/GTO	II, SJ, Sprint, GTO (74-77), Custom, Base, LS2	1971-77; 2004-06,9999	02-04,09
009	Firebird/Trans AM	Esprit, Formula, GTA, Redbird, Yellowbird, Skybird, SE, Bandit, TransAm	1967-2002, 9999	01-03,09
010	Grand Prix (RWD)	J, LJ, SJ, Brougham, 2+2, GT, STE, SE	1962-87,9999	01-02,09
011	Astre	Safari, SJ, Custom	1975-77,9999	02-03,06,09
012	Sunbird (thru 1980;1985 on see model 016)	Safari, Sport, Formula	1976-80,9999	01-09
013	T-1000/1000	2T	1981-87,9999	03,05,07, *09*
015	Phoenix	LJ, SJ	1977-84,9999	02-05,07-09
016	Sunbird (1985-1994)/ J-2000/Sunfire (1995 on)	LE, SE, GT, 2000 Convertible, 2J, S, SE, GT, 1SA, 1SB, 1SC, 1SV	1982-2005, 9999	01-09
017	6000	STE, SE, LE	1982-91,9999	02,04,06,08-09
018	Grand AM	SE, LE, GT, GT1, SE1, SE2, SC/T Package	1973-2005, 9999	02,04,08-*09*
019	G5	Base, GT	2007-10,9999	02
020	Grand Prix (FWD)	LE, SE, STE, GT, McLaren Turbo, GTP, Limited Edition, 40th Anniversary Edition, GXP	1988-2008, 9999	01-02,04,08-09
022	G6	Base, GT, GTP, Value Leader, GXP	2005-10,9999	01-02,04, *09*
023	Solstice	GXP	2006-09,9999	01-02, *09*
024	G8	GT, GXP	2008-09,9999	04
025	G3		2009-10,9999	04,05, *09*
031	Lemans (1988-on)	LE, SE, Tempest Canadian)	1988-93,9999	01-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
032	Vibe	GT, AWD, HB	2003-10,9999	06
398	Other (automobile)	Torpedo, Streamliner, Chieftain Star Chief, Super Chief	1946-2010, 9999	01-10
399	Unknown (automobile)		1926-2010, 9999	01-10
LIGHT TRUCKS				
401	Aztek	GT, SE, 1SA, 1SB, 1SC, Rally Edition	2001-05,9999	14
403	Torrent	GXP	2006-09,9999	14
441	Trans Sport/ Montana/SV6	SE, Montana, Extended, Versatrak, 1SV, 1SA, 1SX, 1SY, 1SE, Chrome Sport,	1990-2006, 9999	20
499	Unknown (light truck)		1990-2009, 9999	14, 20, 49
999	Unknown (PONTIAC)		1951-2010, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	911/996	L, S, E, T, SC, Carrera (2, 4, Cabriolet, Targa), GT, Slopenose, 4S, Targa, Speedster, Turbo, B series, S-Coupe, Cabriolet (S), GT2, GT3 (RS), Carrera GT	1965-*2011*, 9999	01-02,09
032	912	1600, E, T	1966-69; 1976,9999	01-02,09
033	914	1.7, 1.8, 2.0, S, 914/4/6	1970-76,9999	01
034	924	Turbo, S	1977-88,9999	01-03,09
035	928	S, S4, GT, GTS	1978-95,9999	02-03,09
036	930	Turbo	1979	02
037	944	Turbo, S, S2	1983-91,9999	01-03,09
038	959	Not Imported to U.S.	1989-94,9999	01-03,09
039	968		1992-95,9999	01,02,09
040	986/Boxster	Boxster, Boxster Cabriolet, S Roadster, S Anniversary, Limited Edition, Spyder	1997-*2011*, 9999	01

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
041	Cayman	S	2006-*11*,9999	02
042	Panamera	S, 4, 4S, Turbo	2010-***11,9999***	05
398	Other (automobile)	Spyder, Speedster (prior to '65), 356 (A,B,C) Grund, America, Super, 1500	1948-***2011***, 9999	01-03,05,09
399	Unknown (automobile)		1948-***2011***, 9999	01-03,05,09
LIGHT TRUCKS				
421	Cayenne	Turbo, S, Titanium***,*** GTS (PD Edition),Transsyberia, ***Hybrid***	2003-***11***,9999	15
999	Unknown (PORSCHE)		1965-***2011***, 9999	99

MAKE:	Renault	(46)		(RENA)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	LeCar	R-5, R5TL, GTL, TL, DLX	1976-83,9999	02-05,07-09
032	Dauphine/10/R-8 Caravelle	all models, R-1190, R8 -1100	1955-71,9999	01-02,04,08-09
033	12	R-12L, R-12TL/GTL	1972-77,9999	04,06,09
034	15	R-15TL	1973-76,9999	02-03,09
035	16	R-16, R-1152	1969-72,9999	06
036	17	R17, Gordini Coupe, R17TL	1972-80,9999	01-02,09
037	18i/Sportwagon	R18i, Deluxe, DLX	1981-86,9999	04,06,09
039	Alliance/Encore GTA, Convertible	L, DL, Limited, X-37	1983-87,9999	01-05,07-09
041	Alpine	GT, GTA Coupe, Not imported to U.S.	1971-90,9999	02-03,09
044	Medallion **	DL, LX	1987	04,06,09
045	Premier**		1987	04
398	Other (automobile)	Juvaquatre, 4CV, Fregate, Domaine	1946-90,9999	01-11
399	Unknown (automobile)		1946-90,9999	01-11

** Note: Medallion and Premier listed under Eagle after 1987.

MAKE:	Saab	(47)		(SAA)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	99/99E/900	S,GL, GLE, L, LE, 2CM, 4CM Turbo, Cabriolet, 2EM, 4EM, CM, SE	1969-98,9999	01-05,07-09
032	Sonnett	II, III, 97	1967-74,9999	02
033	95/96	V-4, M, S, M-S, Special	1959-73,9999	02,06,09
034	9000	S, Turbo, CS, CD, CDE, E, AERO,CSE	1985-98,9999	04,05,09
035	9-3	SE (Hot), Viggen, Linear Arc, Vector, Aero, 2.0T, SportCombi	1999-*2011*, 9999	01,03-07,09
036	9-5	SE, Aero, 2.3T, Set, Arc, Linear, Aero, SportCombi, 2.5T, Turbo X	1999-*2011*, 9999	02,04,06,08-09
037	9-2x	Linear, Aero	2005-06,9999	05
038	9-4X		2009-*11*,9999	06
398	Other (automobile)	Monte Carlo 850, GT850, GT750, 92/93	1950-*2011*, 9999	01-09
399	Unknown (automobile)		1950-*2011*, 9999	01-09
LIGHT TRUCKS				
401	9-7x	Arc, Linear, 4.2i, 5.3i, Altitude Edition, Aero	2005-*2011*, 9999	14
999	Unknown (SAAB)		1950-*2011*, 9999	49

MAKE:	Saturn	(24)		(STRN)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	SL	SL, SL1, SL2	1991-2002, 9999	04
002	SC	SC1, SC2	1991-2002, 9999	02
003	SW	SW1, SW2	1993-2001, 9999	06
004	EV1/EGV1*	Electric Vehicle (Gen II)	1997-2003, 9999	02
005	LS	LS, LS1, LS2, L100/L200/ L300, L300-1/2/3	2000-05,9999	04
006	LW	LW1, LW2, LW200/ LW300-1/2/3	2000-04,9999	06
007	Ion	Quad-coupe, ½/3, Red Line	2003-07,9999	04

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
008	Sky	Red Line	2007-10,9999	01
009	Aura	XE, XR, Hybrid	2007-10,9999	04
010	Outlook	XE, XR	2007-10,9999	06
011	Astra	XE, XR, Sport	2008-10,9999	03,05, *09*

* Electric Vehicle. Be sure to code Related Factors-Vehicle Level Code "36."

Model	Codes	Includes	Model Years	Body Types
398	Other (automobile)		1991-2010, 9999	02,04,06,08-09
399	Unknown (automobile)		1991-2010, 9999	02,04,06,08-09
LIGHT TRUCKS				
401	Vue	Red Line, 4, V6, Green Line*,* XE, *XR-4, XR-V6*	2002-10,9999	14
441	Relay	2, 3	2005-07,9999	20
499	Unknown (light truck)		2002-10,9999	14, 20
999	Unknown (SATURN)		1991-2010, 9999	49

MAKE:	Smart	(65)		

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Fortwo	Pure, Passion, BRABUS	2008-*11*,9999	01, 02, *09*
032	*Forfour*		*2011*	*05*
398	Other (automobile)		2008-*11*,9999	01,02,09
399	Unknown (automobile)		2008-*11*,9999	01,02,09

MAKE:	Sterling	(61)		(STLG)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	827	Li, SL, S, SLI	1987-91,9999	04-05,09
398	Other (automobile)	825, S, SL, Oxford Edition	1987-91,9999	04-05,09
399	Unknown (automobile)		1987-91,9999	04-05,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Loyale (1990 on)/DL/ FE/G/GF/GL/GLF/ STD	4-wheel drive, S, 1300, 1400, 1600, 1800, A15L, A44L, Touring Wagon, Turbo	1972-94,9999	02-09
032	Star	FF -1 Star, 1100	1971	02,04,06,08-09
033	360		1958-70,9999	02
034	Legacy/Outback(prior to 2003 only; see 045 for 2003 on)	L, LS, LSI, 4WD, Outback (Limited, Ltd, Sport, VDC, L.L. Bean Edition), GT, Brighton, Sport Utility Sedan (Ltd.), 30th Anniv. Outback, H-6, 35th Anniv., 2.5, 2.5i/GT, spec. B, 3.0R, Limited, Premium, 3.6R	1990-*2011*, 9999	04-06,09
035	XT/XT6	4WD Turbo, convertible, DL, GL	1985-91,9999	01-02,09
036	Justy	DL, GL, 4WD	1987-94,9999	03,05,07, *09*
037	SVX	LS, LSL, XR, Lsi	1992-97,9999	02
038	Impreza	L, LS, Brighton, Outback Sport, RS, L-Sport, LX, 2.5i/ RS/TS/ GT, WRX, WRX Sport/STI/ TR, Limited Edition, Premium	1993-*2011*, 9999	02,04-06,08-09
039	RX		1986-89,9999	03-04,09
043	Brat	DL, GL	1978-87,9999	10
044	Baja	Sport, Turbo	2003-07,9999	10
045	Outback (2003 on; see 034 for prior to 2003)	H6-VDC, 35th Anniversary Edition, 2.5, 2.5i, 2.5XT, 3.0R, Special Edition, VDC Limited, Sport, L.L. Bean Edition, 3.0R. Premium, 3.6R	2003-*11*,9999	04-06,09
398	Other (automobile)		1968-*2011*, 9999	01-10
399	Unknown (automobile)		1968-*2011*, 9999	01-10
LIGHT TRUCKS				
401	Forester	L, S, 2.5X, 2.5XS, 2.5XT, L.L. Bean Edition, Limited, Sport, Premium	1997-*2011*, 9999	14
402	B9 Tribeca	Base, Limited, Special Edition, Premium, Touring	2006-*11*,9999	14
499	Unknown (light truck)		1997-*2011*, 9999	14
999	Unknown (SUBARU)		1958-*2011*, 9999	49

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Swift/SA310	Gti, GTX, GLX, GA, GT, GL	1989-2001, 2010*,* 9999	03-05,07,09
032	Esteem	GL, GLX, GLX+	1995-2002, 9999	04,06,09
033	Aerio	S,G,LX,SX (Wagon), Luxury	2002-07,9999	04,06,09
034	Forenza	S, LX, EX, Premium, Convenience, Popular	2004-08,9999	04,06,09
035	Verona	S, LX, EX, Luxury	2004-06,9999	04
036	Reno	S, LX, EX, Premium, Convenience	2005-08,9999	05
040	SX4/SX4 Crossover	Base, Sport, Convenience, Touring, S, SE, GTS, LE	2007-*11*,9999	04, 05, *09*
041	Kizashi	GTS, S, SE, SLS	2010-*11,9999*	04
398	Other (automobile)	800 Fronte, Alto	1981-*2011*, 9999	03-07,09
399	Unknown (automobile)		1981-*2011*, 9999	03-07,09
LIGHT TRUCKS				
401	Samurai	Standard, Deluxe, JL	1986-96,9999	14
402	Sidekick/Vitara/ Vitara V6	JS, JX, JLX, JLS, Sport, Grand Vitara (1999-2002 only; see model 404 for 2003 on) (JS, JLX, JLS, Ltd.) XL-7 (2002 only; see model 405 for 2003 on) LX	1989-2004, 9999	14
403	X-90		1996-98,9999	14
404	Grand Vitara (2003 on; see model 402 for models prior to 2003)	JS, JLX, JLS, Limited, GX, LX, XV6, Premium, Xsport, Luxury, Special Edition	2003-*11*,9999	14
405	XL-7 (2003 on; see 402 for 2002 model year)	Standard, Touring, Limited, GX, LX, Premium, Luxury	2003-09,9999	14
481	Equator	***Comfort, Premium, Sport, RMZ***	2009-*11*,9999	31
498	Other (light truck)	Jimmy	1981-*2011*, 9999	14, 31
499	Unknown (light truck)		1981-*2011*, 9999	14, 31
MOTORCYCLES				
701	0-50cc		1970-*2011*, 9999	80-81,83,88-89

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES (Cont.)				
702	51-124cc		1970-*2011*, 9999	80-81,83,88-89
703	125-349cc		1969-*2011*, 9999	80,83,88-89
704	350-449cc		1970-93; 2000-*11*,9999	80,83,88-89
705	450-749cc		1969-*2011*, 9999	80,83,88-89
706	750cc-over		1970-*2011*, 9999	80,83,88-89
709	Unknown cc		1969-*11*,9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for	1969-87; 2002-04,9999	90
732	51-124cc	off-road use and have 3 or 4 wheels.	1969-2004, 9999	90
733	125-349cc		1969-*2011*, 9999	90
734	350cc or greater		1969-93; 1999-*2011*, 9999	90
739	Unknown cc		1969-*2011*, 9999	90
999	Unknown (SUZUKI)		1969-*2011*, 9999	49,99

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Corona	Mark II, Custom, 1900, 2000, Deluxe	1966-83,9999	02,04,06,08-09
032	Corolla	1100, 1200, 1600, SR-5, LE, DX, CE, Deluxe, Custom, FX, FX16, Sport, GTS, VE, S, XRS, XLE	1969-*2011*, 9999	02-09
033	Celica	1900, 2000, GT, ST, GTS, VE, GT-S	1971-2005, 9999	01-03,09
034	Supra	Celica Supra, Soarer, Turbo	1979-98,9999	03
035	Cressida		1978-92,9999	04-06,09
036	Crown	2300, 2600, Toyopets	1958-71,9999	02,04,06,08-09
037	Carina	2000	1972-73,9999	02
038	Tercel	Corolla Tercel, 4WD, EZ, DX, LE, DLX, CE	1980-98,9999	02-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
039	Starlet		1981-84,9999	03
040	Camry	LE, Deluxe, XLE, DLX, SE, All-Trac, CE, SE, Limited Edition, LE, Hybrid,	1983-*2011*, 9999	02,04-06,08-09
041	MR-2/MR Spyder	Super Charged	1984-95; 2000-05,9999	01-02,09
042	Paseo	Turbo, T-bar	1992-97,9999	01-02,09
043	Avalon	XL, XLS, Limited, Touring	1995-*2011*, 9999	04
044	Solara	Camry Solara (SE, SLE, Sport)	1999-*2011*, 9999	01-02,09
045	ECHO		2000-05,9999	02,04,09
046	Prius *	*Electric hybrid, Touring, II, III, IV, V	2001-*11*,9999	04,05, *09*
047	Matrix	Base, XR, XRS, STD, S	2003-*11*,9999	06
048	Scion xA	RS 1.0	2004-07,9999	05
049	Scion xB	1.0, 2.0 Series	2004-*11*,9999	06
050	Scion tC	1.0 Series	2005-*11*,9999	03
051	Yaris	Liftback, S	2007-*11*,9999	03-05, *09*
052	Scion xD		2008-*11*,9999	05
053	Venza		2009-*11*,9999	05
054	Scion iQ		2010-***11,9999***	04
398	Other (automobile)	2000 GT Coupe (1960s), Sports 800, Vipor, Tiara	1960-*2011*, 9999	01-10
399	Unknown (automobile)		1960-*2011*, 9999	01-10
LIGHT TRUCKS				
401	4-Runner	SR5, Limited, Sport, Trail	1984-*2011*, 9999	14
402	RAV4*	L, EVs-electric*, Sport, Limited	1996-*11*,9999	14
403	Highlander	Limited, Hybrid, Sport, SE	2001-*11*,9999	14
404	FJ Cruiser	Baja 1000, FJ, SE, TRD	2007-*11*,9999	14
421	Land Cruiser	4WD	1964-*2011*, 9999	15
422	Sequoia	SR5, Limited, Platinum	2001-*11*,9999	15
441	Minivan (1984-90)/ Previa (1991 on)	LE, Cargo, DX, XLE	1984-97,9999	20
442	Sienna	CE, LE, XLE, Symphony, Limited, SE	1998-*2011*, 9999	20
471	Pickup	SR-5,Extra Cab, Sport, LN44, Chinook, Wonder Wagon	1974-95,9999	30-32, 40,42
472	Tacoma	SR5, Xtracab, Limited, PreRunner, Side Step, Double Cab, S-Runner, 2.7L, 4.0L X-Runner	1995-*2011*, 9999	30,32, 40,42
481	T-100	DX, SR5, Limited, Xtracab	1993-98,9999	31-32,40,42

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS (Cont.)				
482	Tundra	SR5 (Access Cab), LTD, (Access Cab), Double Cab, Darrell Waltrip Special Edition, CrewMax**, 4.0L, 4.6L, 5.7L**	1999-**2011**, 9999	31-32, 40,42
498	Other (light truck)		1970-**2011**, 9999	14-15,19-20, 29-30,32,39
499	Unknown (light truck)		1973-**2011**, 9999	14-15,19-20,30-32, 39-40,42,48-49
999	Unknown (TOYOTA)		1966-**2011**, 9999	49

MAKE:	Triumph	(50)		(TRIU)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Spitfire	I, II, III, IV, 1500	1962-81,9999	01,02,09
032	GT-6	MK3	1967-73,9999	01,02,09
033	TR4	TR2, TR3, TR4A	1958-68,9999	01,02,09
034	TR6		1969-76,9999	01,02,09
035	TR7/TR8		1975-81,9999	01,02,09
036	Herald	Vitesse	1960-74,9999	01-02,06,09
037	Stag		1971-73,9999	01,02,09
398	Other (automobile)	1800,2000,Mayflower, Renown,1200	1946-81,9999	01-02,04,08-09
399	Unknown (automobile)		1946-81,9999	01-02,04,08-09
MOTORCYCLES				
701	0-50cc		1965-83,9999	80
702	51-124cc		1965-83,9999	80
703	125-349cc		1950-74,9999	80
704	350-449cc		1950-71,9999	80
705	450-749cc		1950-83; 2000-**11**,9999	80
706	750cc or greater		1950-74; 1983-**2011**, 9999	80
709	Unknown cc		1950-**2011**, 9999	80
799	Unknown (motored cycle)		1950-**2011**, 9999	80
999	Unknown (TRIUMPH)		1950-**2011**, 9999	99

MAKE:	Volkswagen	(30)		(VOLK)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Karmann Ghia		1954-75,9999	01-02,09
032	Beetle 1300/1500	Flat windshield, 94.5 WB	1948-77,9999	01-02,09
033	Super Beetle	Curved windshield 95.3 WB	1971-80,9999	01-02,09
034	411/412	Squareback/Fastback	1971-74,9999	03-04,09
035	Squareback/Fastback	Type 3, 1600	1965-74,9999	02
036	Rabbit	L, GTI, Sport, LS, Custom, DL, Deluxe, S	1975-84, 2007-09,9999	01,03,05-07,09
037	Dasher		1974-81,9999	03,05-07,09
038	Scirocco	16V	1975-88,9999	02
040	Jetta	Jetta III, GL (TDI, 1.9L, 2.0L), GLI (VR6), GLS (1.8T,1.8L/l.9L/2.0L/2.8L/ TDI/VR6),GT, Carat, TDI, GLX (VR6/2.8L), Turbo Diesel, Wolfsburg Edition, 2.5L S/SE/SEL, Value Edition. 2.0T, 3.6	1981-***2011***, 9999	02,04,06,08-***09***
041	Quantum	Synco	1982-88,9999	02,04,06,08-09
042	Golf/Cabriolet/Cabrio/ GTI/ GLI	Golf II, GTI (GLS, GLX 1.8T/2.8L), GT, GL(1.8T/ VR6/2.0L/1.9L/ TDI), Golf III, GLS (1.8T/1.8L/1.9L/ 2.0/TDI), Wolfsburg, Cabrio (GL, GLS, GLX), 20th Anniversary, R32, MkV	1985-***2011***, 9999	01,03,04, 05-07, 09
043	Rabbit Pickup	car-based pickup	1980-83,9999	10
044	Fox	GL	1987-94,9999	02,04,06,08-09
045	Corrado		1989-94,9999	02
046	Passat	GL,GLS(1.8T,Synchro,V6), TDI,GLX(1.8T, 2.0T, W8, Synchro,V6), 4MOTION, 3.6 GL, Value Edition, CC	1990-***2011***, 9999	04,06,09
047	New Beetle	GL GLS TDI, 1.8T/1.8L/ 1.9L/2.0L/2.5/2.5L Syncro/ V6, GLX (1.8T), Turbo S	1998-***2011***, 9999	01,03,09
048	Phaeton	3.2L, 4.2L, V6, V8,W12	2003-06,9999	04
051	Eos	2.0T, 3.2L, Komfort, Lux, VR6	2007-***11***,9999	01
398	Other (automobile)		1965-***2011***, 9999	01-10
399	Unknown (automobile)		1956-***2011***, 9999	01-10

Model	Codes	Includes	Model Years	Body Types

MAKE: Volkswagen (Cont.) (30) (VOLK)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
401	The Thing (181)		1973-75,9999	14
402	Tiguan	S, SE, SEL	2008-*11*,9999	14
421	Touareg/Touareg 2	V6, V8, V10, VR6 FSI	2003-*11*,9999	15
441	Vanagon/Camper	Bus, Kombi, Van	1955-91,9999	20
442	Eurovan	GLS, MV, Camper, Weekender Package	1992-04,9999	20
443	Routan	S, SE, SEL Premium/RSE	2009-*11*,9999	20
498	Other (light truck)		1967-80,9999	14-15,20
499	Unknown (light truck)		1965-*2011*, 9999	14-15,20,49
998	Other (vehicle)		1965-*2011*, 9999	91-93,97
999	Unknown (VOLKSWAGEN)		1956-*2011*, 9999	49

MAKE: Volvo (51) (VOLV)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	122	S	1958-68,9999	02,04,06,08-09
032	140/142/144/145 *	S, E, GL, GLS, Deluxe	1968-74,9999	02,04,06,08-09
033	164	S, E	1970-75,9999	04
034	240 series*/DL/GL/GLT	242, 244, 245, DL, GL, GLT, Deluxe	1975-93,9999	02,04,06,08-09
035	260 series/GLE	264,265,262, c, Volvo Coupe, Volvo Diesel	1976-82,9999	02,04,06,08-09, 12
036	1800	E, S, ES, P1800	1960-73,9999	02,06,09
037	PV544	PV444	1947-65,9999	04,06,09
038	760/780	GLE, Turbo, Bertone Coupe	1983-92,9999	02,04,06,08-09, 12
039	740	GLE, GT, Turbo, GL, SE	1983-92,9999	04,06,09
040	940	GLE, Turbo, SE	1991-95,9999	04,06,09,12
041	960		1992-97,9999	04,06,09,12
042	850	GLT, Turbo, T-5, GTAS, GTMS Cross Country	1993-97,9999	04,06,09
043	70 Series	C70 (LT, HT,T5), S70 (GLT, T5, AWD) V70 (R, SC Cross Country, GLT, T-5, XC70, M, 2.4T, 2.4, 2.5T, T-6, R, 3.2) LPT, HPT	1998-*2011*, 9999	01-02,04,06,09
044	90 Series	S90, V90	1998	04,06,09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
045	80 Series	S80 (2.9, T6, Executive, Premier) 2.5, 2.5T, 3.2, V8	1999-*2011*, 9999	04
046	40 Series	S40,V40,LSE, 2.5i, T5, 2.4i, R-Design	2000-*11*,9999	04,06,09
047	60 Series	S60 (2.4T, 2.4, 2.5 AWD, T5), 2.4M, 2.5T, R, T5,	2001-*11*,9999	04
048	V50	2.4i, T5, R-Design	2005-*11*,9999	06
049	C30	1.0, 2.0, T5, R-Design	2008-*11*,9999	03
050	*XC60*	*3.2, T6*	*2008-11,9999*	*06*
398	Other (automobile)		1958-*2011*, 9999	01-12
399	Unknown (automobile)		1958-*2011*, 9999	01-12
LIGHT TRUCKS				
401	XC90	2.5T(AWD), T6(AWD), V8, 3.2, R-Design	2003-*11*,9999	14
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1981-93; 1996-*2011*, 9999	60-64,66,78
882	Medium/Heavy – COE low entry		1981-93; 1996-2004, 9999	60-64,66,78
883	Medium/Heavy – COE high entry		1981-93; 1996-2004, 9999	60-64,66,78
884	Medium/Heavy – Unknown engine location		1981-93; 1996-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1981-93; 1996-*2011*, 9999	60-64,66,78
898	Other (medium/heavy truck)		1981-93; 1996-*2011*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1981-2005, 9999	50-52,58-59
988	Other (bus)		1965-2005, 9999	50-52,58-59

** **Use "981" (bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
999	Unknown (VOLVO)		1958-*2011*, 9999	79,99

MAKE:	Yugo		(57)		(YUGO)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	GV/GVL/GVX	All models, Cabriolet	1986-92,9999	01-03,09

MAKE:	Other Domestic Manufacturers	(29)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
001	Studabaker/Avanti	Lark, Gran Turismo, Hawk, Cruiser, all associated subseries, light pick-up, Studebaker XUV/XUT, Lister	1940-91; 2001-07,9999	01-02, 04, 06, 08-09, 16, 31, 39
002	Checker	Marathon, Superba, Taxi, Aerobus	1965-82,9999	04, 06, 09, 12
003	Panoz	Esperante (Magnussen Edition), GTS, GTLM, JRD	2000-*11*,9999	01-02, 09
004	Saleen	S7, S281, 435S	2001-*11*,9999	02
398	Other (automobile)	Desoto, Excaliber, Stutz, FiberFab, Hudson, Packard, Consulier, Gatsby, Auburn, Phaeton, Citicar, Clenet	1930-91,9999	01-13
399	Unknown Make		1940-*2011*, 9999	01-13, 16, 39

MAKE:	Other Import		(69)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
031	Aston Martin	Lagonda, Vantage, Volante, Saloon, DB Mark III, DB4, DB4GT, DB5, DB6, DB7 (Heritage, Vantage, Volante), V12 Vanquish S, V8, DB9, Rapide, DBS, Cygnet, Carbon Black, One-77	1950-*2011*, 9999	01-09
032	Bricklin		1965-91,9999	02
033	Citroen		1965-91,9999	02-09
034	DeLorean		1981-83,9999	02

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
035	Ferrari	F355 (Berlinetta, GTS, Spider, F1), F430, F456 (GTA, M, GT, MGTA), F550 (Maranello, Barchetta Pininfarina), 360/430 (Spider, Modena, Challenge) Maranello, Berlinetta, MGT (Vintage), Enzo, Challenge Stradale, 575M, 612 Scaglietti, Superamerica, 599 GTB, California, 418 Italia	1965-***2011***, 9999	01-05,07-09
036	Hillman		1965-91,9999	01-09
037	Jensen	Healy-Interceptor, 541R	1965-91,9999	01-05,07-09
038	Lamborghini	Countach, 5000S, Jalpa, Diablo, Miura, Murciélago (LP640), Galladoro, LP 550-2, LP 560-4, LP 570-4 LP-670-4	1965-***2011***, 9999	01-02,04,08-09
039	Lotus	Europe, Espirit (V8, GT-3, V8-GT) Elise, Exige, Evora, California, Club Racer, Sport	1967-***2011***, 9999	01-02,04,08-09
040	Maserati	Biturbo, Ghibli, 3200 GT, Quattroporte, Spyder GT, Sports GT, Executive GT, 90th Anniversary, MC12, GranSport, GranTurismo	1965-99; 2002-***11***,9999	01-05,07-09
041	Morris	Minor	1965-91,9999	01-10
042	Rolls Royce/Bentley	Rolls Royce: Cloud/Shadow series, Silver Spur, Silver Dawn, Silver Spirit, Silver Seraph, Corniche, Park Ward); Bently: (Arnaze, Azure, Continental, Mulliner), Phantom, Brooklands, Goodwood, Ghost	1926-***2011***, 9999	01-02,04,08-09
044	Simca		1965-91,9999	01-09
045	Sunbeam		1965-91,9999	01-02,04,08-09
046	TVR		1965-91,9999	01-02,09
048	Desta		1985-99,9999	14-15,19
049	Reliant		1960-91,9999	01-09
052	Bertone	X/19	1989-91,9999	01-02,09
053	Lada		1965-91,9999	01-09

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Cont.)				
054	Mini-Cooper	Mark I,II,III, S, SE, Sport, MC40, Traveller, John Cooper Works, Clubman, ***Countryman***	1961-74; 2002-***11***,9999	01,03, 06, ***09***
055	Morgan (2003 on; Prior to 2003 see 398)	Aero 8, Plus 8, V6, Classic Range, AeroMax, 4/4 Sport, Super Sports Junior	2003-***11***,9999	01
056	Maybach	57, 57S, 62, ***62S, Laudualet, Zeppelin***	2003-***11***,9999	04
057	Spyker	C8, Base, T, Laviolette, Aileron, Spyder, Double 12R, Double 12S, C12 Zagato, LM85	2005-***11***,9999	01-02, ***09***
058	Koenigsegg	CC8S, CCR, CCX, CCXR, CCGT, Trevita	2007-***11***,9999	01
059	Tesla		2008-***11***,9999	01
060	Yes	Roadster	2009-***11***,9999	01
061	Mahindra (2011 on, see Make 66 - Mahindra)	Scorpio (Lx, Sle, Vls, Vlx)	2010	14
062	***Caterham***	***Classic, Roadsport, Academy, Superlight (R300/R400/R500), CSR***	***2011***	***01***
063	***McLaren***	***MP4-12C***	***2011***	***01***
398	Other (automotive)	Morgan (Prior to 2003; 2003 on see 055), Singer, Gazelle, Fisker	1965-91, 2010-***11***, 9999	01-13
399	Unknown Make		1928-***2011***, 9999	01-10,19

MOTORED CYCLES

Note: Refer to Passenger Car section of this table for motored cycles produced by automobile manufacturers (BMW, Honda, Peugeot, Suzuki, Triumph)

MAKE:	BSA	(70)		(BSA)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1950-72,9999	80-81,83,88-89
702	51-124cc		1950-72,9999	80-81,83,88-89
703	125-349cc		1950-72,9999	80,83,88-89
704	350-449cc		1950-72,9999	80,83,88-89
705	450-749cc		1950-72,9999	80,83,88-89
706	750cc or greater		1950-72,9999	80,83,88-89
709	Unknown cc		1950-72,9999	80,83,88-89

MAKE:	Ducati	(71)		(DUCA)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1958-65,9999	80-81,88-89
702	51-124cc		1958-65,9999	80-81,88-89
703	125-349cc		1958-65,9999	80,88-89
704	350-449cc		1958-65,9999	80,88-89
705	450-749cc		1958-93; 1997-2006, 9999	80,88-89
706	750cc or greater		1958-*2011*, 9999	80,88-89
709	Unknown cc		1958-*2011*, 9999	80-83,88-89

MAKE:	Harley-Davidson	(72)		(HD)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1965-66,9999	80-81
702	51-124cc		1948-78,9999	80-81,88-89
703	125-349cc		1948-88,9999	80,88-89
704	350-449cc		1969-74,9999	80,88-89
705	450-749cc		1971-78,9999	80,88-89
706	750cc or greater		1932-*2011*, 9999	80,82,88-89
709	Unknown cc		1932-*2011*, 9999	80,82,88-89

MAKE:	Kawasaki	(73)		(KAWK)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1965-82,9999	80-81,83,88-89
702	51-124cc		1965-*2011*, 9999	80-81,83,88-89
703	125-349cc		1965-*2011*, 9999	80,83,88-89
704	350-449cc		1975-98; 2003-04; 2006-*11*, 9999	80,83,88-89
705	450-749cc		1972-*2011,* 9999	80,83,88-89
706	750cc or greater		1972-*2011*, 9999	80,83,88-89
709	Unknown cc		1965-*2011*, 9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc		2003-*11*,9999	90
732	51-124cc	includes all ATVs designed solely for off-road use and have 3 or 4 wheels.	1970-88; 2003-*11*,9999	90
733	125-349cc		1970-*2011*, 9999	90
734	350cc or greater		1970-*2011*, 9999	90
739	Unknown cc		1970-*2011*, 9999	90

MAKE:	Moto-Guzzi	(74)		(MOGU)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
704	350-449cc		1965-76,9999	80,88-89
705	450-749cc		1965-87; 2004-*11*,9999	80,88-89
706	750cc or greater		1965-*2011*, 9999	80,88-89
709	Unknown cc		1965-*2011*, 9999	80,88-89

MAKE:	Norton	(75)		(NORT)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
704	350-449cc		1950-76,9999	80,83,88-89
705	450-749cc		1950-76,9999	80,83,88-89
706	750cc or greater		1950-76,9999	80,83,88-89
709	Unknown cc		1950-76,9999	80,83,88-89

MAKE:	Victory	(77)		(VCTY)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
706	750cc or greater		1998-*2011,* 9999	80,88-89
709	Unknown cc		1998-*2011,* 9999	80,88-89

MAKE:	Yamaha	(76)		(YAMA)

Model	Codes	Includes	Model Years	Body Types
MOTORCYCLES				
701	0-50cc		1979-*2011*, 9999	80-81,83,88-89
702	51-124cc		1972-*2011*, 9999	80-81,83,88-89
703	125-349cc		1969-*2011*, 9999	80,83,88-89
704	350-449cc		1972-*2011*, 9999	80,83,88-89
705	450-749cc		1971-*2011*, 9999	80,83,88-89
706	750cc or greater		1974-*2011*, 9999	80,83,88-89
709	Unknown cc		1969-*2011*, 9999	80,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for off-road use and have 3 or 4 wheels.	1965-91, 2005-*11*, 9999	90
732	51-124cc		1965-*2011*, 9999	90
733	125-349cc		1965-*2011*, 9999	90
734	350cc or greater		1993-*2011*, 9999	90

Model	Codes	Includes	Model Years	Body Types
ALL TERRAIN VEHICLE (Cont.)				
739	Unknown cc		1965-*2011*, 9999	90
998	Other (Vehicle)	Snowmobiles, *Golf Car*	1965-*2011*, 9999	91, *97*

TRUCKS

MAKE:	Brockway	(80)		(BROC)
Model	**Codes**	**Includes**	**Model Years**	**Body Types**

MEDIUM/HEAVY TRUCKS

Model	Codes	Includes	Model Years	Body Types
881	Medium/Heavy – CBE		1965-77,9999	60-64,66, 71-72,78
882	Medium/Heavy - COE low entry		1965-77,9999	60-64,66, 71-72,78
883	Medium/Heavy - COE high entry		1965-77,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-77,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-77,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-77,9999	60-64,66, 71-72,78

BUSES

Model	Codes	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)		1965-77,9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-77,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-77,9999	50-52,58-59
988	Other (bus)		1965-77,9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

MOTOR HOME

Model	Codes	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-77,9999	65,73
998	Other (vehicle)		1965-77,9999	91-93,97
999	Unknown (BROCKWAY)		1965-77,9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	DC101,C116	1954-75,9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1954-75,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	C054-C088	1954-75,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1954-75,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1954-75,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1954-75,9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1954-75,9999	50-52,58-59
982	Bus: Front engine, Flat front		1954-75,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1954-75,9999	50-52,58-59
988	Other (bus)		1954-75,9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1954-75,9999	65,73
998	Other (vehicle)		1954-75,9999	91-93,97
999	Unknown (DIAMOND REO or REO)		1954-75,9999	99

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
461	Sprinter/Advantage	2500 (HC/SHC), 3500 (HC/SHC)	2002-*11*,9999	21-22,28-29
MEDIUM/HEAVY TRUCKS				
870	*Medium Heavy Van-Based Vehicle*	*Sprinter*	*2002-11,9999*	*55, 61-64*
881	Medium/Heavy – CBE		1965-*2011*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1968-*2011*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-*2011*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1963-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-*2011*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2011*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-*2011*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-*2011*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-*2011*, 9999	50-52,58-59
988	Other (bus)		1965-*2011*, 9999	50-52,58-59
MOTOR HOME				
850	Motor Home	Truck based	1965-*2011*, 9999	65,73
998	Other (vehicle)		1963-*2011*, 9999	91-93,97
999	Unknown (FREIGHTLINER)		1963-*2011*, 9999	99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-2001, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1965-2001, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-2001, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-2001, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-2001, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-2001, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2001, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-2001, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2001, 9999	50-52,58-59
988	Other (bus)		1965-2001, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-2001, 9999	65,73
998	Other (vehicle)		1965-2001, 9999	91-93,97
999	Unknown (FWD)		1965-2001, 9999	99

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
421	Scout	Scout II, Utility pickup, SS-2, Roadster, 800 series, Traveler, Terra Traveltop,	1962-80,9999	15
431	Travelall	1010-1210, 100-200	1963-75,9999	16
466	Multistop Van	Metro RM, MS1510, 120-160, MS1210	1960-84,9999	22,28-29
481	Pickup	R-100-500, 900A-1500C/D, 1010-1510	1951-76,9999	31,33
498	Other (light truck)		1960-84,9999	15-16,22,28-29
499	Unknown (light truck)		1951-84,9999	15-16,19,22, 28-29
MEDIUM/HEAVY TRUCK				
881	Medium/Heavy – CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer, 8100, 8500, 9100, 9200, 9300, 9400, 9900, CXT, RXT, MXT	1963-***2011***, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	CO, VCO, DCO, 190-1950, Cargostar, LFM, 5370 (Garbage), CF500/600	1973-***2011***, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	DCO, DCOT, UCO, VCOT, 405-series, COE Transtar, Unistar, Conco 707B, 9600	1961-***2011***, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1948-***2011***, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1964-***2011***, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)	Fire truck - R140-R306, CO 8190	1955-***2011***, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)	R153-1853 Loadstar, 1603-1853	1953-***2011***, 9999	50-52,58-59
982	Bus: Front engine, Flat front	173FC, 183FC	1972-***2011***, 9999	50-52,58-59
983	Bus**: Rear engine, Flat front	183RE, 193RE-transit	1965-***2011***, 9999	50-52,58-59
988	Other (bus)		1953-***2011***, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2011*, 9999	65,73
998	Other (vehicle)		1954-*2011*, 9999	91-93,97
999	Unknown (INTL. HARVESTER/ NAVISTAR)		1951-*2011*, 9999	79,99

MAKE:	Kenworth	(85)		(KW)

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	520, 540, T400, T600,T800, C500-550, W900, T300	1947-*2011*, 9999	60-64,66, 71-72, 78
882	Medium/Heavy – COE low entry	L700	1972-*2011*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	K100, K100E, K300	1965-*2011*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1954-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1964-*2011*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2011*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2004, 9999	50-52,58-59
988	Other (bus)		1965-2004, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2011*, 9999	65,73
998	Other (vehicle)		1965-*2011*, 9999	91-93,97
999	Unknown (KENWORTH)		1965-*2011*, 9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1968-*2011*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1965-*2011*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1977-*2011*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1956-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1972-*2011*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1971-*2011*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1976-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2004, 9999	50-52,58-59
988	Other (bus)		1965-2004, 9999	50-52,58-59

** **Use code "981"(bus) if the frontal plane or the engine location is unknown.**

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2011*, 9999	65,73
998	Other (vehicle)		1965-*2011*, 9999	91-93,97
999	Unknown (MACK)		1965-*2011*, 9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	LCF	1980-91,9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	FL, FS	1980-91,9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1980-91,9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1980-91,9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1980-91,9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1980-91,9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1980-91,9999	50-52,58-59
982	Bus: Front engine, Flat front		1980-91,9999	50-52,58-59
983	Bus: Rear engine, Flat front		1980-91,9999	50-52,58-59
988	Other (bus)		1980-91,9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1980-91,9999	65,73
998	Other (vehicle)		1980-91,9999	91-93,97
999	Unknown (IVECO/MAGIRUS)		1980-91,9999	99

* Magirus stopped production in 1985; Iveco stopped production in 1991.

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE	357-379, 387, 385	1974-*2011*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	270	1965-*2011*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry	362, 320	1965-*2011*, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1961-*2011*, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1964-*2011*, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-*2011*, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-2004, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-2004, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-2004, 9999	50-52,58-59
988	Other (bus)		1965-2004, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-*2011*, 9999	65,73
998	Other (vehicle)		1965-*2011*, 9999	91-93,97
999	Unknown (PETERBILT)		1965-*2011*, 9999	99

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
881	Medium/Heavy – CBE		1965-**2011**, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1968-**2011**, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-**2011**, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1963-**2011**, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-**2011**, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-**2011**, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-**2011**, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1965-**2011**, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-**2011**, 9999	50-52,58-59
988	Other (bus)		1965-**2011**, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-**2011**, 9999	65,73
998	Other (vehicle)		1963-**2011**, 9999	91-93,97
999	Unknown (WHITE/AUTOCAR-WHITE/GMC)		1963-**2011**, 9999	99

BUSES

NOTE: Refer to the PASSENGER CAR section for buses manufactured by Chevy, Dodge, Ford, GMC, Grumman, Isuzu, Mercedes, Mitsubishi and Volvo. Refer to the TRUCK section for buses manufactured by Brockway, Diamond Reo, Freightliner, FWD, International Harvester, Kenworth, Mack, Peterbilt, and White/Autocar-White/GMC. Refer to the OTHER MAKE section for buses manufactured by Neoplan, Carpenter Industries, DINA, Mid Bus, Orion, and Van Hool. Hino and Scania buses are located under OTHER MAKE (Medium/Heavy Trucks) since those manufacturers also make trucks.

MAKE:	Bluebird	90		(BLUI)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
461	Van Based	van-based school bus, shuttle bus	1927-*2011*, 9999	21
BUSES				
981	Bus**: Conventional (Engine out front)		1927-*2011*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1927-*2011*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1927-*2011*, 9999	50-52,58-59
988	Other (bus)		1927-*2011*, 9999	50-52,58-59
989	*Unknown (bus)*		*1927-2011, 9999*	*50-52, 58-59*
999	Unknown (BLUEBIRD)		1927-*2011*, 9999	99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	Eagle Coach	91		

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1948-2001, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1948-2001, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1948-2001, 9999	50-52,58-59
988	Other (bus)		1948-2001, 9999	50-52,58-59
989	*Unknown (bus)*		*1948-2001, 9999*	*50-52, 58-59*

** Use code "981"(bus) if the frontal plane or the engine location is unknown.**

MAKE:	Gillig		92		

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1932-*2011*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1932-*2011*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1932-*2011*, 9999	50-52,58-59
988	Other (bus)		1932-*2011*, 9999	50-52,58-59
989	*Unknown (bus)*		*1932-2011, 9999*	*50-52, 58-59*

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

MAKE:	MCI		93		(MCIN)

Model	Codes	Includes	Model Years	Body Types
BUSES				
981	Bus**: Conventional (Engine out front)		1963-*2011*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1963-*2011*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1963-*2011*, 9999	50-52,58-59
988	Other (bus)		1963-*2011*, 9999	50-52,58-59
989	*Unknown (bus)*		*1963-2011, 9999*	*50-52, 58-59*

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

MAKE:	Thomas Built		94		(THMS)

Model	Codes	Includes	Model Years	Body Types
LIGHT TRUCKS				
461	Van Based	van-based school bus, shuttle bus	1936-*2011*, 9999	21
BUSES				
981	Bus**: Conventional (Engine out front)		1936-*2011*, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1936-*2011*, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1936-*2011*, 9999	50-52,58-59
988	Other (bus)		1936-*2011*, 9999	50-52,58-59
999	Unknown (THOMAS BUILT)		1936-*2011*, 9999	99

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

OTHER MAKE

MAKE: Other Make *   (98)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES (Unknown if DOMESTIC or FOREIGN)**				
301	*Think*	*City*	*2009-11,9999*	*03*
302	*Meyers Motor*	*NmG*	*2008-11,9999*	*02*
398	Other (automobile)	Solectra (electric: Force)	1945-*2011*, 9999	01-13

**   Do not use Other Make (98) if Other Domestic (29) or Other Import (69) is applicable.

LIGHT TRUCKS				
498	Other (light truck)	Solectra (electric: Citivan Flash)	1960-*2011*, 9999	14-16,19-22, 28-33,39-42, 45, 48
LSV/NGV				
598	*Other (LSV/NGV)*	*Tomberlin, Ford, Fly Bo*	*2000-11,9999*	*94*
MOTORCYCLES				
701	0-50cc	(Includes: ATK, Beta, Buell,	1965-*2011*, 9999	80-81,88-89
702	51-124cc	Cagiva, Cobra Trike, Jawa, Husqvarna, KTM, Aprilia,	1965-*2011*, 9999	80-83,88-89
703	125-349cc	Maely, Riva, Strociek, BMC, MV Agusta, Bimota, Husaberg,	1965-*2011*, 9999	80-83,88-89
704	350-449cc	Indian Scout, Indian, Laverda, Big Dog, Titan, Twin Eagle,	1965-*2011*, 9999	80-83,88-89
705	450-749cc	Viza, Viper)	1965-*2011*, 9999	80-83,88-89
706	750cc or greater		1965-*2011*, 9999	80-83,88-89
709	Unknown cc		1945-*2011*, 9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for	1965-*2011*, 9999	90
732	51-124cc	off-road use and have 3 or 4 wheels. Includes: Polaris	1965-*2011*, 9999	90
733	125-349cc		1965-*2011*, 9999	90
734	350cc or greater		1965-*2011*, 9999	90
739	Unknown cc		1965-*2011*, 9999	90

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS				
802	Auto-Union-DKW		1965-88 9999	60-64,66, 71-72,78
803	Divco		1963-88,9999	60-64,66, 71-72,78
804	Western Star		1965-***2011***, 9999	60-64,66, 71-72,78
805	Oshkosh	(includes trucks & buses)	1965-***2011***, 9999	50,52-59,60-64, 66,71-72,78
806	Hino	(includes trucks & buses)	1985-***2011***, 9999	50-52,58,59,60-64, 66,71-72,78
807	Scania	(includes trucks & buses)	1986-2004, 9999	50-52,58,59,60-64, 66,71-72,78
808	UD		1986-***2011***, 9999	60-64,66, 71-72,78
809	Sterling		1998-***2011***, 9999	60-64,66, 71-72,78
881	Medium/Heavy – CBE	DINA	1965-***2011***, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry	DINA	1965-***2011***, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-***2011***, 9999	60-64,66, 71-72,78
884	Medium/Heavy – Unknown engine location		1965-***2011***, 9999	60-64,66, 71-72,78
870	***Medium/Heavy Van-Based Vehicle***		***1965-2011, 9999***	***55, 61-64***
890	Medium/Heavy – COE entry position unknown		1965-***2011***, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)**	e.g., Marmon, Ward LaFrance	1945-***2011***, 9999	60-64,66, 71-72,78
BUSES				
902	Neoplan		1950-***2011***, 9999	50-52,58-59
903	Carpenter		1923-2000, 9999	21,50-52,58-59
904	Collins Bus		1967-***2011***, 9999	21
905	DINA		1989-2004, 9999	50-52,58-59
906	Mid Bus		1963-***2011***, 9999	21

Model	Codes	Includes	Model Years	Body Types
BUS (Cont.)				
907	Orion		1978-**2011**, 9999	50-52,58-59
908	Van Hool		1947-**2011**, 9999	50-52,58-59
981	Bus***: Conventional (Engine out front)		1965-**2011**, 9999	50-52,58-59
982	Bus: Front engine, Flat front		1976-**2011**, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-**2011**, 9999	50-52,58-59
988	Other (bus)	**** (see following page)	1945-**2011**, 9999	50-52,58-59
MOTOR HOME				
850	Motor Home	Truck-based	1965-**2011**, 9999	65,73
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart, golf carts)	1940-**2011**, 9999	91-93,97
999	Unknown (OTHER MAKE)		1940-**2011**, 9999	49,79,99

*   **Occurs when make is not explicitly listed here.**

**   **Do not use Other Make (98) if Other Domestic (29) or Other Import (69) is applicable.**

***   **Use code "981" (bus) if the frontal plane or the engine location is unknown.**

****   **Prior to 1999, MCI buses were coded Other Make/Other Bus. Starting in 1999, MCI has its own Make Code 93.**

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UNKNOWN MAKE

MAKE: Unknown Make (99)

Model	Codes	Includes	Model Years	Body Types
AUTOMOBILES				
399	Unknown (automobile)		1945-*2011*, 9999	01-13
LIGHT TRUCKS				
499	Unknown (light truck)		1945-*2011*, 9999	14-16,19-22, 28-33,35,39-42, 45, 48
LSV/NGV				
598	*Unknown (LSV/NGV)*		*2000-11,9999*	*94*
MOTORCYCLES				
701	0-50cc		1965-*2011*, 9999	80-83,88-89
702	51-124cc		1965-*2011*, 9999	80-83,88-89
703	125-349cc		1965-*2011*, 9999	80-83,88-89
704	350-449cc		1965-*11*,9999	80-83,88-89
705	450-749cc		1965-*2011*, 9999	80-83,88-89
706	750cc or greater		1965-*2011*, 9999	80-83,88-89
709	Unknown cc		1945-*2011*, 9999	80-83,88-89
ALL TERRAIN VEHICLES				
731	0-50cc	includes all ATVs designed solely for off-road use and have 3 or 4 wheels.	1965-*2011*, 9999	90
732	51-124cc		1965-*2011*, 9999	90
733	125-349cc		1965-*2011*, 9999	90
734	350cc or greater		1965-*2011*, 9999	90
739	Unknown cc		1965-*2011*, 9999	90
MEDIUM/HEAVY TRUCKS				
870	*Medium Heavy Van-Based Vehicle*		*1965-2011*	*55, 61-64*
881	Medium/Heavy – CBE		1965-*2011*, 9999	60-64,66, 71-72,78
882	Medium/Heavy – COE low entry		1965-*2011*, 9999	60-64,66, 71-72,78
883	Medium/Heavy – COE high entry		1965-*2011*, 9999	60-64,66, 71-72,78

Model	Codes	Includes	Model Years	Body Types
MEDIUM/HEAVY TRUCKS (Cont.)				
884	Medium/Heavy – Unknown engine location		1965-**2011**, 9999	60-64,66, 71-72,78
890	Medium/Heavy – COE entry position unknown		1965-**2011**, 9999	60-64,66, 71-72,78
898	Other (medium/heavy truck)		1965-**2011**, 9999	60-64,66, 71-72,78
BUSES				
981	Bus**: Conventional (Engine out front)		1965-**2011**, 9999	50-52,58-59
982	Bus: Front engine. Flat front		1976-**2011**, 9999	50-52,58-59
983	Bus: Rear engine, Flat front		1965-**2011**, 9999	50-52,58-59
988	Other (bus)		1945-**2011**, 9999	50-52,58-59
989	Unknown (bus)		1945-**2011**, 9999	50-52,58-59

** Use code "981"(bus) if the frontal plane or the engine location is unknown.

Model	Codes	Includes	Model Years	Body Types
MOTOR HOME				
850	Motor Home	Truck based	1965-**2011**, 9999	65,73
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart)	1943-**2011**, 9999	91-93,97
999	Unknown (as to automobile, motored cycle, light truck or truck)		1945-**2011**, 9999	49,79,99

BODY TYPE

FORMAT: 2 numeric

SAS NAME: Vehicle.Body_Typ, Person.Body_Typ

ELEMENT VALUES:

Automobiles:
- 01   Convertible (excludes sun-roof, t-bar)
- 02   2-Door Sedan, Hardtop, Coupe
- 03   3-Door/2-Door Hatchback
- 04   4-Door Sedan, Hardtop
- 05   5-Door/4-Door Hatchback
- 06   Station Wagon (excluding van and truck based)
- 07   Hatchback, Number of Doors Unknown
- 17   3-Door Coupe
- 08   Sedan/Hardtop, number of doors unknown
- 09   Other or Unknown automobile type

Automobile Derivatives:
- 10   Auto-Based Pickup (includes Chevrolet - El Camino, GMC -Caballero, Ford - Ranchero, Chevrolet – SSR; Pontiac – G8-ST; Subaru-Baha, Brat, and Volkswagen - Rabbit Pickup)
- 11   Auto-Based Panel (Cargo Station Wagon, auto-based Ambulance/Hearse)
- 12   Large Limousine (More than four side doors or stretched chassis)
- 13   Three-Wheel Automobile or Automobile Derivative

Utility Vehicles:
- 14   Compact Utility (ANSI D16.1 Utility Vehicle Categories "Small" and "Midsize"):
  - <u>Small</u>: Chevy-Tracker; GMC- Jimmy/Typhoon; Isuzu - Trooper II; Oldsmobile - Bravada (1991-94); Suzuki - Samurai, Sidekick.
  - <u>Midsize</u>: Acura - SLX, RDX; AMC – Hummer H3; Audi - *Q3,* Q5, Q7; BMW - *X1,* X3, X5; Buick - Rendezvous, Rainier; Cadillac - BRX; Chevrolet - S10-Blazer/TrailBlazer, Tracker (1999 on), TrailBlazer (2003 on), Equinox; Diahatsu -Rocky; Dodge – Durango *(1998-2003),* Nitro, Raider; Ford - Bronco II (1984 on), Escape, Explorer, Explorer Sport; GMC - Jimmy (1995 on), Envoy, Terrain; Honda - CRV, Passport, Element; Hummer - H3; Hyundai - Santa Fe, Tuscon, Veracruz (2007 only); Infiniti - QX4; Isuzu - Amigo, Axiom, Rodeo, Rodeo Sport, Vehicross, Trooper, Hombre; Jeep - Cherokee (1984 on), Commander, Grand Cherokee, Liberty, Patriot, Wagoneer, Wrangler; Lincoln - Aviator; Kia - Sportage, Sorrento; Land Rover – Defender *(1993, 1995-1997)*, Discovery, Freelander *(2002-2003) Evogue*; Lexus - RX300, RX330, GX470; Mahindra - Scorpio*, RX2*; Mazda - Navajo, Tribute; Mercedes - M, ML, G, GLK; Mercury - Mariner, Mountaineer; Mitsubishi - Montero, Montero Sport, Endeavor;

Nissan - *Juke,* Pathfinder, Xterra; Oldsmobile - Bravada (1996 on); Pontiac - Aztek, Torrent; Saab -9-7x; Saturn – Vue; Subaru - B9 Tribeca, Forester; Suzuki - Vitara, Vitara V6, Grand Vitara, X90, XL7; Toyota - 4-Runner, FJ Cruiser, Highlander, RAV4; Volkswagen - Tiguan; Volvo - XC90.

15   Large utility (ANSI D16.1 Utility Vehicle Categories and "Full Size" and "Large")

- Full Size: Acura - MDX; Cadillac - Escalade; Chevrolet Full-size Blazer, Tahoe; Chrysler – Aspen, *Dodge - Durango (2004 on),* Ford - Full-size Bronco (78 and after), Expedition; Honda - Pilot; Hyundai – Veracruz (2008 on); GMC - Jimmy (1991-1994), Yukon (Denali/XL); Infiniti - QX56; Isuzu - Ascender; Jeep - Cherokee (83 and before); Kia - Mesa, Borrego; Land Rover - LR2, LR3, *Freelander (2004 on),* Range Rover; Mercedes Benz - GL; Nissan - Armada; Porsche - Cayenne; Lexus - LX450/470; Lincoln - Navigator; Toyota - Land Cruiser, Sequoia; Volkswagen - Touareg.
- Large: Avanti - Studebaker XUV; AMC -Hummer (H1, H2)

16   Utility station wagon (includes suburban limousines), Cadillac – Escalade ESV; Chevrolet – Suburban (Yukon XL (2000 on), Travellall, *Ford – Excursion,* Jeep – Grand Wagoneer)

19   Utility Vehicle, Unknown Body Type

Van-Based Light Trucks (GVWR < = 10,000 lbs.):

20   Minivan (Buick-Terraza; Chevrolet-Astro, Lumina, Uplander, Venture; Chrysler-Town and Country, Voyager; Dodge-Caravan, Grand Caravan; Ford-Aerostar, Windstar, Freestar*,* Transit Connect; GMC-Safari, Savana; Honda-Odyssey; Hyundai-Entourage; Isuzu-Oasis; Kia-Sedona; Mazda-MPV; Mercury-Monterey, Villager; Mistubishi-Minivan; Nissan-Altra EV, Axxess, Quest, Van; Oldsmobile-Silhouette; Plymouth-Voyager, Grand Voyager, Vista; Pontiac-Transport, Montana; Saturn-Relay; Toyota-Previa, Sienna; Volkswagon-Camper, Eurovan, Routan, Vanagon.

21   Large Van-Includes van-based buses (B150-B350, Sportsman, Royal Maxiwagon, Ram, Tradesman, Voyager [83 and before], E150-*E350*, Econoline, Clubwagon, Chateau, G10-G30, Chevy Van, Beauville, Sport Van, G15-G35, Rally Van, Vandura, Freightliner - Sprinter/Advantage, Mercedes Benz -Sprinter, Dodge - Sprinter, *Nissan - NV*)

22   Step-van or walk-in van (GVWR <= 10,000 lbs.)

28   Other van type (Hi-Cube Van, Kary)

29   Unknown van type

Light Conventional Truck (Pick-up style cab, GVWR < = 10,000 lbs.):

30   Compact pickup (GVWR < 4,500 lbs.) (Chevrolet - Colorado, Courier, S-10, T-10, LUV; Dodge - D50, Colt P/U, Ram 50, Dakota; Plymouth - Arrow Pickup [foreign]; Ford - Courier, Ranger, Explorer Sport Trac; GMC – Canyon, Dakota, S-15, T-15, Sonoma, Honda - Ridgeline; Isuzu - Hombre, i-280, i-350; *Mahindra - TR;* Mazda - Pickup, B-Series; Mitsubishi - Pickup; Nissan/Datsun - Pickup, Frontier; Toyota - Pickup, Tacoma)

31   Standard pickup (GVWR 4,500 to 10,000 lbs.) (AM General - Hummer Pickup; Avanti - Studebaker XUT; Cadillac - Escalade EXT; Chevrolet - Avalanche, Silverado, C-K 1500, C-K 2500, C-K 3500, S/T, Sierra, R100-R500; Dodge - Ram Pick up, Dakota, D100-D350, W100-W350, Ford – F100-F350; GMC - C10-C35,

K10-K35, R10-R35, V10-V35; Jeep - Pickup, Comanche; Lincoln - Blackwood , Mark LT; Mitsubishi - Raider; Nissan - Titan; Suzuki - Equator; Toyota - Tundra, T-100.)

32 Pickup with slide-in camper
33 Convertible pickup
39 Unknown (pickup style) light conventional truck type

Other Light Convention Trucks (GVWR < = 10,000 lbs.):
40 Cab Chassis Based (includes Rescue Vehicle, Light Stake, Dump, and Tow Truck)
41 Truck Based Panel
45 Other light conventional truck type
48 Unknown light truck type (not a pickup)
49 Unknown light vehicle type (automobile, utility vehicle, van, light truck)

Buses (excludes van-based *buses with a GVWR < = 10,000 lbs.*):
50 School Bus
51 Cross Country/Intercity Bus (Motor Coach)
52 Transit Bus (City Bus)
55 Van-Based Bus GVWR > 10,000 lbs.
58 Other Bus Type
59 Unknown Bus Type

Medium/Heavy Vehicle (GVWR > 10,000 lbs.):
60 Step Van (>10,000 lbs. GVWR)
61 Single-unit straight truck *or Cab-Chassis* (10,000 lbs. < GVWR < or = 19,500 lbs.)
62 Single-unit straight truck *or Cab-Chassis* (19,500 lbs. < GVWR < or = 26,000 lbs.)
63 Single-unit straight truck *or Cab-Chassis* (GVWR > 26,000 lbs.)
64 Single-unit straight truck *or Cab-Chassis* (GVWR unknown)
66 Truck-tractor (Cab only, or with any number of trailing units; any weight)
67 Medium/heavy Pickup (>10,000 lbs. GVWR)
71 Unknown if single-unit or combination unit Medium Truck (10,000 lbs. < GVWR < 26,000 lbs.)
72 Unknown if single-unit or combination unit Heavy Truck (GVWR > 26,000 lbs.)
78 Unknown medium/heavy truck type
79 Unknown truck type (light/medium/heavy)

Motor Homes – (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present):
42 Light Truck Based Motorhome (Chassis Mounted)
65 Medium/heavy truck based motor home
73 Camper or motor home, unknown truck type

Motorcycles, Mopeds, All-Terrain Vehicles; All-Terrain Cycles:
80 Motorcycle
81 Moped (motorized bicycle)

82   Three-wheel Motorcycle or Moped – not All-Terrain Vehicle
83   Off-road Motorcycle (2-wheel)
88   Other motored cycle type (mini-bikes, motor scooters, pocket motorcycles "pocket bikes")
89   Unknown motored cycle type
90   ATV (All-Terrain Vehicle; includes 3 or 4 wheels)

Other Vehicles:
91   Snowmobile
92   Farm equipment other than trucks
93   Construction equipment other than trucks (includes graders)
94   Low Speed Vehicle (LSV) / Neighborhood Electric Vehicle (NEV)
97   Other vehicle type (includes go-cart, fork-lift, city street sweeper, dune/swamp buggy, golf cart)
98   Not Reported
99   Unknown body type

Remarks:

SEE ADDITIONAL REMARKS BEFORE VEHICLE MAKE – V9

AUTOMOBILES
These attributes are used to classify different types of passenger cars. These type of light vehicles, referred to as automobiles, are designed primarily to transport eight or fewer persons.

01 (Convertible [excludes sun-roof and t-bar]) refers to a passenger car equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This attribute takes priority over 2-door or 4-door codes.

02 (2-Door Sedan, Hardtop, Coupe) refers to a passenger car equipped with two doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

03 (3-Door/2-Door Hatchback) refers to a passenger car equipped with two doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

04 (4-Door Sedan, **Hardtop)** refers to a passenger car equipped with four doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

05 (5-Door/4-Door Hatchback) refers to a passenger car equipped with four doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

06 (Station wagon [excluding van and truck based]) refers to a passenger car with an enlarged cargo area. The entire roof covering the cargo area is generally equal in height from

front to rear and full height side glass is installed between the C and D-pillars. The rearmost area is not permanently partitioned from the forward passenger compartment area (e.g., "horizontal window shades" to hide cargo do not constitute partitions).

07 (Hatchback, **Number of Doors Unknown)** refers to a passenger car with an unknown number of doors for ingress/egress and a rear hatch opening for cargo (e.g., hinged above the backlight). The cargo area is not permanently partitioned from the passenger compartment area.

17 (3-door coupe) refers to a passenger car equipped with three doors for ingress/egress in which 2 of the doors are located on the driver's side and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

08 (Sedan/Hardtop, number of doors unknown) refers to a passenger car equipped with an unknown number of doors for ingress/egress and a separate trunk area for cargo (e.g., trunk lid hinged below the backlight). Folding rear seats do not necessarily violate the separate "trunk area" concept.

09 (Other or Unknown automobile type) is used for any passenger car that cannot be described by the other automobile codes OR when it is known that the vehicle is a passenger car, but there is insufficient data to determine the type. Do not use this attribute if the Police Accident Report (PAR) alone or in combination with other information gives sufficient detail to identify a more specific attribute.

- **Example #1:** If the possible choices are codes "01," "02", or "09" but there is enough detail to identify that it is a 2-door and that it is NOT a convertible, then use **02 (2-Door Sedan, Hardtop, Coupe)**.
- **Example #2:** If there is information that it is a 4-door and the PAR eliminates the possibility of a hatchback or station wagon, then use **04** (**4-Door Sedan, Hardtop)**.

AUTOMOBILE DERIVATIVES
This describes certain passenger cars that have been modified to perform cargo-related tasks.

10 (Auto-Based Pickup) refers to a passenger car based, pickup type vehicle. The roof area (and side glass) rearward of the front seats on a station wagon have been removed and converted into a pickup-type cargo box.

11 (Auto-Based Panel (Cargo Station Wagon, auto-based Ambulance/Hearse) refers to an automotive station wagon that may have sheet metal rearward of the B-pillar rather than glass.

12 (Large Limousine) - more than four side doors or stretched chassis refers to an automobile that has sections added within its wheelbase to increase length and passenger/cargo carrying capacity.

13 (Three-Wheel Automobile or Automobile Derivative) refers to three-wheel vehicles with an enclosed passenger compartment.

UTILITY VEHICLES (< = 10,000 lbs. GVWR)

Utility Vehicles are designed for carrying persons, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are: generally four-wheel drive (4 x 4), have increased ground clearance, and are equipped with a strong frame. Four wheel drive automobiles are not considered utility vehicles.

14 (Compact Utility) refers to a short wheelbase and narrow tracked multi-purpose vehicle designed to operate in rugged terrain.

15 (Large Utility) refers to full-size multi-purpose vehicles primarily designed around a shortened pickup truck chassis. Generally a station wagon style body, some models are equipped with a removable top.

16 (Utility Station Wagon) refers primarily to a pickup truck based chassis enlarged to a station wagon.

19 (Utility Vehicle, Unknown Body Type) is used when it is known that the vehicle is a utility vehicle, but there is insufficient data to determine the specific type.

VAN-BASED LIGHT TRUCKS (< = 10,000 lbs. GVWR)

Van-Based Light Trucks (< = 10,000 lbs. GVWR) are designed to maximize cargo/passenger area versus overall length. Basically a "box on wheels", these vehicles are identifiable by their enclosed cargo/passenger area and relatively short (or non-existent) hood.

20 (Minivan) refers to down-sized cargo or passenger unibody vans.

21 (Large Van) refers to a standard cargo or passenger van and includes van-based buses *less than 10,001 lbs. GVWR*. These vans will generally have a larger capacity in both volume and GVWR.

22 (Step Van or Walk-In Van [< = 10,000 lbs. GVWR]) refers to a multi-stop delivery vehicle with a GVWR less than or equal to 10,000 lbs. Examples are the Grumman LLV used by the US Postal Service or the Aeromate manufactured by Utilimaster Motor Corporation.

28 (Other Van Type) refers to a cargo or delivery van where the chassis and cab portions from the B-pillar forward of this vehicle are the same as in Minivans or Large Vans with a frame mounted cargo area unit added behind the driver/cab area or if the van cannot be described as a Minivan, Large Van, Step-van or a Van-based motor home. Annotate the van type when using this code. This code takes priority over Minivans and Large Vans.

29 (Unknown Van Type) is used when it is known that this vehicle is a light van, but its specific type cannot be determined.

LIGHT CONVENTIONAL TRUCKS (Pickup Style Cab, < = 10,000 lbs. GVWR)

Light Conventional Trucks are used to describe vehicles commonly referred to as pickup trucks and some of their derivatives. These light trucks are characteristically designed with a small cab containing a single row of seats (extended cabs with additional seats are available for

some models), a large hood covering a conventional engine placement, and a separate open box area (approximately 180 to 240 centimeters long) for cargo.

30 (Compact Pickup) is used to describe a pickup truck having a width of 178 centimeters or less.

31 (Standard Pickup) is used to describe a pickup truck having a width of greater than 178 centimeters.

32 (Pickup with Slide-in Camper) is used to describe any pickup truck that is equipped with a slide-in camper. A slide-in camper is a unit that mounts within a pickup bed. Pickup bed caps, tonneau covers or frame mounted campers are not applicable for this code.

33 (Convertible Pickup) refers to a pickup truck equipped with a removable or retractable roof. To qualify for this code, the entire roof must open. Convertible roofs are generally fabric; however, removable hardtops are also included. This code takes priority over compact and large pickups.

39 (Unknown (Pickup Style) Light Conventional Truck Type) is used when this vehicle is a Light Conventional Truck, but there is insufficient data to determine the specific code.

OTHER LIGHT TRUCKS (< = 10,000 lbs. GVWR)
Other Light Trucks are used to describe vehicles that are based upon a conventional light pickup frame, but a commercial or recreational body has been affixed to the frame rather than a pickup box.

40 (Cab Chassis Based [includes rescue vehicles, light stake, dump and tow truck]) is used to describe a light vehicle with a pickup style cab and a commercial (non-pickup) body attached to the frame. Included are pickup based ambulances and tow trucks.

41 (Truck Based Panel) is used to describe a truck based station wagon that has sheet metal rather than glass above the beltline rearward of the B-pillars.

45 (Other Light Conventional Truck Type) is used for light conventional trucks that cannot be described elsewhere.

48 (Unknown Light Truck Type [not a pickup]) is used when it is known that the vehicle is a light truck chassis based vehicle and not a pickup, but insufficient data exist to specify utility, van, or other light vehicle.

49 (Unknown Light Vehicle Type [automobile, utility, van or light truck]) is used when it is known that the vehicle is a light vehicle, but insufficient data exists to specify what type of light vehicle it is.

Buses (excludes van-based *buses GVWR < or = 10,000 lbs.*):
Buses are defined as any motor vehicle designed primarily to transport large groups of passengers (nine or more persons, including the driver).

50 (School Bus) (designed to carry students, not cross country or transit) is a bus designed to carry passengers to and from educational facilities and/or related functions. The vehicles are characteristically painted yellow and clearly identified as school buses. Use this code regardless of whether the vehicle is owned by a school system or a private company. School buses converted for other uses (e.g., church bus) also take this code.

51 (Cross Country/Intercity Bus [Motor Coach]) describes a bus body type designed to travel long distances between cities (e.g. Greyhound).

52 (Transit Bus [City Bus]) describes a bus body type designed for public transportation typically within a city.

55 (Van-Based Bus GVWR > 10,000 lbs.) describes a bus body type built on a van-based chassis.

58 (Other Bus Type) is a vehicle designed/converted to carry nine or more persons, including the driver, not described by the attributes school bus, cross country/intercity bus, transit bus, or van-based bus. Examples include a specialized tour bus or bus based motor home.

59 (Unknown Bus Type) is used when it is known the transport device is a bus but there is insufficient data to choose between the bus attributes.

MEDIUM/HEAVY TRUCKS (> 10,000 lbs. GVWR)

Medium/Heavy Trucks describe a single unit truck specifically designed for carrying cargo on the same chassis as the cab. They pertain to a truck-tractor designed for towing trailers or semi-trailers. Although towing is their primary purpose, some truck-tractors are equipped with cargo areas located rearward of the cab.

60 (Step Van [>10,000 lbs. GVWR]) defines a single unit enclosed body with a GVWR greater than 10,000 lbs. and an integral driver's compartment and cargo area. Step vans are generally equipped with a folding driver seat mounted on a pedestal and a sliding door for easy ingress/egress.

61-63 (Single-Unit Straight Truck *or Cab-chassis*) describes a non-articulated truck designed to carry cargo. The attribute selected is based on the applicable GVWR range for the vehicle. *Includes "incomplete" or "cutaway".*

64 (Single-Unit Straight Truck *or Cab-chassis* [GVWR unknown]) describes a medium/heavy non-articulated truck designed to carry cargo. It is known not to be a step van, van, or pickup truck, but its GVWR is unknown. *Includes "incomplete" or "cutaway".*

66 (Truck-Tractor [Cab only or with any number of trailing units]) describes a fifth wheel equipped tractor-trailer power unit. The number of trailing units is not a consideration.

67 (Medium/Heavy Pick-up [>10,000 lbs. GVWR]) is a single-unit straight truck with a pickup body style with a GVWR > 10, 000 lbs. Examples include the Ford Super Duty 350, 450, or 550.

78 (Unknown Medium/Heavy Truck Type) is used when it is unknown whether the medium/heavy truck is a single unit truck or a truck-tractor and/or trailer combination and it is known that the vehicle is either a medium or heavy truck with GVWR >10,000 lbs..

79 (Unknown Truck Type [light/medium/heavy)]) is used when it is known that this vehicle is a truck, but there is insufficient data to classify the vehicle further.

MOTOR HOMES
Motor Homes are recreational vehicles mounted on an incomplete vehicle chassis that is suitable to live in and drive across the country. (Do NOT code commercial vehicle elements for motor homes, unless hazardous cargo is present.)

42 (Light Truck Based Motor Home [chassis mounted]) is used to describe a frame mounted recreational unit attached to a light van or conventional chassis.

65 (Medium/Heavy Truck Based Motor Home) describes a recreational vehicle mounted on a single unit medium/heavy truck chassis.

73 (Camper or Motor Home, unknown truck type) is used when it is known the vehicle is a camper or motor home, but the truck type is unknown.

MOTORCYCLES, MOPEDS, ALL-TERRAIN VEHICLES, ALL-TERRAIN CYCLES

80 (Motorcycle) is used when a motor vehicle having a seat or saddle for the use of its operator is a two-wheeled open (e.g., no enclosed body) vehicle propelled by an internal combustion engine. Motorcycles equipped with a side car also use this code.

81 (Moped [motorized bicycle]) is used when the vehicle is a speed-limited motor-driven cycle capable of moving either by pedaling or by an internal combustion engine.

82 (Three-Wheeled Motorcycle or Moped) is used when the vehicle is a three-wheeled open vehicle propelled by an internal combustion engine or a three-wheeled motorized bicycle capable of moving either by pedaling or by an internal combustion engine.

83 (Off-road Motorcycle [2-wheel]) is used when the vehicle is a two-wheeled open vehicle propelled by an internal combustion engine designed or built for off road use only.

88 (Other Motored Cycle [mini-bike, motor scooter, pocket motorcycles "pocket bikes"]) is used when the vehicle in question does not qualify for attributes motorcycle, moped, three-wheeled motorcycle or moped (e.g., motor scooter).

89 (Unknown Motored Cycle Type) is used when it is known that the vehicle is a motored cycle, but no further data is available.

90 (ATV [All-Terrain Vehicle]/3-Wheel ATC [All-Terrain Cycle]) is used for off-road recreational vehicles which cannot be licensed for use on public roadways. ATVs have 3 or 4 or more wheels.

OTHER VEHICLES
Other Vehicles describes all motored vehicles that are designed primarily for off-road use.

91 (Snowmobile) refers to a vehicle designed to be operated over snow propelled by an internal combustion engine.

92 (Farm Equipment Other Than Trucks) refers to farming implements other than trucks propelled by an internal combustion engine (e.g., farm tractors, combines, etc.).

93 (Construction Equipment Other Than Trucks) refers to construction equipment other than trucks propelled by an internal combustion engine (e.g., bulldozer, road grader, etc.).

94 (Low speed vehicle (LSV)/Neighborhood Electric Vehicle (NEV)) refers to a vehicle that is designed for travel on secondary roads with speed limits equal to or less than 35 mph. LSVs can sometimes resemble golf carts but differ in that they must adhere to Federal Motor Vehicle Safety Standard (FMVSS) 500. Provisions of FMVSS 500 include the following:

The Vehicle must have:

- *Four wheels*
- *Top speed of at least 20 mph, but it cannot exceed 25 mph*
- *GVWR less than 3,001 pounds*
- *Head, turn signal and tail lamps*
- *Reflex reflectors*
- *Parking brake*
- *Rear view mirrors*
- *Windshield*
- *Safety belts*
- *Seventeen (17) character VIN*

97 (Other Vehicle Type) is used when the motorized vehicle in question does not qualify for Construction equipment other than trucks, Farm equipment other than trucks, or Snowmobile (e.g., fork-lift, city street sweeper, dune/swamp buggy, golf cart, go-kart, "kit" car, etc.).

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown Body Type) is used when the available information regarding the type of vehicle is reported as Unknown.

Consistency Checks:

	IF	THEN
(1D0P)	SPECIAL USE equals 01,	BODY TYPE must equal 02-09, 12, 14-21, 28-29, 99.
(1Q0F)	PERSON TYPE equals 01, and BODY TYPE equals 80-83, 88-89,	SEATING POSITION must not equal 12-55, 99.
(1R0P)	SEATING POSITION equals 51, and BODY TYPE equals 50-52, *55,* 58-59,	INJURY SEVERITY must not equal 0, 9.
(1Z0P)	SEQUENCE OF EVENTS equals 01,	ROLLOVER and LOCATION OF ROLLOVER must not equal 0 for this vehicle, unless BODY TYPE equals 80-83, 88-89, or blank for this vehicle.
(1Z2P)	BODY TYPE does not equal 80-83, 88-89, and any SEQUENCE OF EVENTS equals 01,	ROLLOVER must equal 1-2, 9, and LOCATION OF ROLLOVER must equal 1-*7*, 9.
(2D0P)	SPECIAL USE equals 02,	BODY TYPE must equal 16, 19-21, 28-29, 45, 48, 51-52, *55,* 58-59 or blanks.
(2Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-02, 04, 08, 10, 17, 31-33, 39-41, 45, 48-49, 90-91,	SEATING POSITION must not equal 31-50.
(2R0P)	RESTRAINT SYSTEM/HELMET USE equals *00*-04, *07*-12,	BODY TYPE must not equal 80-83, 88-89, 90-91.
(2U0P)	BODY TYPE equals 80-83, 88-91,	AIR BAG DEPLOYED should equal 00.
(3A0P)	SPECIAL USE equals 07,	BODY TYPE must equal 60-64, 66-67, 71-72, 78-79, 99.
(3Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-16, 17, 19-20, 22, 28-33, 39, 41-42, 50-52, *55,* 58-59, 65, 80-83, 88-92, 97,	SEATING POSITION must not equal 50.
(4A0P)	BODY TYPE equals 80-83, 88-89,	SPECIAL USE must not equal 01-03, 06-07.
(4C1P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 15.
(4C2P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 22.
(4C3P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 25.

	IF	**THEN**

(4C4P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 5.

(4C5P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 30.

(4C6P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 55.

(4C7P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 77.

(4C8P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 10.

(4C9P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 20.

(4C0P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING does NOT equal 0,

NUMBER OF OCCUPANTS must not be greater than 10.

(4D0P)   SPECIAL USE equals 03,

BODY TYPE must equal 21, 28-29, 50-52, **55,** 58-59.

(4F1P)   NUMBER OF OCCUPANTS is less than 97, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 20.

(4F2P)   NUMBER OF OCCUPANTS is less than 97, and BODY TYPE equals 06, 11, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 22.

(4F3P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 25.

(4F4P)   NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING equals 0,

NUMBER OF OCCUPANTS must not be greater than 5.

	IF	THEN
(4F5P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 15, 16, 42, 73, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 30.
(4F6P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 55.
(4F7P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 50.
(4F8P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4F9P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4F0P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4N4P)	MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000,	BODY TYPE must equal 21, 28, 31, 40, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, 99, or HM2 must equal 2.
(4N5P)	BODY TYPE does not equal 21, 28, 31, 40, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, or HM2 does not equal 2,	MOTOR CARRIER IDENTIFICATION NUMBER must equal 00-000000000, 99-999999999.
(4N6P)	MOTOR CARRIER IDENTIFICATION NUMBER equals 77-777777777,	BODY TYPE should equal 28, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 93 or HM1 should equal 2.
(4Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 80-83, 88-89,	SEATING POSITION must not equal 12, 14-19, 22-50.
(4Q1F)	PERSON TYPE equals 02-03, and BODY TYPE equals 21,	SEATING POSITION must not equal 50, 52.
(4S0P)	BODY TYPE equals 80-82, 83, 88-89,	EJECTION must equal 8.
(4S1P)	BODY TYPE equals 80-83, 88, 89 and HM1 does not equal 1,	COMPLIANCE WITH CDL ENDORSEMENTS MUST equal 0.
(5A0P)	UNIT TYPE equals 1, and BODY TYPE equals 80-83, 88-89,	ROLLOVER and LOCATION OF ROLLOVER must equal 0.
(5B0P)	JACKKNIFE equals 0, and BODY TYPE equals 66,	VEHICLE TRAILING must not equal 1-4.
(5D0P)	SPECIAL USE equals 04,	BODY TYPE must equal 01-12, 15-17, 19-22, 28-33, 39-41, 45, 48-50, *55,* 58-59, 60-64, 66-67, 71-72, 78-79, 90, 99.

	IF	THEN
(5F0F)	NUMBER OF OCCUPANTS equals 00-95, and BODY TYPE does not equal 50-52, **55,** 58-59,	the number of Person Level forms for that vehicle must be less than or equal to the NUMBER OF OCCUPANTS.
(5Q0F)	PERSON TYPE equals **02**, and BODY TYPE equals 50-52, **55,** 58-59,	SEATING POSITION must not equal **11, 21**-50, 99.
(5S0P)	BODY TYPE equals 80-83, 88-89,	EXTRICATION must equal 0.
(6A1P)	UNDERRIDE/OVERRIDE equals 1-8,	BODY TYPE must not equal 80-83, 88-91.
(6D0P)	SPECIAL USE equals 05,	BODY TYPE must equal 01-12, 14-17 19-22, 28-33, 39-41, 45, 48-49, **55,** 58-59, 60-64, 66-67, 71-72, 78-82, 88-90, 91, **97**-99.
(6Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 60-67, 71-72, 78-79,	SEATING POSITION must not equal 31-49.
(7D0P)	SPECIAL USE equals 06,	BODY TYPE must equal 11, 14-17, 19, 21-22, 28-29, 40-41, 45, 48-49, 61-62, 64, 79, 98, 99.
(7Q0F)	PERSON TYPE equals 09, and BODY TYPE equals 50-52, **55,** 58-59,	SEATING POSITION must not equal 12-50, 52-54.
(8D0P)	SPECIAL USE equals 08,	BODY TYPE must not equal 60-64, 66-67, 71-72, 78-79, 99.
(8P0P)	PERSON TYPE equals 01, and AGE is less than 008,	BODY TYPE must not equal 01-12, 14-17, 19-22, 28-33, 39-42, 45, 48-52, **55,** 58-67, 71-72, 78-83, 89, 92-93.
(920P)	**any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, equals Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],**	**the other three must also equal Not Reported.**
(930P)	**any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, does not equal Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],**	**the other three must also not be coded as Not Reported.**
(960P)	MAKE is not 98, 99, and equals ___, and MODEL equals ___,	BODY TYPE must equal ___.
(981P)	**BODY TYPE equals 80-83, 88-89, 90-91,**	**RESTRAINT SYSTEM/HELMET USE must equal 05, 16, 17, 97, 98, 99.**
(982P)	**BODY TYPE does not equal 80-83, 88-89, 90-91,**	**RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.**

IF	THEN
(A380)	FIRST HARMFUL EVENT equals 01 and this vehicle is involved in the first harmful event, **and BODY TYPE does not equal 80-89 for this vehicle,** and RELATION TO TRAFFICWAY equals _____,	LOCATION OF ROLLOVER should equal _____ respectively.
(AE1P)	VEHICLE CONFIGURATION equals 05-08,	BODY TYPE must equal 66.
(AF2P)	VEHICLE CONFIGURATION equals 20-21,	BODY TYPE must equal 20-21, 50-52, **55,** 58-59.
(AH0P)	VEHICLE CONFIGURATION does not equal 00, 99,	BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
(AH1P)	BUS USE equals 08,	BODY TYPE must equal 21-22, 28-29, 50-59.
(AH2P)	BUS USE equals 06,	BODY TYPE should equal 21, 52 **or 55**.
(AL0P)	CARGO BODY TYPE equals 22,	BODY TYPE must equal 21, 50-52, **55,** 58-59.
(AM0P)	CARGO BODY TYPE does not equal 00, 99,	BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
(BE0P)	BODY TYPE equals 80-83, 88-89,	EJECTION PATH must equal 0.
(BP0P)	MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88-93, 97, and SEATING POSITION equals **11, 13**, 18, 19,	AIR BAG DEPLOYED should not equal 00.
(D270)	BODY TYPE equals 50-52, **55,** 63, 66, 72, or HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D440)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	BODY TYPE should not equal 50-52, **55,** 63, 66, 72, and HM2 should not equal 2.
(D560)	VIOLATIONS CHARGED equals 66,	BODY TYPE should equal 80-83, 88-89.
(P01F)	PERSON TYPE equals 01-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 01-04, 08, 10-12, and BODY TYPE does not equal 80-89,	EJECTION should equal 0 **or 7**.
(P130)	BODY TYPE equals 60-67, 71-72, 78-79, and PERSON TYPE equals 01, 03, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 1.
(P180)	PERSON TYPE equals 01, and AGE is less than 009,	BODY TYPE should not equal 90.

IF	**THEN**
(P230) SEATING POSITION equals 21, 23, 28-29, 31, 33, 38 or 39, and BODY TYPE equals 50-97,	AIR BAG DEPLOYED *should* equal 00.
(P290) AIR BAG DEPLOYED equals 01-03, 07-09, 20, 28, and BODY TYPE equals 01-49 and MODEL YEAR equals 1998 or newer,	SEATING POSITION should equal 11, 13, 21, 23, 31 or 33.
(P310) EJECTION equals 1-3 and BODY TYPE does not equal 90, 91, 97,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.
(U180) **BODY TYPE of at least one of the involved vehicles does not equal 50 (School Bus),**	UNLIKELY: SCHOOL BUS RELATED equals 1.
(U470) UNLIKELY: BODY TYPE equals 98.	
(V020) VEHICLE TRAILING equals 1,	BODY TYPE should not equal 50-52, *55,* 80-83, 88-91.
(V031) RELATED FACTORS-VEHICLE LEVEL equals 39,	BODY TYPE should not equal 01, 12-13, 32-33, 42, 50-52, *55,* 58-59, 65, 73, 80-83, 88-92.
(V032) RELATED FACTORS-VEHICLE LEVEL equals 40,	BODY TYPE should not equal 01, 12-13, 32-33, 42, 50-52, *55,* 58-59, 60-67, 71-73, 78, 80-83, 88-93.
(V050) RESTRAINT SYSTEM/HELMET USE equals 05, 16, 17,	BODY TYPE *must* equal 80-83, 88-91.
(V051) BUS USE equals 01,	BODY TYPE should equal 21, 50 *or 55*.
(V052) BUS USE equals 04,	BODY TYPE should equal 51.
(V053) BUS USE equals 05,	BODY TYPE should equal 12, 16, 21, 51, *55* or 58.
(V054) BUS USE equals 07,	BODY TYPE should equal 21-22, 29, 50, 51-59.
(V055) BUS USE equals 00,	BODY TYPE must not equal 50-59.
(V170) NUMBER OF OCCUPANTS is less than 97, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14-15, *17,* 19, 97,	NUMBER OF OCCUPANTS should not be greater than 8.
(V180) NUMBER OF OCCUPANTS is less than 97, and VEHICLE TRAILING equals 0, and BODY TYPE equals 06, 11,	NUMBER OF OCCUPANTS should not be greater than 12.
(V190) NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12,	NUMBER OF OCCUPANTS should not be greater than 15.
(V200) NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 80-83, 88-89,	NUMBER OF OCCUPANTS should not be greater than 2.

IF	**THEN**
(V210)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 15, 16, 42, 73,	NUMBER OF OCCUPANTS should not be greater than 12.
(V220)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 60-65, 71-72, 79,	NUMBER OF OCCUPANTS should not be greater than 12.
(V230)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66,	NUMBER OF OCCUPANTS should not be greater than 5.
(V240)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91,	NUMBER OF OCCUPANTS should not be greater than 2.
(V250)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90,	NUMBER OF OCCUPANTS should not be greater than 8.
(V260)	NUMBER OF OCCUPANTS is, 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99,	NUMBER OF OCCUPANTS should not be greater than 5.
(V320)	BODY TYPE equals 50-52, *55,* 58-66, 71-79 and SEATING POSITION does not equal 11, *13, 98,*	AIR BAG DEPLOYED should equal 00.
(V330)	SCHOOL BUS RELATED equals 1,	BODY TYPE of at least one of the involved vehicles should equal 50 (School Bus) or SPECIAL USE for at least one involved vehicle should equal 02 - Vehicle Used as School Bus, and BUS USE for at least one vehicle should equal 01.
(V340)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 8.
(V350)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V360)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 15.

	IF	**THEN**
(V370)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 2.
(V380)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V390)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V400)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.
(V410)	NUMBER OF OCCUPANTS is less than 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 2.
(V420)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 8.
(V430)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals *98,* 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.
(V440)	BODY TYPE equals 50,	SCHOOL BUS RELATED should equal 1.
(V46P)	VEHICLE CONFIGURATION equals 21,	BODY TYPE must equal 21, 50-52, *55,* 58-59.
(V504)	GVWR/GCWR equals 1,	BODY TYPE should equal 01-22, 28-39, 41-49.
(V505)	GVWR/GCWR equals 9,	BODY TYPE should not equal 61-63, 66-67.
(V506)	BODY TYPE equals 60,	GVWR/GCWR should equal 2.
(V507)	BODY TYPE equals 01-*21*, 28-30, 32-39, 45-49,	GVWR/GCWR should equal 0-1.
(V50P)	BODY TYPE equals 61-62, 67, 71, and VEHICLE CONFIGURATION does not equal 04,	GVWR/GCWR must equal 2, 9. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)
(V51P)	BODY TYPE equals 63, 66, 72,	GVWR/GCWR must equal 3. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)

IF	**THEN**
(V540) BODY TYPE equals 42, 65, 73, and HM1 equals 1,	GVWR/GCWR should equal 0.
(V55P) VEHICLE CONFIGURATION equals 10,	BODY TYPE must equal 01-13.
(V56P) VEHICLE CONFIGURATION equals 10,	BODY TYPE must equal 14-22, 28-49.
(V57P) VEHICLE CONFIGURATION equals 05,	CARGO BODY TYPE must equal 12, 96, and BODY TYPE must equal 66.
(V58P) VEHICLE CONFIGURATION equals 04,	BODY TYPE must not equal 66.
(V59P) VEHICLE CONFIGURATION equals 06,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 1.
(V60P) VEHICLE CONFIGURATION equals 07,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 2.
(V61P) VEHICLE CONFIGURATION equals 08,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 3.
(V640) VEHICLE CONFIGURATION does not equal 00, 99,	BODY TYPE should not equal 28, 30, 42, 45, 48-49.
(V64P) BODY TYPE equals *50-59,* 60-64, 66-72, 78,	GVWR/GCWR must not equal 0-1.
(V660) CARGO BODY TYPE does not equal 00, 99,	BODY TYPE should not equal 28, 30, 42, 45, 48-49.
(V790) BODY TYPE equals 20,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V800) BODY TYPE equals 21-22, 28-29,	VEHICLE CONFIGURATION should equal 00, 04, 10, 20-21, 99, and CARGO BODY TYPE should equal 00-01, 22, 99.
(V810) BODY TYPE equals 67, and VEHICLE TRAILING equals 1-4,	VEHICLE CONFIGURATION should equal 04, and CARGO BODY TYPE should equal 01, 03-04, 09.
(V840) BODY TYPE equals 50-59,	VEHICLE CONFIGURATION should equal 21, and CARGO BODY TYPE should equal 22.
(V850) BODY TYPE equals 60,	VEHICLE CONFIGURATION should equal 01, 03-04, and CARGO BODY TYPE should equal 01.
(V860) BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01-02, 04, and CARGO BODY TYPE should equal 01-10, 12, *28,* 96-98.
(V870) BODY TYPE equals 65,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.

IF	THEN
(V880) BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08, 19, and CARGO BODY TYPE should equal 01-04, 06-12, **28,** 96-98.
(V890) BODY TYPE equals 71-72,	VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 01-04, 08, 10, 96-98.
(V900) BODY TYPE equals 73,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V910) BODY TYPE equals 78,	VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 98.
(V915) BODY TYPE equals 67, and VEHICLE TRAILING equals 0,	VEHICLE CONFIGURATION should equal 01, and CARGO BODY TYPE should equal 97.
(V920) BODY TYPE equals 79,	VEHICLE CONFIGURATION should equal 99, and CARGO BODY TYPE should equal 99.
(V930) VEHICLE CONFIGURATION equals 00, or CARGO BODY TYPE equals 00,	BODY TYPE should not equal 50-64, 66-72, 78-79.
(V950) VEHICLE MODEL YEAR is less than 1994, and SEATING POSITION equals 31, 33, 39,	RESTRAINT SYSTEM/HELMET USE should not equal 01, 03, and BODY TYPE should equal 12, 15-16, 19-21.
(V961) MAKE equals 98, 99, and MODEL equals ___,	BODY should equal ___.
(V980) BODY TYPE equals **50**-52, **55,** 58-64, 66-67, 71-72, 78, 93, or HM1 equals 2,	MOTOR CARRIER IDENTIFICATION NUMBER **must** not equal 00-000000000.

Consistency Checks (GES Only):

IF	THEN
(P1B0) no BODY TYPE equals 60-79, and INJURY SEVERITY equals 4 for at least one occupant of a vehicle where BODY TYPE equals 01-49, and VEHICLE REMOVAL equals 2,	*STRATUM should equal 1.*
(V941) BODY TYPE equals 90 or 91,	*VEHICLE LICENSE PLATE NUMBER should equal 0000000000.*

VEHICLE MODEL YEAR

FORMAT: 4 numeric

SAS NAME: Vehicle.MOD_YR, Person MOD_YR

ELEMENT VALUES:

 Actual Four Digit Model Year
9998 Not Reported
9999 Unknown

Remarks:

 SEE ADDITIONAL REMARKS BEFORE VEHICLE MAKE – V9

9998 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

 Code **9998 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Code all four digits of the model year for which the vehicle was manufactured.

A vehicle manufactured as a 1985 model is to be coded as "1985."

Consistency Checks:

	IF	THEN
(1C0P)	*the MODEL YEAR not equal to 9998 or 9999,*	the MODEL YEAR must not be greater than CRASH YEAR plus ONE.
(900P)	*VEHICLE IDENTIFICATION NUMBER (VIN) does not equal 0's, 8's or 9's*, and VEHICLE MODEL YEAR is a valid year and greater than or equal to 1980 and VEHICLE MODEL YEAR equals _____,	the 10th digit of the valid VEHICLE IDENTIFICATION NUMBER (VIN) should equal _____ (contact Headquarters for VIN Assistance).
(920P)	*any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, equals Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],*	*the other three must also equal Not Reported.*

IF	**THEN**
(921P) MAKE is not 97, 98, 99, and equals ___, and MODEL equals ___,	MODEL YEAR must equal ___, or CRASH YEAR plus 1.
(930P) any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, does not equal Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)],	*the other three must also not be coded as Not Reported.*
(BP0P) MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88- 93, 97, and SEATING POSITION equals *11, 13,* 18, 19,	AIR BAG DEPLOYED should not equal 00.
(P290) AIR BAG DEPLOYED equals 01-03, 07-09, 20, 28, and BODY TYPE equals 01-49 and MODEL YEAR equals 1998 or newer,	SEATING POSITION should equal 11, 13, 21, 23, 31 or 33.
(U510) UNLIKELY: VEHICLE MODEL YEAR equals 9998.	
(V010) MODEL YEAR should not be less than 1940.	
(V620) CRASH MONTH is between January and August,	the VEHICLE MODEL YEAR should NOT be greater than the CRASH YEAR (contact Coding Assistance).
(V922) MAKE equals 98, 99, and MODEL equals ___,	MODEL YEAR should equal ___.
(V950) VEHICLE MODEL YEAR is less than 1994, and SEATING POSITION equals 31, 33, 39,	RESTRAINT SYSTEM/HELMET USE should not equal 01, 03, and BODY TYPE should equal 12, 15-16, 19-21.

VEHICLE IDENTIFICATION NUMBER

FORMAT: 17 alphanumeric

SAS NAME: Vehicle.VIN

ELEMENT VALUES:

00000000000000000	No VIN Required
	Any Alphanumeric Characters – Actual VIN number
8888888888888888	Not Reported
9999999999999999	Unknown

Remarks:

SEE ADDITIONAL REMARKS BEFORE VEHICLE MAKE – V9

Vehicles manufactured after September 1980 conform to Federal Motor Vehicle Safety Standard 115. This standard requires that each VIN have 17 characters, not contain the letter "I", "O" or "Q", and pass a mathematical test (check digit). Vehicles older than 1980 may have VINs that are shorter.

Code the complete VIN. The VIN is always left-justified.

If the VIN is less than 17-characters long (pre-1981 VIN), leave the remaining characters blank. Do not zero-fill. Only enter 8s (Not Reported) or 9s (Unknown) when the entire VIN is missing or unknown.

Trailer VINs are not coded. If the VIN for the power unit is not available, code Unknown.

Enter all zero's or **0s (No VIN Required)** if the vehicle is not required to have a VIN as per FMVSS 115 or the vehicle does not require registration (farm tractors, go-carts, etc.).

NOTE: For any multi-stage manufactured vehicle (e.g., school bus, motor home, limousine, tow truck, etc.), enter the VIN for the vehicle's power unit/chassis. Do not code the secondary manufacturer's serial number, which is not considered a VIN under FMVSS 115.

If the vehicle is manufactured by the Ford Motor Company and the VIN begins or ends with a script "*f*", the script "*f" is not entered.*

Proceed to the next character, as in the example below.

VIN: *f*3U62S100932*f*
ENTER: 3U62S100932

In addition, if any hyphens or periods are contained in the string of alphanumeric characters, ignore them as in the example below.

VIN: S M - E . 3 0 7 6 4 2 1
ENTER: S M E 3 0 7 6 4 2 1

8s (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8s (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9s (Unknown) is used when the entire VIN is reported as Unknown or this is a hit-and-run vehicle, with no information available.

FARS SPECIAL INSTRUCTION:

If the state will not allow transmittal of a complete standard VIN, code the right-most four characters as numeric zeroes. The vehicle registration file must be used to verify the VIN.

GES SPECIAL INSTRUCTION:

Leave "Blank" any column which does not have a VIN character. If part of the VIN is missing or not decipherable, leave the column any such character would ordinarily occupy "Blank." In the special case where the first 11 columns of the VIN are blank, but part or all of columns 12 through 17 contain information, code Unknown instead of the partial information contained in the columns 12 through 17 of the VIN.

If the information from PC VINA or VINASSIST and the PAR are inconsistent, use the following guidelines:

- Make and model on the PAR takes precedence over the make and model indicated by the VIN.
- Model year - Use model year as indicated by VIN if the VIN Make and Model matches the make and model shown on the PAR.
- Body type - Use body type indicated by the VIN if the VIN Make and Model matches the make and model shown on the PAR.

If the information about make and model on the PAR is inconsistent, model takes precedence over the make.

Consistency Checks:

	IF	**THEN**
(900P)	***VEHICLE IDENTIFICATION NUMBER (VIN) does not equal 0's, 8's or 9's***, and VEHICLE MODEL YEAR is a valid year and greater than or equal to 1980 and VEHICLE MODEL YEAR equals _____,	the 10th digit of the valid VEHICLE IDENTIFICATION NUMBER (VIN) should equal _____ (contact Headquarters for VIN Assistance).
(V280)	Possible error in VIN digit check	
(V300)	Possible error in VIN Production Number.	
(V62P)	CARGO BODY TYPE equals 01-12, 97-98, and VEHICLE IDENTIFICA-TION NUMBER is not Blank, Not Reported or Unknown,	GVWR/GCWR must equal 2-3.

Consistency Checks (FARS Only):

	IF	**THEN**
(V270)	Possible error in VIN character types or number of characters.	

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VEHICLE TRAILING

FORMAT: 1 numeric

SAS NAME: Vehicle.TOW_VEH, Person.TOW_VEH

ELEMENT VALUES:

- 0   No Trailing Units
- 1   One Trailing Unit
- 2   Two Trailing Units
- 3   Three or more Trailing Units
- 4   Yes, Number of Trailing Units Unknown
- 5   Vehicle Towing Another Motor Vehicle - Fixed Linkage
- 6   Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage
- 9   Unknown

Remarks:

Trailing unit applies to any device connected to a motor vehicle by a hitch, including tractor-trailer combinations, a single-unit truck pulling a trailer (truck trailer), a boat trailer hitched onto a motor vehicle, etc.

If the case materials do not provide sufficient information if the linkage was fixed or not, consider the linkage as fixed.

A vehicle towing another motor vehicle is not considered to be a trailer but is considered to be a towed vehicle (see **5 (Vehicle Towing Another Motor Vehicle - Fixed Linkage)** or **6 (Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage)**).

A converter dolly is a device used to hitch a trailer to another semi-trailer or straight truck and is not counted as a separate trailing unit. For combination vehicles (medium/heavy trucks), count only the cargo-carrying units.

0 (No Trailing Units) is used when this vehicle was not pulling or towing a wheeled unit.

1 (One Trailing Unit) is used when on trailer was being pulled by this vehicle.

2 (Two Trailing Units) is used when this vehicle was pulling two trailers.

3 (Three or More Trailing Units) is used when this vehicle was pulling three or more trailers.

4 (Yes, Number of Trailing Units Unknown) is used when it is known that there was a trailer(s) but the number of trailers cannot be determined.

5 (Vehicle Towing Another Motor Vehicle - Fixed Linkage) is used to identify that a vehicle was towing another motor vehicle(s) connected by a fixed linkage. The towed vehicle will have two or more wheels on the ground. This will most commonly apply to drive-away/tow-away tow trucks. These are vehicles equipped with a mechanism designed to be attached to a towed vehicle (e.g., hoist). This attribute would also be used for saddle-mounted towed vehicles. An example of a saddle-mount unit would be a bobtail towing one or more other bobtails. This attribute does not apply to vehicles towed by being loaded on a flatbed or auto transporter.

6 (Vehicle Towing Another Motor Vehicle - Non-Fixed Linkage) is used to identify that a vehicle was towing another motor vehicle(s) connected by a non-fixed linkage. A non-fixed linkage includes ropes, chains or cables.

9 (Unknown) is used when it cannot be determined from any information if a unit was being pulled or towed.

FARS SPECIAL INSTRUCTION:

For vehicles being towed by an illegal hitch (rope, chain, cable), use the **22 (Towing or Pushing Improperly)** for the data element Related Factors-Driver Level.

GES SPECIAL INSTRUCTION:

The intent of this data element is to determine if the vehicle was pulling a trailing unit. If the linkage is fixed, then the trailing unit is considered a towed unit. If the linkage is not fixed (e.g., one vehicle is pulling another using a rope), then each vehicle is considered to be separate.

Consistency Checks:

	IF	THEN
(2B0P)	JACKKNIFE equals 1-3,	VEHICLE TRAILING must not equal 0, 9.
(4C1P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 15.
(4C2P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 22.
(4C3P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 25.

	IF	**THEN**
(4C4P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 5.
(4C5P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 30.
(4C6P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 55.
(4C7P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 77.
(4C8P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4C9P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4C0P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4F1P)	NUMBER OF OCCUPANTS is less than 97, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4F2P)	NUMBER OF OCCUPANTS is less than 97, and BODY TYPE equals 06, 11, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 22.
(4F3P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 25.
(4F4P)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 5.

IF	**THEN**
(4F5P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 15, 16, 42, 73, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 30.
(4F6P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 55.
(4F7P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 50.
(4F8P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4F9P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4F0P) NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4R0P) SEATING POSITION equals 54,	VEHICLE TRAILING must not equal 0.
(5B0P) JACKKNIFE equals 0 and BODY TYPE equals 66,	VEHICLE TRAILING must not equal 1-4.
(AD0P) VEHICLE CONFIGURATION equals 04, 06-08,	VEHICLE TRAILING must not equal 0.
(AE0P) VEHICLE CONFIGURATION equals 05 and CARGO BODY TYPE does not equal 12,	VEHICLE TRAILING must equal 0.
(AL1P) SEQUENCE OF EVENTS equals 51, 62, 70,	VEHICLE TRAILING must not equal 0.
(CI0P) VEHICLE TRAILING equals 1-4,	JACKKNIFE must not equal 0.
(V020) VEHICLE TRAILING equals 1,	BODY TYPE should not equal 50-52, **55,** 80-83, 88-91.
(V16P) RELATED FACTORS-DRIVER LEVEL equals 88,	VEHICLE TRAILING must not equal 0, 9.
(V170) NUMBER OF OCCUPANTS is less than 97, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97,	NUMBER OF OCCUPANTS should not be greater than 8.
(V180) NUMBER OF OCCUPANTS is less than 97, and VEHICLE TRAILING equals 0, and BODY TYPE equals 06, 11,	NUMBER OF OCCUPANTS should not be greater than 12.

	IF	**THEN**
(V190)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12,	NUMBER OF OCCUPANTS should not be greater than 15.
(V200)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 80-83, 88-89,	NUMBER OF OCCUPANTS should not be greater than 2.
(V210)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 15, 16, 42, 73,	NUMBER OF OCCUPANTS should not be greater than 12.
(V220)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 60-65, 71-72, 79,	NUMBER OF OCCUPANTS should not be greater than 12.
(V230)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66,	NUMBER OF OCCUPANTS should not be greater than 5.
(V240)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91,	NUMBER OF OCCUPANTS should not be greater than 2.
(V250)	NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90,	NUMBER OF OCCUPANTS should not be greater than 8.
(V260)	NUMBER OF OCCUPANTS is, 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99,	NUMBER OF OCCUPANTS should not be greater than 5.
(V340)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 8.
(V350)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V360)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 15.
(V370)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 2.

IF	**THEN**
(V380)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V390)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.
(V400)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.
(V410)	NUMBER OF OCCUPANTS is less than 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 2.
(V420)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 8.
(V430)	NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 98, 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.
(V59P)	VEHICLE CONFIGURATION equals 06,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 1.
(V60P)	VEHICLE CONFIGURATION equals 07,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 2.
(V61P)	VEHICLE CONFIGURATION equals 08,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 3.
(V68P)	CARGO BODY TYPE equals 12,	VEHICLE TRAILING must equal 5.
(V810)	BODY TYPE equals 67, and VEHICLE TRAILING equals 1-4,	VEHICLE CONFIGURATION should equal 04, and CARGO BODY TYPE should equal 01, 03-04, 09.
(V915)	BODY TYPE equals 67, and VEHICLE TRAILING equals 0,	VEHICLE CONFIGURATION should equal 01, and CARGO BODY TYPE should equal 97.
(V983)	VEHICLE TRAILING equals 3,	STATE should equal 04, 08, 16, 18, 20, 30-32, 38-41, 46, 49.
(V984)	STATE does not equal 04, 08, 16, 18, 20, 30-32, 38-41, 46, 49,	VEHICLE TRAILING should not equal 3.
(V985)	VEHICLE TRAILING equals 5,	VEHICLE CONFIGURA-TION should not equal 04, 06-08, 20-21.

<u>Consistency Check (GES Only):</u>

<div align="center">

IF   THEN

</div>

(V986)   VEHICLE TRAILING equals 3,   PSU should equal 29, 30, 31, 64, 73, 74, 75, 76, 77, 78, 94.

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JACKKNIFE

FORMAT: 1 numeric

SAS NAME: Vehicle.J_KNIFE

ELEMENT VALUES:

    0   Not an Articulated Vehicle
    1   No
    2   Yes - First Event
    3   Yes - Subsequent Event

Remarks:

Jackknife can occur at any time during the crash sequence. This element is applicable for all power unit/trailing unit combinations (e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, light utility vehicle/trailing unit combination, etc.).

Jackknife applies to a condition that occurs to an articulated vehicle, any vehicle with a trailing unit connected by a hitch (fixed linkage) while in motion. A jackknife occurs when there is an uncontrolled articulation between the power unit and the trailing unit in which the trailing unit does not follow directly behind the power unit (tracking), and the driver did not initiate the non-tracking situation. The condition reflects a loss of control of the vehicle by the driver in which the trailing units' normal straight-line path behind the power unit is not maintained.

If the final resting configuration of the vehicle in the PAR diagram is in a jackknife position, it does not necessarily mean that the vehicle has jackknifed. Turning and backing are examples of driver initiated non-tracking controlled articulation and are not coded as a jackknife.

In the case materials, the terms "tractor jackknife" or "trailer swing" may be used to describe particular incidences of uncontrolled articulation. Either incident shall be coded as Jackknife. Jackknife is not likely to be a harmful event but may be part of an unstabilized condition just before the first harmful event.

0 (Not an Articulated Vehicle) is used when this vehicle is not a vehicle-trailing unit combination.

1 (No) is used when no uncontrolled articulation was reported between a vehicle and a trailing unit.

2 (Yes - First Event) is used when an uncontrolled articulation was reported as occurring before or as part of the first injury or damage producing event for this vehicle.

3 (Yes - Subsequent Event) is used when an uncontrolled articulation occurs after the first injury or damage producing event for this vehicle.

Note: In 2011 GES adopted the FARS element format. Prior to 2011 the GES Jackknife data element contained two attributes. Those attributes were 0 (No Jackknife Noted on the PAR) and 1 (Jackknife Occurred).

<u>**Consistency Checks:**</u>

	IF	THEN
(2B0P)	JACKKNIFE equals 1-3,	VEHICLE TRAILING must not equal 0, 9.
(3B0P)	JACKKNIFE equals 2-3,	TRAVEL SPEED must not equal 000.
(5B0P)	JACKKNIFE equals 0 and BODY TYPE equals 66,	VEHICLE TRAILING must not equal 1-4.
(7B0F)	JACKKNIFE equals 2-3,	DRIVER PRESENCE must equal 1.
(AK00)	CARGO BODY TYPE equals 22, 96,	JACKKNIFE should equal 0.
(AL8P)	SEQUENCE OF EVENTS equals 51, 70,	JACKKNIFE must equal 2-3.
(CI0P)	VEHICLE TRAILING equals 1-4,	JACKKNIFE must not equal 0.
(V538)	JACKKNIFE equals 2,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 04-05, 07-09 or 13 for this vehicle.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, V26, V27, V31 must all be left blank.

MOTOR CARRIER IDENTIFICATION NUMBER

FORMAT: 1 set 2 numeric, 1 set 9 alphanumeric

SAS NAME: Vehicle.MCARR_ID, parkwork.PMCARR_ID, Vehicle.MCARR_I1; parkwork.PMCARR_I1, Vehicle.MCARR_I2; parkwork.PMCARR_I2

ELEMENT VALUES:

Issuing Authority:
00	*Not Applicable*
01-56	*State Code*
57	*US DOT*
58	*MC/MX (ICC)*
95	*Canada*
96	*Mexico*
88	*None*
77	*Not Reported*
99	*Unknown*

Identification Number:
	Actual Number
0s	Not Applicable
8s	*None*
7s	Not Reported
9s	Unknown

Remarks:

The Motor Carrier Identification Number is recorded on the Truck Supplement or PAR next to the appropriate Source (Issuing Authority.) *This information should be available on your Police Accident Report (PAR) or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA).* You should expect to find motor carrier identification numbers for the following *qualifying* vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

Federal regulations require that almost all commercial trucks/buses operating across state lines that meet the above criteria (i.e., interstate) have Identification Numbers except those hauling "exempt" commodities (such as unprocessed agricultural products). This will be a US

DOT or MC/MX (ICC) Number. ***Some states issue "Intrastate" motor carriers a state number that can also be recorded here.***

Identification Number should be left justified. If less than 9 characters, left-justify and do not zero-fill.

Examples of Left-Justified Coding of Identification Number

Supplement/PAR	Coding
0 0 3 5 1 8	0 0 3 5 1 8
3 5 1 8	0 0 0 3 5 1 8
3 5 1 8	3 5 1 8
3 5 8 1 0 0 0	3 5 8 1 0 0 0
Nebraska issued Intrastate DOT # 3 5 8 1 6 4 N E	3 5 8 1 6 4 N E

Note: Many carriers will have a US DOT or MC/MX (ICC) Number plus a State Number.

HIERARCHY: When Identification Numbers are available from more than one Source (Issuing Authority), it is most important to code the US DOT number then the MC/MX (ICC) number if one is available. It is next most important to code the Mexican or Canadian issued number. Finally, State-issued numbers should be coded.

57 (US DOT NUMBERS): US DOT is used in "Issuing Authority" if a US DOT Number or a State Number and US DOT Number are recorded on the PAR or Supplement. Enter the US DOT Number in "Identification Number."

- US DOT Numbers are in the process of being assigned to Intrastate motor carriers in a number of states. These should include the issuing state's two-character abbreviation on the end; e.g., US DOT 123456XX (where "XX" is the State abbreviation). See example of proper coding in diagram above.

58 (MC/MX (ICC) NUMBERS): MC/MX (ICC) is used in "Issuing Authority" if an MC/MX (ICC) Number or a State Number and an MC/MX (ICC) Number are recorded on the PAR or Supplement. Enter the MC/MX (ICC) Number in "Identification Number."

STATE NUMBERS: If only a State Number is recorded on the PAR or Supplement, then code the appropriate FARS State Code in "Issuing Authority" and enter the State Number in "Identification Number."

State Numbers are issued by a public utility commission, a public service commission, or some other state agency, to vehicles that operate either in interstate commerce or only within that state. However, some states do not regulate the motor carrier industry. Trucks and buses that operate strictly within such states (i.e., intrastate) may not have numbers.

CANADIAN/MEXICAN NUMBERS: Use attributes "95" or "96" in "Issuing Authority" if a Canadian or Mexican authority (respectively) has issued the only Carrier Identification Number recorded on the PAR or Supplement.

00/0s (Not Applicable) would apply when you would <u>never</u> expect this style of vehicle to have a Motor Carrier ID number (cars, motor homes, etc.). This vehicle would not appear on a truck supplement (supplemental truck elements on the PAR would be coded N/A).

88/8s (None) should be used when:
- you could expect this type of vehicle to have an ID Number, but it is exempt because of its use or activity at the time of the crash;
- this type of vehicle often does have a number (but vehicle is operated strictly intrastate and activity not regulated); or
- the PAR/supplement states "No Number."

Note: In some states, school buses are exempt from requiring a Motor Carrier ID Number

99/9s (Unknown) is used if the investigating officer reported the motor carrier identification number as unknown or *when the body type of the vehicle is unknown*.

Example:
- An unidentified hit-and-run vehicle.

77/7s (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **77/7s (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Note: For this element, **Not Reported** is used when you could expect this type of vehicle to have a Motor Carrier ID Number, but:

- the PAR or truck supplement leaves the field blank; or
- you don't have a supplement or a field on the PAR (no further information given).

FARS SPECIAL INSTRUCTION:

**If your state uses separate Truck/Bus Supplements, you should seek help to get routine access to them, just as with your state's PAR. Your state's SAFETYNET representative may be able to provide a Motor Carrier Identification Number.**

GES SPECIAL INSTRUCTION:

**Issuing Authority and 8s (None) under Identification Number are new to GES in 2011.**

Consistency Checks:

IF	THEN
(4N1P) VEHICLE CONFIGURAION does not equal 00,	MOTOR CARRIER IDENTIFICATION NUMBER must not equal 00-000000000.
(4N2P) MOTOR CARRIER IDENTIFICATION NUMBER equals 00-000000000,	VEHICLE CONFIGURATION must equal 00.
(4N3P) **MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 000000000,**	_**MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) must equal 00.**_
(4N4P) MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000,	BODY TYPE must equal 21, 28, 31, 40, 45, 48-52, _**55,**_ 58-64, 66-67, 71-72, 78, 92-93, 99, or HM2 must equal 2.
(4N5P) BODY TYPE does not equal 21, 28, 31, 40, 45, 48-52, _**55,**_ 58-64, 66-67, 71-72, 78, 92-93, or HM2 does not equal 2,	MOTOR CARRIER IDENTIFICATION NUMBER must equal 00-000000000, 99-999999999.
(4N6P) MOTOR CARRIER IDENTIFICATION NUMBER equals 77-777777777,	BODY TYPE should equal 28, 45, 48-52, _**55,**_ 58-64, 66-67, 71-72, 78, 93, or HM1 should equal 2.
(4N7P) **MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 888888888 or 777777777 or 999999999,**	_**MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) should be filled respectively as 88 or 77 or 99.**_
(4NAP) **MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) equals 01-58, 95-96,**	_**MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) should not equal 888888888 or 777777777 or 999999997 or 999999999.**_
(4NBP) **MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) equals 01-58, 95-96,**	_**MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) must not equal 000000000.**_

IF	**THEN**
(4NCP) *MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) is 00 or 77 or 88 or 99,*	*MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) must be filled respectively as 000000000 or 777777777 or 88888888 or 999999999*
(U680) *UNLIKELY: MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 999999997.*	
(V980) BODY TYPE equals *50*-52, *55,* 58-64, 66-67, 71-72, 78, 93, or HM1 equals 2,	MOTOR CARRIER IDENTIFICATION NUMBER *must* not equal 00-000000000.
(V981) VEHICLE CONFIGURATION equals 00,	MOTOR CARRIER IDENTIFICATION NUMBER should equal 00-000000000.
(V982) MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000,	VEHICLE CONFIGURATION should not equal 00.

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GROSS VEHICLE WEIGHT RATING/
GROSS COMBINATION WEIGHT RATING

FORMAT: 1 numeric

SAS NAME: Vehicle.GVWR, parkwork.PGVWR

ELEMENT VALUES:

0	Not Applicable
1	10,000 lbs. or less
2	10,001 lbs. – 26,000 lbs.
3	26,001 lbs. or more
8	Not Reported
9	Unknown

Remarks:

Record the applicable weight range for a single vehicle's Gross Vehicle Weight Rating (GVWR) or combination vehicle's Gross Combination Weight Rating (GCWR).

It may appear as a numeric value or as a range of values like those displayed above. ***This information should be available on your Police Accident Report (PAR) or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA).***

Gross Vehicle Weight Rating (GVWR) is the value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle.

Gross Combination Weight Rating (GCWR) is the value specified by the manufacturer(s) as the recommended maximum loaded weight of a combination (articulated) motor vehicle. This is for truck tractors and single-unit trucks pulling a trailer(s). GCWR is the sum of the gross vehicle weight ratings (GVWR) of all units, power unit and its trailer(s).

For Truck/Trailer Combinations: If your state records the GVWR of the power unit and trailer(s) in separate fields, be sure to add together the GVWRs of all the units when recording this element.

0 (Not Applicable) should be used for vehicles 10,000 lbs. or less, not displaying a hazardous materials placard, for buses less than 9 seats (including driver), and for all motor homes.

1 (10,000 lbs. or less) should be used for passenger cars and light trucks with 10,000 lbs. or less GVWR/GCWR when displaying a hazardous materials placard or for buses with 9 or more seats (including driver) with 10,000 lbs. GVWR or less.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) should be used when GVWR/GCWR information is *reported as "Unknown"* on your PAR or Truck/Bus Supplement and PCVINA is unable to return a value.

PROCEDURE FOR VERIFICATION OF GVWR/GCWR RANGE:

The MDE provides PCVINA codes for GVWR. Next to Vehicle Identification Number (VIN), click on check box, and then click on *"Gross Vehicle Weight"* under the "R. L. Polk" column. Use the table below to translate the code for GVWR.

NOTE: PCVINA only provides the GVWR of a single vehicle or the GVWR of the power unit in a combination unit motor vehicle.

- For Truck / Trailer Combinations:
    1. If the PCVINA VIN return fits within the range provided on the PAR or Truck and Bus supplement, use that value.
    2. If the PCVINA VIN return falls below the range provided on the PAR or Truck and Bus Supplement, use the value provided on the crash report to account for the addition of the trailer's GVWR.

- If GVWR**/**GCWR information is unavailable or not reported on your PAR or Truck/Bus Supplement, *and you have a valid VIN* utilize the information on the power unit provided by PCVINA to code this element

See Comparison of PCVINA and Codes for GVWR/GCWR below.

COMPARISON OF PCVINA AND CODES FOR GVWR/GCWR

PCVINA (trucks only)	FARS/*GES* CODES
	0 – Not Applicable
1 – 6,000 lbs. or less 2 – 6,001 – 10,000 lbs.	1 – 10,000 lbs. and less
3 – 10,001 – 14,000 lbs. 4 – 14,001 – 16,000 lbs. 5 – 16,001 – 19,500 lbs. 6 – 19,501 – 26,000 lbs.	2 – 10,001 – 26,000 lbs.
7 – 26,001 – 33,000 lbs. 8 – 33,001 lbs. or more	3 – 26,001 lbs. or more
9 – Unknown	9 – Unknown

**NOTE:**

**This element is new to GES in 2011.**

**In FARS, prior to 2007, only the power unit was considered in recording** the element Gross Vehicle Weight Rating (GVWR). Starting in 2007, the element was modified to allow Gross Combination Weight Rating (GCWR) to be recorded for combination vehicles to match the nationally accepted reporting criteria for this element (FMCSA's SAFETYNET and MMUCC).

Use of GCWR instead of GVWR will only impact these vehicles:

1. Light trucks, 10,000 lbs. or less, pulling trailers (truck/trailers) (greater than 10,000 lbs. GCWR)
2. Single-unit trucks, less than 26,000 lbs., pulling trailers (truck/trailers) (greater than 26,000 lbs. GCWR)

Consistency Checks:

	IF	THEN
(U490)	UNLIKELY: GVWR/GVCR equals 8.	
(V502)	GVWR/GCWR equals 0, and HM1 equals 1,	VEHICLE CONFIGURATION and CARGO BODY TYPE must equal 00.
(V503)	GVWR/GCWR equals 1,	HM2 should equal 2, or VEHICLE CONFIGURATION should equal **20**.
(V504)	GVWR/GCWR equals 1,	BODY TYPE should equal 01-22, 28-39, 41-49.
(V505)	GVWR/GCWR equals 9,	BODY TYPE should not equal 61-63, 66-67.
(V506)	BODY TYPE equals 60,	GVWR/GCWR should equal 2.
(V507)	BODY TYPE equals 01-**21**, 28-30, 32-39, 45-49,	GVWR/GCWR should equal 0-1.
(V50P)	BODY TYPE equals 61-62, 67, 71, and VEHICLE CONFIGURATION does not equal 04,	GVWR/GCWR must equal 2, 9. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)
(V51P)	BODY TYPE equals 63, 66, 72,	GVWR/GCWR must equal 3. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)
(V532)	VEHICLE CONFIGURATION equals 01-02, 04-08, 19, **21,**	GVWR/GCWR should equal 2-3, 9.
(V540)	BODY TYPE equals 42, 65, 73, and HM1 equals 1,	GVWR/GCWR should equal 0.
(V62P)	CARGO BODY TYPE equals 01-12, 97-98, and VEHICLE IDENTIFIC-ATION NUMBER is not Blank, Not Reported or Unknown,	GVWR/GCWR must equal 2-3.

	IF	**THEN**
(V64P)	BODY TYPE equals *50-59,* 60-64, 66-72, 78,	GVWR/GCWR must not equal 0-1.
(V65P)	GVWR/GCWR equals 2-3,	VEHICLE CONFIGURATION must not equal 00, and CARGO BODY TYPE must not equal 00.
(VA70)	GVWR/GCWR equals 1, and HM2 equals 2,	VEHICLE CONFIGURATION must equal 10.

VEHICLE CONFIGURATION

FORMAT: 2 numeric

SAS NAME: Vehicle.V_Config, Parkwork.PV_Config

ELEMENT VALUES:

00	Not Applicable
10	Vehicle 10,000 pounds or less placarded for hazardous materials
01	Single-Unit Truck (2-axle and GVWR more than 10,000 lbs.)
02	Single-Unit Truck (3 or more axles)
04	Truck Pulling Trailer(s)
05	Truck Tractor (Bobtail)
06	Truck Tractor/Semi-Trailer
07	Truck Tractor/Double
08	Truck Tractor/Triple
19	Truck More Than 10,000 lbs., Cannot Classify
20	Bus/Large Van (seats for 9-15 occupants, including driver)
21	Bus (seats for more than 15 occupants, including driver)
98	Not Reported
99	Unknown

Remarks:

This information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA).

In some states, the data element "Vehicle Configuration" or its attributes may appear under another title, such as: Unit Type, Vehicle Type, Type of Unit, etc. In many states, Vehicle Configuration is recorded for all vehicles. However, in our data systems, only code Vehicle Configurations for the following *qualifying* vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

If Vehicle Configuration is coded "01-99," Cargo Body Type should be coded "01-99."

00 (Not Applicable) is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit light trucks or cargo vans (10,000 lbs. or less GVWR), not carrying hazardous cargo.

A light truck carrying hazardous cargo is coded **10 (Vehicle 10,000 Pounds or Less Placarded for Hazardous Materials)**. When vehicles in this category are not displaying a hazardous materials placard, use **00 (Not Applicable)**.

01 (Single-Unit Truck [2-axle and GVWR more than 10,000 lbs.]) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has only two axles and a GVWR of over 10,000 lbs.

02 (Single-Unit Truck [3 or more axles]) is a power unit that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles. When counting axles on a single-unit truck, include raised axles.

04 (Truck Pulling Trailer [s]) is used for single-unit trucks pulling a trailer.

05 (Truck Tractor [Bobtail]) is a motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.

06 (Truck Tractor/Semi-Trailer) is used for truck tractors with one trailer. This attribute should not be used for single-unit trucks pulling a trailer.

> **FARS SPECIAL INSTRUCTION:**
>
> NOTE: This attribute was used for truck tractors with any number of trailers before 2001.

07 (Truck Tractor/Double) is used for tractor pulling two trailers.

08 (Truck Tractor/Triple) is used for tractor pulling three trailers.

19 (Truck More Than 10,000 lbs, Cannot Classify) is used when you know the vehicle meets the definition of a medium/heavy truck, but you can not select from the above attributes. An example is a vehicle with one trailer, but it is unknown whether it is a tractor-trailer or a single-unit truck pulling a trailer.

20 (Bus/Large Van [seats for 9-15 people, including driver]) is used for smaller van-based buses (less than 16 seats, including driver). Examples include commuter vans and van-based school buses.

21 (Bus [seats for more than 15 occupants, including driver]). A van-based bus qualifies for this attribute if it is configured to include enough seats. A CDL is required for the driver of this bus.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used if the investigating officer indicates that the vehicle configuration is unknown *or when the body type of the vehicle is unknown. For example, an unidentified hit-and-run vehicle would be coded as 99 (Unknown).*

Consistency Checks:

	IF	THEN
(4N1P)	VEHICLE CONFIGURAION does not equal 00,	MOTOR CARRIER IDENTIFICATION NUMBER must not equal 00-000000000.
(4N2P)	MOTOR CARRIER IDENTIFICATION NUMBER equals 00-000000000,	VEHICLE CONFIGURATION must equal 00.
(AB1P)	VEHICLE CONFIGURATION equals 01,	CARGO BODY TYPE must NOT equal 22.
(AD0P)	VEHICLE CONFIGURATION equals 04, 06-08,	VEHICLE TRAILING must not equal 0.
(AE0P)	VEHICLE CONFIGURATION equals 05 and CARGO BODY TYPE does not equal 12,	VEHICLE TRAILING must equal 0.
(AE1P)	VEHICLE CONFIGURATION equals 05-08,	BODY TYPE must equal 66.
(AF1P)	VEHICLE CONFIGURATION equals 20,	CARGO BODY TYPE must equal 22.
(AF2P)	VEHICLE CONFIGURATION equals 20-21,	BODY TYPE must equal 20-21, 50-52, *55,* 58-59.
(AH0P)	VEHICLE CONFIGURATION does not equal 00, 99,	BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
(D280)	VEHICLE CONFIGURATION equals 05-08, 21, or HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D450)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	VEHICLE CONFIGURATION should not equal 05-08, 21, and HM2 should not equal 2.
(U540)	UNLIKELY: VEHICLE CONFIGURATION equals 98.	
(V46P)	VEHICLE CONFIGURATION equals 21,	BODY TYPE must equal 21, 50-52, *55,* 58-59.
(V470)	VEHICLE CONFIGURATION equals 01,	CARGO BODY TYPE should be 01-05, 07, 12, 96*, 97*.
(V47P)	VEHICLE CONFIGURATION equals 21,	CARGO BODY TYPE must equal 22.

	IF	**THEN**
(V502)	GVWR/GCWR equals 0, and HM1 equals 1,	VEHICLE CONFIGURATION and CARGO BODY TYPE must equal 00.
(V503)	GVWR/GCWR equals 1,	HM2 should equal 2, or VEHICLE CONFIGURATION should equal **20**.
(V50P)	BODY TYPE equals 61-62, 67, 71, and VEHICLE CONFIGURATION does not equal 04,	GVWR/GCWR must equal 2, 9. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)
(V531)	BUS USE equals 01, 04-07, 98,	VEHICLE CONFIGURATION should equal 20-21, and CARGO BODY TYPE should equal 22.
(V532)	VEHICLE CONFIGURATION equals 01-02, 04-08, 19, **21,**	GVWR/GCWR should equal 2-3, 9.
(V55P)	VEHICLE CONFIGURATION equals 10,	BODY TYPE must equal 01-13.
(V56P)	VEHICLE CONFIGURATION equals 10,	BODY TYPE must equal 14-22, 28-49.
(V57P)	VEHICLE CONFIGURATION equals 05,	CARGO BODY TYPE must equal 12, 96, and BODY TYPE must equal 66.
(V58P)	VEHICLE CONFIGURATION equals 04,	BODY TYPE must not equal 66.
(V59P)	VEHICLE CONFIGURATION equals 06,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 1.
(V60P)	VEHICLE CONFIGURATION equals 07,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 2.
(V61P)	VEHICLE CONFIGURATION equals 08,	BODY TYPE must equal 66, and VEHICLE TRAILING must equal 3.
(V640)	VEHICLE CONFIGURATION does not equal 00, 99,	BODY TYPE should not equal 28, 30, 42, 45, 48-49.
(V65P)	GVWR/GCWR equals 2-3,	VEHICLE CONFIGURATION must not equal 00 and CARGO BODY TYPE must not equal 00.
(V790)	BODY TYPE equals 20,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V800)	BODY TYPE equals 21-22, 28-29,	VEHICLE CONFIGURATION should equal 00, 04, 10, 20-21, 99, and CARGO BODY TYPE should equal 00-01, 22, 99.
(V810)	BODY TYPE equals 67, and VEHICLE TRAILING equals 1-4,	VEHICLE CONFIGURATION should equal 04, and CARGO BODY TYPE should equal 01, 03-04, 09.
(V840)	BODY TYPE equals 50-59,	VEHICLE CONFIGURATION should equal 21, and CARGO BODY TYPE should equal 22.

IF	THEN
(V850) BODY TYPE equals 60,	VEHICLE CONFIGURATION should equal 01, 03-04, and CARGO BODY TYPE should equal 01.
(V860) BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01-02, 04, and CARGO BODY TYPE should equal 01-10, 12, **28,** 96-98.
(V870) BODY TYPE equals 65,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V880) BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08,19, and CARGO BODY TYPE should equal 01-04, 06-12, **28,** 96-98.
(V890) BODY TYPE equals 71-72,	VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 01-04, 08, 10, 96-98.
(V900) BODY TYPE equals 73,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V910) BODY TYPE equals 78,	VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 98.
(V915) BODY TYPE equals 67, and VEHICLE TRAILING equals 0,	VEHICLE CONFIGURATION should equal 01, and CARGO BODY TYPE should equal 97.
(V920) BODY TYPE equals 79,	VEHICLE CONFIGURATION should equal 99, and CARGO BODY TYPE should equal 99.
(V930) VEHICLE CONFIGURATION equals 00, or CARGO BODY TYPE equals 00,	BODY TYPE should not equal 50-64, 66-72, 78-79.
(V940) HM1 equals 2,	VEHICLE CONFIGURATION should not equal 00, 99 and CARGO BODY TYPE should not equal 00, 99.
(V981) VEHICLE CONFIGURATION equals 00,	MOTOR CARRIER IDENTIFICATION NUMBER should equal 00-000000000.
(V982) MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000,	VEHICLE CONFIGURATION should not equal 00.
(V985) VEHICLE TRAILING equals 5,	VEHICLE CONFIGURATION should not equal 04, 06-08, 20-21.
(VA70) GVWR/GCWR equals 1, and HM2 equals 2,	VEHICLE CONFIGURATION must equal 10.

IF	**THEN**
(VH75) UNIT TYPE equals 4,	VEHICLE CONFIGURATION should not equal 05, 20-21, 10.

CARGO BODY TYPE

FORMAT: 2 numeric

SAS NAME: Vehicle.CARGO_BT

ELEMENT VALUES:

00	Not Applicable (N/A)
01	Van/Enclosed Box
02	Cargo Tank
03	Flatbed
04	Dump
05	Concrete Mixer
06	Auto Transporter
07	Garbage/Refuse
08	Grain/Chips/Gravel
09	Pole-Trailer
10	Log
11	Intermodal Container Chassis
12	Vehicle Towing Another Motor Vehicle
22	Bus
28	Not Reported
96	No Cargo Body Type
97	Other
98	Unknown Cargo Body Type
99	Unknown

Remarks:

This information should be available on the PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA).

You should expect to find cargo body types for the following *qualifying* vehicles:

1. Light trucks pulling a trailer with gross combination weight rating (GCWR) greater than 10,000 lbs.
2. Medium/Heavy Trucks: vehicles with GVWR greater than 10,000 lbs.
3. Buses with 9 or more seats (including the driver).
4. Light Trucks, Vans and Passenger Vehicles displaying a hazardous materials placard.

00 (Not Applicable [N/A]) is used for automobiles, motorcycles, passenger vans (with less than 9 seats, including driver) and single-unit small trucks or vans (10,000 lbs. or less GVWR), not displaying hazardous material placard.

01 (Van/Enclosed Box) is used for all enclosed trailers and enclosed cargo vans.

03 (Flatbed) is used when the available information refers to a cargo body without sides or roof, with or without readily removable stakes which may be tied together with chains/slats or panels. This includes "stake trucks."

04 (Dump) is used when the available information refers to a cargo body designed to be tilted to discharge its load by gravity.

06 (Auto Transporter) is used when the available information refers to a cargo body capable of transporting multiple, fully assembled automobiles on an "auto transporter" trailer. Do not use this code for flatbeds transporting vehicles (e.g., flatbed tow truck, or flatbed semi-trailer carrying wrecked/salvaged automobiles).

07 (Garbage/Refuse) is used when the available information refers to a cargo body that is specifically designed to collect and transport garbage and refuse. This includes both conventional rear-loading and over-the-top bucket loading garbage trucks. Also included are recycle trucks and roll-off style garbage trucks.

08 (Grain/Chips/Gravel) is used when the available information refers to trucks that discharge their loads by gravity from the bottom (i.e., belly dump).

09 (Pole-Trailer) is used when the available information refers to a cargo body type that consists of a trailer designed to be attached to a towing vehicle by a reach or pole or by being boomed and secured to the towing vehicle. These are ordinarily used to carry property of a long or irregular shape, such as telephone poles. The pole trailer extends or retracts to accommodate varying lengths of cargo.

10 (Log) is used when the available information refers to a cargo body type with a fixed middle beam and side support posts specifically designed for carrying logs. This includes single-unit log trucks.

09 (Pole-Trailer) and **10 (Log)** may be listed on a PAR as "Pole/Log". If the trailer can telescope to carry different log lengths, then it should be considered a **09 (Pole-Trailer)**.

11 (Intermodal Container Chassis) is used when the available information refers to a cargo body type used for a trailer specifically designed to have a rail or ship container mounted directly on the chassis. These should not be confused with van/enclosed box cargo body types. Intermodal containers may also be mounted on a flatbed trailer, in which case **03 (Flatbed)** is the cargo body type.

12 (Vehicle Towing Another Motor Vehicle) is used when the available information refers to vehicles that have no cargo carrying capability but are in the act of towing another motor vehicle where the towed vehicle has at least two wheels on the ground. These are often called "drive-away, tow-aways" and will be applicable to tow trucks and specially rigged truck tractors. This includes "saddlemount" configurations. Does not apply to vehicles "towed" by being loaded on a flatbed or auto transporter.

22 (Bus) is a motor vehicle with seating for transporting nine or more persons, including the driver.

28 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **28 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

96 (No Cargo Body Type) is used for any medium heavy truck with no cargo carrying capability (bobtail); a truck chassis with a cab only (stripped chassis); and light trucks and passenger vehicles displaying a hazardous materials placard. Other examples of **96 (No Cargo Body Type)** would be Sign Trucks, Fire Trucks, Tow Trucks, etc.

97 (Other) is used when the cargo body type is other than the body types listed above. This includes 2-axle, 6 tire pickups greater than 10,000 lb without a trailer. This does not include a pickup pulling a trailer (truck/trailer). Use the Cargo Body Type of the attached trailer in these situations. This attribute previously included "log trucks" which are now recorded under **10 (Log)**.

98 (Unknown Cargo Body Type) is used when the vehicle qualifies for this data element but the cargo body type is not known or when there is not enough information to distinguish one cargo body type from another. An example would be contradictory data on whether the truck is a van/enclosed box or a flatbed.

99 (Unknown) is used when the investigating officer indicates it was unknown as to cargo body type *or when the body type of the vehicle is unknown. For example, an unidentified hit-and-run vehicle.*

NOTE: For truck/trailer vehicle configurations where the power unit and trailer have different cargo body types, code the cargo body type of the power unit. For example, a dump truck pulling a flatbed trailer should be coded as **04 (Dump)**.

For truck/trailer vehicle configurations where the power unit's Cargo Body Type would be coded **96 (No Cargo Body Type)** or **97 (Other)**, code the cargo body of the trailer. For example: a dual-rear-wheel pickup truck pulling a flatbed trailer should be coded as **03 (Flatbed)**.

<u>FARS SPECIAL INSTRUCTION:</u>

Prior to 2007, **12 (Vehicle Towing Another Motor Vehicle)** was recorded as code "96 – No Cargo Body".

Consistency Checks:

	IF	THEN
(AB1P)	VEHICLE CONFIGURATION equals 01,	CARGO BODY TYPE must NOT equal 22.
(AE0P)	VEHICLE CONFIGURATION equals 05, and CARGO BODY TYPE does not equal 12,	VEHICLE TRAILING must equal 0.
(AF1P)	VEHICLE CONFIGURATION equals 20,	CARGO BODY TYPE must equal 22.
(AK00)	CARGO BODY TYPE equals 22, 96,	JACKKNIFE should equal 0.
(AL0P)	CARGO BODY TYPE equals 22,	BODY TYPE must equal 21, 50-52, **55,** 58-59.
(AM0P)	CARGO BODY TYPE does not equal 00, 99,	BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
(V470)	VEHICLE CONFIGURATION equals 01,	CARGO BODY TYPE should be 01-05, 07, 12, 96**, 97**.
(V47P)	VEHICLE CONFIGURATION equals 21,	CARGO BODY TYPE must equal 22.
(V502)	GVWR/GCWR equals 0, and HM1 equals 1,	VEHICLE CONFIGURATION and CARGO BODY TYPE must equal 00.
(V531)	BUS USE equals 01, 04-07, 98,	VEHICLE CONFIGURATION should equal 20-21, and CARGO BODY TYPE should equal 22.
(V57P)	VEHICLE CONFIGURATION equals 05,	CARGO BODY TYPE must equal 12, 96, and BODY TYPE must equal 66.
(V62P)	CARGO BODY TYPE equals 01-12, 97-98, and VEHICLE IDENTIFIC-ATION NUMBER is not Blank, Not Reported or Unknown,	GVWR/GCWR must equal 2-3.
(V65P)	GVWR/GCWR equals 2-3,	VEHICLE CONFIGURATION must not equal 00 and CARGO BODY TYPE must not equal 00.
(V660)	CARGO BODY TYPE does not equal 00, 99,	BODY TYPE should not equal 28, 30, 42, 45, 48-49.
(V68P)	CARGO BODY TYPE equals 12,	VEHICLE TRAILING must equal 5.
(V790)	BODY TYPE equals 20,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V800)	BODY TYPE equals 21-22, 28-29,	VEHICLE CONFIGURATION should equal 00, 04, 10, 20-21, 99, and CARGO BODY TYPE should equal 00-01, 22, 99.

	IF	**THEN**
(V810)	BODY TYPE equals 67, and VEHICLE TRAILING equals 1-4,	VEHICLE CONFIGURATION should equal 04, and CARGO BODY TYPE should equal 01, 03-04, 09.
(V840)	BODY TYPE equals 50-59,	VEHICLE CONFIGURATION should equal 21, and CARGO BODY TYPE should equal 22.
(V850)	BODY TYPE equals 60,	VEHICLE CONFIGURATION should equal 01, 03-04, and CARGO BODY TYPE should equal 01.
(V860)	BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01-02, 04, and CARGO BODY TYPE should equal 01-10, 12, *28,* 96-98.
(V870)	BODY TYPE equals 65,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V880)	BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08, 19, and CARGO BODY TYPE should equal 01-04, 06-12, *28,* 96-98.
(V890)	BODY TYPE equals 71-72,	VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 01-04, 08, 10, 96-98.
(V900)	BODY TYPE equals 73,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V910)	BODY TYPE equals 78,	VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 98.
(V915)	BODY TYPE equals 67, and VEHICLE TRAILING equals 0,	VEHICLE CONFIGURATION should equal 01, and CARGO BODY TYPE should equal 97.
(V920)	BODY TYPE equals 79,	VEHICLE CONFIGURATION should equal 99, and CARGO BODY TYPE should equal 99.
(V930)	VEHICLE CONFIGURATION equals 00, or CARGO BODY TYPE equals 00,	BODY TYPE should not equal 50-64, 66-72, 78-79.
(V940)	HM1 equals 2,	VEHICLE CONFIGURATION should not equal 00, 99 and CARGO BODY TYPE should not equal 00, 99.
(VH80)	UNIT TYPE equals 4,	CARGO BODY TYPE should not equal 06-07, 11-12, 22.

V19

Consistency Check (FARS Only)

| **IF** | **THEN** |

(U380)   UNLIKELY: CARGO BODY TYPE equals 28.

2011

HAZARDOUS MATERIALS INVOLVEMENT/PLACARD

FORMAT: 1 set, 1 numeric; 1 set, 1 numeric; 1 set, 4 numeric; 1 set, 2 numeric; 1 set, 1 numeric

SAS NAME: Vehicle.HAZ_INV, Vehicle.HAZ_PLAC, Vehicle.HAZ_ID, Vehicle.HAZ_CNO, Vehicle.HAZ_REL

ELEMENT VALUES:

HM1: Hazardous Materials Involvement
1   No
2   Yes

HM2: Placard (Did This Motor Vehicle Display a Hazardous Material (HM) Placard?)
0   Not Applicable
1   No
2   Yes
8   Not Reported

HM3: 4-digit Hazardous Material Identification Number
0000   Not Applicable
     Actual 4-digit number except
8888   Not Reported

HM4: 2-digit Hazardous Material Class Number
00   Not Applicable
01-09   Actual 1-digit number (with leading zero)
88   Not Reported

HM5: Release of Hazardous Material from the Cargo Compartment
0   Not Applicable
1   No
2   Yes
8   Not Reported

Remarks:

This element must be coded for all vehicles.

Placard and Hazardous Materials Released information should be available on your PAR or Truck and Bus Supplement with other elements required by the Federal Motor Carrier Safety Administration (FMCSA) for commercial vehicles.

Hazardous Material is a substance or material which has been designated by the U.S. Department of Transportation, or other authorizing entity, as capable of posing an unreasonable risk to health, safety and property when transported in commerce. Any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity is required to display a hazardous materials placard.

Exclusions:
- Fuel or oil carried by the vehicle for its own use.

Hazardous Materials Placard: is a sign required to be affixed to any motor vehicle transporting hazardous materials in quantities above the thresholds established by the U.S. Department of Transportation, or other authorized entity. This placard identifies the 1-digit hazard class division number, 4-digit hazardous material identification number or name of the hazardous material being transported.

Vehicle transporting hazardous materials should have a diamond-shaped placard affixed indicating the material carried. (See list of examples below.)

HM1– Hazardous Materials Involvement
1 (No) is used when there is no indication of hazardous materials for this vehicle in the case materials. ***For cases involving a hit and run, the default is "1 -No" when no details are reported regarding the hit and run vehicle.***

If HM1 is **1 (No)**, HM2-HM5 will be coded **Not Applicable**.

2 (Yes) is used when hazardous materials were indicated for this vehicle in the case materials. Examples for code **2 (Yes):**

1. The officer records any information about a placard, whether or not he indicates that the vehicle was carrying hazardous materials.
2. The officer does not record any information about a placard, however, you know that hazardous material was involved.
3. Information identifying hazardous material is blank, but you know that hazardous material was released.

HM2 – Hazardous Materials Placard
0 (Not Applicable) is used when there is no indication of hazardous materials for this vehicle in the case materials (HM1 equals **2 (No))**.

1 (No) is used when hazardous materials are involved, but the officer indicates there was no placard.

2 (Yes) is used when hazardous materials are involved, and the vehicle does have a placard.

8 (Not Reported) is used when hazardous materials are involved, but the crash report does not record any information about the presence of a placard.

HM3 – 4-Digit Hazardous Materials Identification Number

0000 (Not Applicable) – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **1 (No)**).

Actual 4-digit Number – Record the 4-digit Hazardous Materials Identification Number reported in the case materials.

8888 (Not Reported) – Hazardous materials involved, but the 4-digit number was not recorded or this field is not available on your crash report. If you are provided the name of the hazardous material on your report but not the 4-digit number, use this attribute and be sure to record the 1-digit class number if it is provided.

HM4 – 2-Digit Hazardous Materials Class Number

00 (Not Applicable) – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **1 (No)**).

Actual 2-digit Class Number (01-09) – Record the 1-digit Hazardous Materials Class Number recorded on your crash report with a leading zero (e.g., if the 1-digit class number is 5, enter "05"). If you were given a two-digit number with decimal point, record only the first digit with a leading zero (e.g., if the class number is "1.3" you should record "01"). See chart on nine classes of Hazardous Materials on following page.

88 (Not Reported) – Hazardous Materials involved, but the 1-digit number was not recorded or this field is not available in the crash materials.

HM5 – Release of Hazardous Materials from Cargo Compartment

0 (Not Applicable) – No indication of hazardous materials for this vehicle in the case materials (HM1 equals **1 (No)**).

1 (No) – Hazardous Materials involved, and the officer indicates there was no release of the material(s) from the cargo compartment.

2 (Yes) – Hazardous Materials involved, and the officer indicates there was a release of the material(s) from the cargo compartment.

8 (Not Reported) – Hazardous Materials involved, and you can't determine from the crash materials whether or not hazardous material was released from the cargo compartment.

Do not include fuel or oil carried by the vehicle for its own use which has been released.

Examples of Hazardous Materials are:

Any transport vehicle containing any quantity of the following classes of material must be placarded:

Explosives (1.1, 1.2, 1.3)   Poison
Poison Gas   Radioactive
Materials Dangerous When Wet
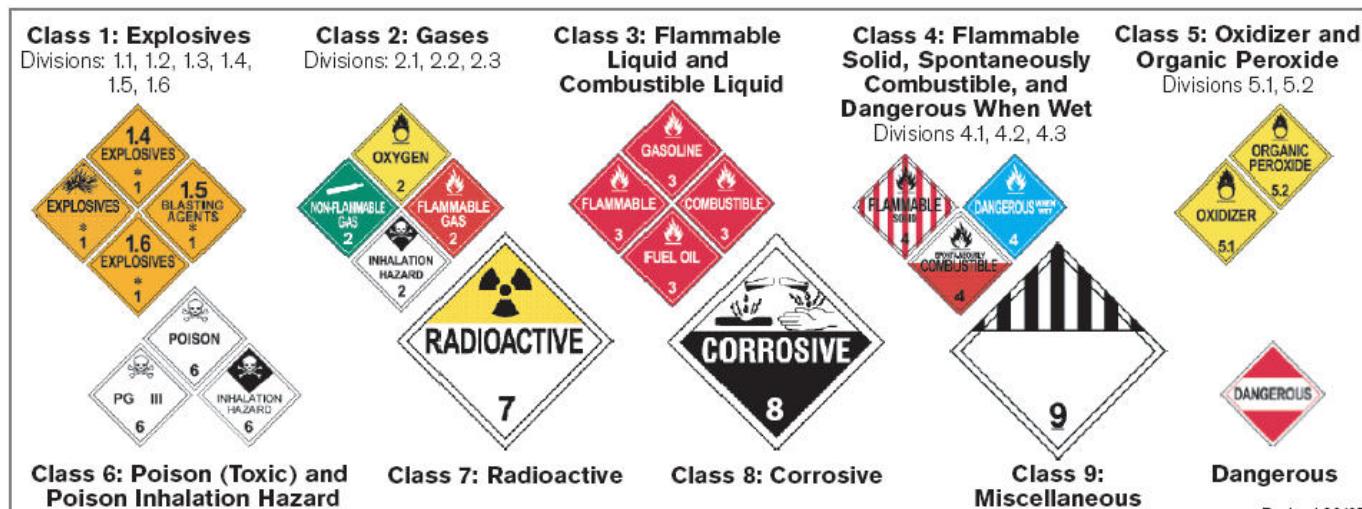
Any transport vehicle containing over <u>1,001 lbs. or more</u> (gross weight) of the following classes of materials must be placarded:

Explosives (1.4, 1.5, 1.6)   Oxidizer/Organic Peroxide
Flammable and Non Flammable Gas   Poison
Flammable/Combustible Liquid   Radioactive
  (gasoline, fuel oil)   Corrosive
Flammable Solid/Spontaneously   Other (A material which presents a hazard
  Combustible   during transportation which is not included in
                                              any other hazard class)

<u>FARS SPECIAL INSTRUCTION:</u>

Beginning 2007, this element replaced the element "Hazardous Cargo".

9 CLASSES OF HAZARDOUS MATERIALS

Consistency Checks:

	IF	THEN
(4N4P)	MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000,	BODY TYPE must equal 21, 28, 31, 40, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, 99, or HM2 must equal 2.
(4N5P)	BODY TYPE does not equal 21, 28, 31, 40, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, or HM2 does not equal 2,	MOTOR CARRIER IDENTIFICATION NUMBER must equal 00-000000000, 99-999999999.
(4N6P)	MOTOR CARRIER IDENTIFICATION NUMBER equals 77-777777777,	BODY TYPE should equal 28, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 93, or HM1 should equal 2.
(4S1P)	BODY TYPE equals 80-83, 88, 89 and HM1 does not equal 1,	COMPLIANCE WITH CDL ENDORSEMENTS MUST equal 0.
(9K0P)	HM2 equals 2,	REGISTRATION STATE must not equal 00.
(AH0P)	VEHICLE CONFIGURATION does not equal 00, 99,	BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
(AM0P)	CARGO BODY TYPE does not equal 00, 99,	BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, *55,* 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
(D270)	BODY TYPE equals 50-52, *55,* 63, 66, 72, or HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D280)	VEHICLE CONFIGURATION equals 05-08, 21, or HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D300)	HM2 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00 or 99.
(D310)	HM2 equals 2,	COMPLIANCE WITH CDL ENDORSEMENTS should equal 1-3.
(D440)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	BODY TYPE should not equal 50-52, *55,* 63, 66, 72, and HM2 should not equal 2.
(D450)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	VEHICLE CONFIGURATION should not equal 05-08, 21, and HM2 should not equal 2.
(D580)	VIOLATIONS CHARGED equals 85,	HM1 should equal 2.
(V070)	HM1 equals 2,	REGISTRATION STATE should not equal 92.
(V090)	HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should equal 06, 99.

IF		**THEN**
(V100)	HM1 equals 2, and RELATED FACTORS-DRIVER LEVEL does not equal 19,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 01-02, 05.
(V502)	GVWR/GCWR equals 0, and HM1 equals 1,	VEHICLE CONFIGURATION and CARGO BODY TYPE must equal 00.
(V503)	GVWR/GCWR equals 1,	HM2 should equal 2, or VEHICLE CONFIGURATION should equal *20*.
(V540)	BODY TYPE equals 42, 65, 73, and HM1 equals 1,	GVWR/GCWR should equal 0.
(V570)	HM1 equals 2,	REGISTERED VEHICLE OWNER should not equal 0, 1-2, 4.
(V580)	HM1 equals 2,	REGISTERED VEHICLE OWNER should equal 3.
(V940)	HM1 equals 2,	VEHICLE CONFIGURATION should not equal 00, 99 and CARGO BODY TYPE should not equal 00, 99.
(V980)	BODY TYPE equals *50*-52, *55,* 58-64, 66-67, 71-72, 78, 93, or HM1 equals 2,	MOTOR CARRIER IDENTIFICATION NUMBER *must* not equal 00-000000000.
(VA00)	HM1 equals 1,	HM2, HM5 must equal 0, HM4 must equal 00 and HM3 must equal 0000.
(VA10)	HM1 equals 2,	HM2, HM5 must not equal 0, HM4 must not equal 00 and HM3 must not equal 0000.
(VA20)	any of HM2, HM5 equals 0, or HM4 equals 00 or HM3 equals 0000,	HM1 must equal 1.
(VA30)	any of HM2, HM5 does not equal 0, or HM4 does not equal 00, or HM3 does not equal 0000,	HM1 must equal 2.
(VA40)	HM5 equals 2,	HM3 should not equal 8888 or HM4 should not equal 88.
(VA50)	HM3 equals 8888 and HM4 equals 88,	HM5 should not equal 2.
(VA60)	HM3 does not equal blanks, 0000, 8888, or HM4 does not equal blank, 00, 88,	HM2 should equal 2.
(VA70)	GVWR/GCWR equals 1, and HM2 equals 2,	VEHICLE CONFIGURATION must equal 10.

BUS USE

FORMAT: 2 numeric

SAS NAME: Vehicle.Bus_Use, Parkwork.PBus_Use

ELEMENT VALUES:

00 Not a Bus
01 School
04 Intercity
05 Charter/Tour
06 Transit/ Commuter
07 Shuttle
08 Modified for Personal/Private Use
98 Not Reported
99 Unknown

Remarks:

This data element describes the common type of bus service this vehicle was being used as at the time of the crash. Buses are any motor vehicle with seats to transport nine (9) or more people, including the driver's seat. This element does not include vans that are owned and operated for personal use.

00 (Not a Bus) is used for vehicles that do not have a bus body type AND are not being used as a bus in the crash. This should be used for vehicles with less than nine (9) seats (including the driver) and personal-use vans with nine (9) or more seats (including the driver).

01 (School) is described as a motor vehicle that satisfies the following criteria:
- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution's students may range from pre-school through high school;
- whose occupants, if any, are associated with the institution; and,
- the vehicle is in operation at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, School includes vehicles that are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above, are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity.)

In most cases, the decision to use this code will be based on a reference to the vehicle as a school bus in the case materials. In this situation, assume the criteria are met unless it is otherwise stated in the case materials.

04 (Intercity) is used when a company is providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (for example; Greyhound bus service between major cities).

05 (Charter/Tour) is used when a company is providing transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing.

06 (Transit/Commuter) is used for a government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (For example; inner-city mass transit bus/van service.)

07 (Shuttle) is used when private companies provide transportation services for their own employees, non-governmental organizations (such as churches and non-profit groups), and non-educational units of government (such as departments of corrections). (Examples include buses/nine-passenger vans transporting people from airports, hotels, rental car companies, and business facility to facility.)

08 (Modified for Personal/Private Use) is used when a bus body type has been modified for personal or private use. For example, a bus with seats removed and exterior altered to allow for personal/ private hauling of cargo (instead of passengers). Also includes musical groups in cross-country bus with interior remodeled with home-like conveniences.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

> Code **98 (Not Reported)** in these situations:
> - *A coded data block exists and it is left blank, and*
> - *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used if the information about this vehicle is reported as Unknown (e.g., an unidentified hit-and-run vehicle).

Note: if the investigating officer indicates a bus was involved but not how it was being used, use **98 (Not Reported)**.

Consistency Checks:

IF		THEN
(AH1P)	BUS USE equals 08,	BODY TYPE must equal 21-22, 28-29, 50-59.
(AH2P)	BUS USE equals 06,	BODY TYPE should equal 21 or 52 *or 55*.
(V051)	BUS USE equals 01,	BODY TYPE should equal 21 or 50 *or 55*.

	IF	**THEN**
(V052)	BUS USE equals 04,	BODY TYPE should equal 51.
(V053)	BUS USE equals 05,	BODY TYPE should equal 12, 16, 21, 51, *55* or 58.
(V054)	BUS USE equals 07,	BODY TYPE should equal 21-22, 29, 50, 51-59.
(V055)	BUS USE equals 00,	BODY TYPE must not equal 50-59.
(V056)	SPECIAL USE equals 02,	BUS USE should equal 01.
(V057)	SPECIAL USE equals 03,	BUS USE should equal 04-07, 99.
(V330)	SCHOOL BUS RELATED equals 1,	BODY TYPE of at least one of the involved vehicles should equal 50 (School Bus), or SPECIAL USE for at least one involved vehicle should equal 02 - Vehicle Used as School Bus, and BUS USE for at least one vehicle should equal 01.
(V531)	BUS USE equals 01, 04-07, 98,	VEHICLE CONFIGURATION should equal 20-21, and CARGO BODY TYPE should equal 22.

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SPECIAL USE

FORMAT: 2 numeric

SAS NAME: Vehicle.Spec_Use, Person.Spec_Use

ELEMENT VALUES:

00	No Special Use
01	Taxi
02	Vehicle used as School Bus
03	Vehicle used as Other Bus
04	Military
05	Police
06	Ambulance
07	Fire Truck
08	Emergency Services Vehicle
98	Not Reported
99	Unknown

Remarks:

This data element refers to a motor vehicle that is being used for a function other than the primary function for that type vehicle. That is, this element is entered using the attributes listed above in those cases where Body Type does not reflect how the vehicle was being used. The special function served by this motor vehicle regardless of whether the function is marked on the vehicle.

00 (No Special Use) is used when the available information does not indicate or imply that this vehicle was applicable to any of the special uses listed above.

01 (Taxi) is used when this vehicle was being used during this trip (at the time of the crash) on a "fee-for-hire" basis to transport persons. Most of these vehicles will be marked and formally registered as taxis; however, vehicles which are used as taxis, even though they are not registered (e.g., Gypsy Cabs), are included here. Passengers do not have to be present at the time of the crash. Taxis and drivers which are off-duty at the time of the crash are coded as **00 (No Special Use)**. If it is unknown whether or not the taxi is on-duty, code as **01 (Taxi)**. This attribute also applies for limousines on a "fee-for-hire" basis.

02 (Vehicle Used as School Bus) can be any motor vehicle that satisfies the following criteria:

- externally identifiable to other traffic units as a school/pupil transport vehicle;
- operated, leased, owned or contracted by a public or private school-type institution;
- where the institution's students may range from pre-school through high school;

- whose occupants, if any, are associated with the institution; and,
- the vehicle is a school bus at the time of the crash to and from the school or on a school-sponsored activity or trip.

In addition, this attribute includes vehicles which are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above are vehicles used as school buses. (For example, a transit bus, at the time of the crash, used exclusively [no other passengers except students] to transport students to/from the school or school-related activity).

In most cases, the decision to use this attribute will be based on a reference to the vehicle as a school bus in the available information. In this situation, assume the criteria are met unless it is otherwise stated in the available information.

03 (Vehicle Used as Other Bus) is used when a motor vehicle is designed for transporting nine or more persons including the driver and does not satisfy the above "school bus" criteria. For example, BODY TYPE code "School Bus" transporting senior citizens to an activity.

04 (Military) is used for any vehicle which is owned by any of the Armed Forces regardless of body type. This attribute includes:

- military police vehicles;
- military ambulances;
- military hearses; and
- military fire vehicles.

05 (Police) is a vehicle equipped with police emergency devices (lights and siren) that is owned or subsidized by any local, county, State or Federal government entity. The police vehicle is presumed to be in special use at all times, although not necessarily in "emergency use." Vehicles not owned by a government entity that are used by law enforcement officers (e.g., undercover) are excluded.

06 (Ambulance) is used for any readily identifiable (lights or markings) vehicles designed to transport sick or injured persons. The ambulance is presumed to be in special use at all times, although not necessarily in "emergency use."

07 (Fire Truck) is used for any readily identifiable (lights or markings) vehicles specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute includes medium and heavy vehicles such as engines, pumpers, ladder, platform aerial apparatus, heavy rescue vehicles, water tenders or tankers, brush or wilderness firefighting vehicles, etc.

08 (Emergency Services Vehicle) is used for any readily identifiable (lights or markings) vehicles that do not meet the criteria for **06 (Ambulance)** or **07 (Fire Truck)** and are specially designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute includes light vehicles such as sedans, van, SUVs, pick-ups, trucks, motorcycles, etc.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used if the investigating officer reported special use as unknown.

<u>**Consistency Checks:**</u>

IF		THEN
(1D0P)	SPECIAL USE equals 01,	BODY TYPE must equal 02-09, 12, 14-21, 28-29, 99.
(2D0P)	SPECIAL USE equals 02,	BODY TYPE must equal 16, 19-21, 28-29, 45, 48, 51-52, **55,** 58-59 or blanks.
(3A0P)	SPECIAL USE equals 07,	BODY TYPE must equal 60-64, 66-67, 71-72, 78-79, 99.
(3D0P)	SPECIAL USE for any vehicle equals 02,	SCHOOL BUS RELATED must equal 1.
(4A0P)	BODY TYPE equals 80-83, 88-89,	SPECIAL USE must not equal 01-03, 06-07.
(4D0P)	SPECIAL USE equals 03,	BODY TYPE must equal 21, 28-29, 50-52, **55,** 58-59.
(5D0P)	SPECIAL USE equals 04,	BODY TYPE must equal 01-12, 15-17 19-22, 28-33, 39-41, 45, 48-50, **55,** 58-59, 60-64, 66-67, 71-72, 78-79, 90, 99.
(6D0P)	SPECIAL USE equals 05,	BODY TYPE must equal 01-12, 14-17 19-22, 28-33, 39-41, 45, 48-49, **55,** 58-59, 60-64, 66-67, 71-72, 78-82, 88-90, 91, **97-**99.
(7D0P)	SPECIAL USE equals 06,	BODY TYPE must equal 11, 14-17, 19, 21-22, 28-29, 40-41, 45, 48-49, 61-62, 64, 79, 98, 99.
(8D0P)	SPECIAL USE equals 08,	BODY TYPE must not equal 60-64, 66-67, 71-72, 78-79, 99.
(AR0P)	SPECIAL USE equals 04,	REGISTERED VEHICLE OWNER must not equal 0, 1-2, 4.
(U050)	UNLIKELY: SPECIAL USE equals **04, 08**.	
(U420)	UNLIKELY: SPECIAL USE equals 98.	

V22

IF	**THEN**
(V056) SPECIAL USE equals 02,	BUS USE should equal 01.
(V057) SPECIAL USE equals 03,	BUS USE should equal 04-07, 99.
(V058) EMERGENCY USE equals 1,	SPECIAL USE should equal 04-08.
(V060) SPECIAL USE equals 04,	REGISTRATION STATE should equal 94.
(V330) SCHOOL BUS RELATED equals 1,	BODY TYPE of at least one of the involved vehicles should equal 50 (School Bus), or SPECIAL USE for at least one involved vehicle should equal 02 - Vehicle Used as School Bus, and BUS USE for at least one vehicle should equal 01.
(V560) SPECIAL USE equals 04,	REGISTERED VEHICLE OWNER should equal 3, and REGISTRATION STATE should equal 94.

EMERGENCY USE

FORMAT: 1 numeric

SAS NAME: Vehicle.EMER_USE, Person.EMER_USE

ELEMENT VALUES:

0	No
1	Yes
8	Not Reported
9	Unknown

Remarks:

Emergency Use indicates operation of any motor vehicle that is legally authorized by a government authority to respond to emergencies with or without the use of emergency warning equipment, such as a police vehicle, fire truck or ambulance while actually engaged in such response.

Emergency Use also refers to an official motor vehicle that is usually traveling with emergency signals in use; typically red light blinking, siren sounding, etc.

If Special Use is **04 (Military), 05 (Police), 06 (Ambulance), 07 (Fire Truck)** or **08 (Emergency Service Vehicle)** then refer to the case materials to determine if the vehicle was on an emergency response (i.e., red lights flashing, siren sounding, on route to hospital, etc.) at the time of the crash.

0 (No) is used when this motor vehicle is not on an emergency response.

1 (Yes) is used when this motor vehicle was on an emergency response, regardless of whether the emergency warning equipment was in use.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Examples:

- The case materials are not clear as to whether the vehicle was on an emergency response.

- The case materials are not clear as to whether the vehicle is legally authorized by a government authority to respond to emergencies.

9 (Unknown) is used if the investigating officer reported emergency use as unknown.

Consistency Checks:

	IF	THEN
(PB44)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 240,*	*EMERGENCY USE should equal 1 for at least one vehicle.*
(U320)	UNLIKELY: EMERGENCY USE equals 8.	
(V058)	EMERGENCY USE equals 1,	SPECIAL USE should equal 04-08.

TRAVEL SPEED

FORMAT: 3 numeric

SAS NAME: Vehicle.TRAV_SP

ELEMENT VALUES:

000	Stopped Motor Vehicle In-Transport
001-151	Reported Speed Up to 151 MPH
997	Greater than 151 MPH
998	Not Reported
999	Unknown

Remarks:

This element refers to the speed the vehicle was traveling prior to the occurrence of the crash.

Code the Travel Speed as indicated by the investigating officer. Do not enter the Speed Limit. Do not use estimates by drivers or witnesses reported in the case materials. If the police calculated a speed, please be aware that this may represent impact speed and not travel speed.

Code the nearest mph for this vehicle as reported on the case materials.

Examples:	Reported Speed	Code
	40.2mph	40
	40.5mph	41

If the officer gives a range, code the median speed and, if necessary, round up to the next higher whole number. If the officer gives a minimum speed (e.g., "at least 55 mph" or "in excess of 60 mph", then use that speed (e.g., code as "55" and "60" respectively).

Examples:	Reported Speed	Code
	40-50mph	45
	45-50mph	48

000 (Stopped Motor Vehicle In-Transport) is used when this vehicle is stopped on the roadway.

998 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **998 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Examples:
1. the officer did not mention Travel Speed, or
2. did not indicate Travel Speed within a field in the case materials.

999 (Unknown) is used when the officer indicates that Travel Speed is unknown.

Consistency Checks:

IF		THEN
(3B0P)	JACKKNIFE equals 2-3,	TRAVEL SPEED must not equal 000.
(3B1P)	CRASH TYPE equals 21-23,	TRAVEL SPEED must equal 000 for this vehicle.
(A090)	NUMBER OF VEHICLE FORMS SUBMITTED is greater than 001,	there should be at least one vehicle with TRAVEL SPEED of 001-151, 997-999, or blanks.
(A100)	FIRST HARMFUL EVENT is not equal to 02, 04-05, 10, 16, 18,	there should be one vehicle with TRAVEL SPEED of 001-151, 997-999, or blanks.
(A240)	ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0,	TRAVEL SPEED should not equal 005-040 for any vehicle.
(AZA0)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 05 or 07,	TRAVEL SPEED should equal 000 for this vehicle.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, V26, V27, V31 must all be left blank.

UNDERRIDE/OVERRIDE

FORMAT: 1 numeric

SAS NAME: Vehicle.UNDERIDE, Parkwork.PUNDERIDE

ELEMENT VALUES:

0   No Underride or Override
1   Underriding a Motor Vehicle In-Transport, Underride, Compartment Intrusion
2   Underriding a Motor Vehicle In-Transport, Underride, No Compartment Intrusion
3   Underriding a Motor Vehicle In-Transport, Underride, Compartment Intrusion Unknown
4   Underriding a Motor Vehicle Not In-Transport, Underride, Compartment Intrusion
5   Underriding a Motor Vehicle Not In-Transport, Underride, No Compartment Intrusion
6   Underriding a Motor Vehicle Not In-Transport, Underride, Compartment Intrusion Unknown
7   Overriding a Motor Vehicle In-Transport
8   Overriding a Motor Vehicle Not In-Transport
9   Unknown if Underride or Override

Remarks:

Rationale: Needed to identify the magnitude of crashes in which an underride or override occurs to support NHTSA rulemaking activities and motor vehicle bumper compatibility research.

NOTE: Prior to 2007, this element was limited to collisions involving a large vehicle (medium/heavy trucks) and a smaller body type (e.g., automobiles, utility vehicles, etc.). Beginning 2007, this element is open to all body types, excluding motorcycles, mopeds, ATVs and snowmobiles.

NOTE: Prior to 1994, coding of vehicle underrides and overrides was not captured as a separate element. It was included under Impact Points (clockpoint codes "15" and "16" [Underride and Override]). This change improved both the capture and detail relating to these events.

For underrides and overrides, it is important to determine the vehicle performing the action. Two vehicles cannot be considered to underride and override simultaneously.

In cases in which two vehicles collide "head-on" and one vehicle ends up under the other, you must determine whether an **Underride** or **Override** has occurred.

An **Underride** refers to a vehicle sliding under another vehicle during a crash. The classic example is an automobile striking the rear end or the side of a tractor-trailer and coming to a stop under the trailer. In this example, the automobile is the underriding vehicle. We distinguish between those underriding vehicles with compartment intrusion versus those with no compartment intrusion.

Compartment intrusion indicates a breach of the passenger compartment of this underriding (striking) vehicle. For example, damage to the windshield or glass area.

No compartment intrusion means that the underridden vehicle (struck vehicle) did not directly enter the passenger compartment of this vehicle (for example, damage to the hood or front bumper).

It is possible for an auto to completely underride the trailer without stopping. **Underride** <u>is not applicable to motorcycles or snowmobiles.</u>

UNDERRIDES AND VEHICLES UNDER OTHER VEHICLES
Codes "1-3" are used when this vehicle underrides a motor vehicle in-transport (includes those in motion outside the trafficway).

Codes "4-6" are used when this vehicle underrides a motor vehicle that is Not In-Transport. This includes parked/stopped off roadway motor vehicles, working motor vehicles (e.g., cherry picker, paint-striping truck).

Compartment Intrusion Guidelines:
To use Codes "1 or 4," the PAR should indicate that the passenger compartment of the underriding (striking) vehicle has been damaged. Sources of this information can be the PAR narrative and/or the vehicle damage scale. If the top of the vehicle is damaged, as noted by the vehicle damage scale, Codes "1 or 4" would apply.

Codes "2 and 5," **Underride, No Compartment Intrusion**, are used when a portion of the vehicle is under another, and it is known that there is no passenger compartment intrusion. Codes "3 and 6" are used when it is unknown if there is passenger compartment intrusion.

OVERRIDES
An Override refers to a vehicle riding up over another (including a parked vehicle). A vehicle straddling a guardrail, for example, is not coded as an override.

7 (Overriding a Motor Vehicle In-Transport) is used when this vehicle overrides a motor vehicle in-transport (includes those in motion outside the trafficway).

8 (Overriding a Motor Vehicle Not In-Transport) is used when this vehicle overrides a motor vehicle not in-transport. This includes parked/stopped off roadway motor vehicles, working motor vehicles (e.g. cherry picker, paint-striping truck).

Consistency Checks:

	IF	**THEN**
(6A1P)	UNDERRIDE/OVERRIDE equals 1-8,	BODY TYPE must not equal 80-83, 88-91.
(9B3P)	UNDERRIDE/OVERRIDE equals 7,	there must be at least one vehicle with UNIT TYPE equal to 1.
(9B4P)	UNDERRIDE/OVVERIDE equals 8,	there must at least one vehicle with UNIT TYPE equal 2-4.
(9B5P)	UNIT TYPE equals 2, 3,	UNDERRIDE/OVERRIDE must equal 0.
(V750)	UNDERRIDE/OVERRIDE equals 1-3,	FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 12, 55.
(V760)	UNDERRIDE/OVERRIDE equals 4-6,	FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 14, 45.
(V770)	UNDERRIDE/OVERRIDE equals 7,	at least one SEQUENCE OF EVENTS (for this vehicle) must equal 12, 55.
(V780)	UNDERRIDE/OVERRIDE equals 8,	at least one SEQUENCE OF EVENTS (for this vehicle) must equal 14, 45.

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ROLLOVER

FORMAT: 1 numeric

SAS NAME: Vehicle.Rollover; Person.ROLLOVER

ELEMENT VALUES:

0	No Rollover
1	Rollover, Tripped by Object/Vehicle
2	Rollover, Untripped
9	Rollover, Unknown Type

Remarks:

Rollover is defined as any vehicle rotation of 90 degrees or more about any true longitudinal or lateral axis. Rollover can also be referred to as overturn, and can occur at any time during this vehicle's critical crash envelope.

Rollover does not apply to motorcycles for this element (use **0 (No Rollover)**). However, in the First Harmful Event, Most Harmful Event and Sequence of Events you may use **01 (Rollover/ Overturn)** to record that this vehicle (motorcycle) overturned.

A rollover can be used for 3- or 4-wheeled ATVs, snowmobiles and go-karts.

0 (No Rollover) is used when there is no indication that a rollover occurred.

1 (Rollover, Tripped by Object/Vehicle) is used when the vehicle's lateral motion is suddenly slowed or stopped by an opposing force, inducing a rollover. The opposing force may be produced by a curb, ditch, pot-hole, another vehicle, pavement or soil dug into by the vehicle's wheels. This includes instances where a vehicle impacts a fixed object (i.e., tree, barrier, pole or post) then rolls over.

2 (Rollover, Untripped) is used when a rollover occurs, but not as a result of a collision with an object or a vehicle or generated by any other opposing force as referred to in Rollover, Tripped by Object/Vehicle. An untripped rollover is one for which there is no obvious cause other than normal surface friction. This is usually the result of vehicle instability and there is no evidence of furrowing or gouging on the pavement, gravel, grass or dirt surface.

9 (Rollover, Unknown Type) is used when a rollover occurred, but there is not sufficient information to determine tripped versus untripped status.

Consistency Checks:

	IF	**THEN**
(1Z0P)	SEQUENCE OF EVENTS equals 01,	ROLLOVER and LOCATION OF ROLLOVER must not equal 0 for this vehicle, unless BODY TYPE equals 80-83, 88-89, or blank for this vehicle.
(1Z2P)	BODY TYPE does not equal 80-83, 88-89, and any SEQUENCE OF EVENTS equals 01,	ROLLOVER must equal 1-2, 9, and LOCATION OF ROLLOVER must equal 1-**7**, 9.
(5A0P)	UNIT TYPE equals 1, and BODY TYPE equals 80-83, 88-89,	ROLLOVER and LOCATION OF ROLLOVER must equal 0.
(V700)	ROLLOVER equals 2,	CRASH TYPE should equal 01-10, 14, 98 or 99 for this vehicle.
(V74P)	ROLLOVER equals 1-2, 9, or LOCATION OF ROLLOVER equals 1-**7**, 9,	at least one SEQUENCE OF EVENTS must equal 01.
(V75P)	ROLLOVER is not blank,	LOCATION OF ROLLOVER must not be blank.
(V76P)	ROLLOVER is blank,	LOCATION OF ROLLOVER must be blank.
(V77P)	ROLLOVER equals 1-2, 9,	LOCATION OF ROLLOVER must equal 1-**7**, 9.
(V78P)	ROLLOVER equals 0,	LOCATION OF ROLLOVER must equal 0.
(V79P)	ROLLOVER equals 2, and FIRST HARMFUL EVENT equals 01,	CRASH TYPE must equal 01-10, 14-15 or 98 for the vehicle involved in the first harmful event.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, V26, V27, V31 must all be left blank.

LOCATION OF ROLLOVER

FORMAT: 1 numeric

SAS NAME: Vehicle.ROLINLOC

ELEMENT VALUES:

0	No Rollover
1	On Roadway
2	On Shoulder
3	On Median/Separator
4	In Gore
5	On Roadside
6	Outside of Trafficway
7	*In Parking Lane / Zone*
9	Unknown

Remarks:

This element defines the location of the trip point or start of the vehicle's roll. Any rollover initiated by a fixed object (e.g., pole, tree, barrier, etc.) cannot be on a roadway or a shoulder.

1 (On Roadway) is used when the available information indicates the vehicle tripped or began its roll on the roadway. A Roadway is that part of a trafficway designed, improved and ordinarily used for motor vehicle travel. Where various classes of motor vehicles are segregated, that part of a trafficway used by a particular class is the roadway (i.e., travel lanes). Separate roadways may be provided for northbound and southbound traffic or for trucks and automobiles. This includes continuous left-turn lanes.

2 (On Shoulder) is used when the available information indicates the vehicle tripped or began its roll on the shoulder. A Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped road vehicles and for lateral support of the roadway structure*.*

3 (On Median/Separator) is used when the available information indicates the vehicle tripped or began its roll on the median/separator. A Median is an area of a trafficway between parallel roads separating travel in opposite directions. Continuous left-turn lanes are not considered painted medians. A Separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road.

4 (In Gore) is used when the available information indicates the vehicle tripped or began its roll in the gore. The Gore is an area of land where two roadways diverge or converge. The area is bounded on two sides by the edges of the roadways, which join at the point of divergence or

convergence. The direction of traffic must be the same on both of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.

5 (On Roadside) is used when the available information indicates the vehicle tripped or began its roll on the roadside. Roadside is the outermost part of the trafficway from the property line or other boundary into the edge of the first road.

6 (Outside of Trafficway) is used when the available information indicates the vehicle tripped or began its roll outside the right-of-way.

7 (In Parking Lane/Zone) refers to an area on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. This includes curbside and edge of-roadway parking (for example, legal residential parking, city-street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This code should NOT be used during hours when parking is NOT permitted (see 1 (On Roadway)).

9 (Unknown) is used when the location of the trip point cannot be determined from available resources.

If Relation to Trafficway equals:	Then Location of Rollover should equal:
01 - On Roadway	1 - On Roadway
02 - On Shoulder	2 - On Shoulder
03 - On Median	3 - On Median/Separator
04 - On Roadside	5 - On Roadside
05 - Outside Trafficway	6 - Outside of Trafficway
06 - Off Roadway – Location Unknown	9 - Unknown
07 In Parking Lane/Zone	*7 - In Parking Lane/Zone*
08 - Gore	4 - In Gore
10 Separator	3 - On Median/Separator
11 Continuous Left-Turn Lane	1 - On Roadway
98 Not Reported	9 - Unknown
99 Unknown	9 - Unknown

Consistency Checks:

	IF	**THEN**
(1Z0P)	SEQUENCE OF EVENTS equals 01,	ROLLOVER and LOCATION OF ROLLOVER must not equal 0 for this vehicle, unless BODY TYPE equals 80-83, 88-89, or blank for this vehicle.
(1Z2P)	BODY TYPE does not equal 80-83, 88-89, and any SEQUENCE OF EVENTS equals 01,	ROLLOVER must equal 1-2, 9, and LOCATION OF ROLLOVER must equal 1-**7**, 9.
(5A0P)	UNIT TYPE equals 1, and BODY TYPE equals 80-83, 88-89,	ROLLOVER and LOCATION OF ROLLOVER must equal 0.
(A380)	FIRST HARMFUL EVENT equals 01 and this vehicle is involved in the first harmful event, **_and BODY TYPE does not equal 80-89 for this vehicle,_** and RELATION TO TRAFFICWAY equals _____,	LOCATION OF ROLLOVER should equal _____ respectively.
(V74P)	ROLLOVER equals 1-2, 9, or LOCATION OF ROLLOVER equals 1-**7**, 9,	at least one SEQUENCE OF EVENTS must equal 01.
(V75P)	ROLLOVER is not blank,	LOCATION OF ROLLOVER must not be blank.
(V76P)	ROLLOVER is blank,	LOCATION OF ROLLOVER must be blank.
(V77P)	ROLLOVER equals 1-2, 9,	LOCATION OF ROLLOVER must equal 1-**7**, 9.
(V78P)	ROLLOVER equals 0,	LOCATION OF ROLLOVER must equal 0.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, V26, V27, V31 must all be left blank.

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AREAS OF IMPACT –
INITIAL DAMAGE AREA / MOST DAMAGED AREA

FORMAT: 2 numeric, 2 times

SAS NAME: Vehicle.IMPACT1, Person.IMPACT1, Vehicle.IMPACT2, Person.IMPACT2

ELEMENT VALUES:

00	Non-Collision
01-12	Clock Points
13	Top
14	Undercarriage
61	Left
62	Left-Front Half
63	Left-Back Half
81	Right
82	Right-Front Half
83	Right-Back Half
18	Set-In-Motion (Not a Clock Point)
98	Not Reported
99	Unknown

Remarks:
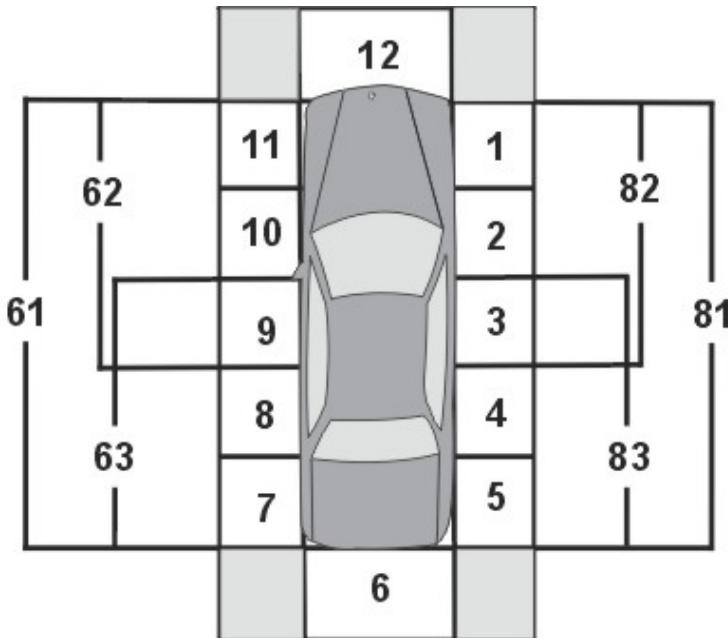
Area(s) of Impact / Initial Damage Area:

This element identifies the area on this vehicle that produced the first instance of injury to a non-motorists or occupants of this vehicle, or that resulted from the first instance of damage to other property or to this vehicle. The event that produced the initial damage area for this vehicle may or may not be the first harmful event for the crash. This data will be derived from the Crash Events Table and will always be the first recorded Area(s) of Impact element value for each vehicle in the Crash Events Table.

Area(s) of Impact / Most Damaged Area:

This element identifies the area on this vehicle that was most damaged during an event it underwent in the crash. The most damaged area may or may not be associated with the Most Harmful Event for this vehicle. If a vehicle has an impact, but sustains no damage use the same code as the initial impact area.

Area(s) of Impact Element Values Diagram

00 (Non Collision [Initial Damage Area])

If the first harmful event involving this vehicle in the Crash Events Table is a non-collision event then Initial Damage Area will be 00 (Non-Collision).

00 (Non Collision [Most Damaged Area])

If the vehicle is involved in only non-collision events and the most damaged area can't be determined from the available information, then use code 00 (Non-Collision).

If the vehicle is involved in both non-collision and collision events and the most damaged area can't be determined from available information (e.g. entire vehicle shaded), then use code 98 (Not Reported).

"01-12" refer to the points on a clock. Use the diagram at the end of the element for examples of how to superimpose the clock point on several vehicle types.

If Areas of Impact Intial / Most Damaged are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements.

If the initial and most damaged areas are the same, both elements receive the same code.

As procedure, start by looking for one of the "clock" values 01-12 or specific situation values 00, 13, 14, 18. If sufficient detail is not available to choose one of these values, move out to the next set of values to try to identify the appropriate codes (i.e., **62-63, 82-83,** then **61, 81**).

Lastly, for missing information pertaining to known harmful events, a **98 (Not Reported)** attribute is available.

61-63 and 81-83:

Codes, 62-63 and 82-83 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact , 01-05 and 07-11, but one of the quadrants can be identified (i.e., **62 (Left-Front Half) , 63 (Left-Back Half), 82 (Right-Front Half)** or **83 (Right-Back Half)**). Also use these attributes if the case materials indicate that the damage area is "between" or overlapping two known clock points. (e.g., if the damage area is midway between or overlapping clock points 10 and 11, use **62 (Front-Left Front)**).

Codes 61 and 81 are used when there is not sufficient detail available in the case materials to identify a more specific area of impact, 62-63 or 82-83, but one of the sides can be identified (i.e., **61 (Left)** or **81 (Right)**).

Guideline for Resolving Ambiguous Information
If the language in the narrative is ambiguous **AND** the diagram or other case information don't provide resolution, use the area indicated first in the narrative wording to select the Area of Impact to code. See examples table below.

Description	Coding
Front, left	12
Left, front	62
Front, corner	12
Right, rear	83
Back, right side	06

Wheel impacts are coded **14 (Undercarriage)**.

It is important to note that area of impact refers mainly to the area of the vehicle that sustained the damage and does not depend upon the attitude of the vehicle (e.g., damage to a grille is still damage at 12 o-clock even if it was caused by sliding sideways past a utility pole).

However, **13 (Top)** may raise questions. The front and rear windows of some vehicles may also be viewed from the top. It may also be difficult to code impacts to the hood and rear deck of a vehicle.

With **13 (Top)** the direction of force sometimes has to be considered. The following are guidelines for using **13 (Top)**.

1. If the area was damaged by an impact that was received horizontally to an upright vehicle, use one of the codes "01 to 12, 61-63, 81-83."
2. If the area was damaged by an impact that was received from a vertical direction above the upright vehicle, use **13 (Top)**.
3. If the impact was received or direction of force was at an angle of less than 15 degrees above the horizontal, it is considered horizontal.

4. With a vehicle in other than upright attitudes, remember, it is the area of the vehicle which was damaged that is important.

If the only event for a vehicle is a non-collision event, the Damage Areas are coded **00 (Non-Collision)**. If following a non-collision event, a vehicle has a collision event; Area of Impact, Initial Damage Area is still coded **00 (Non-Collision)**.

Hitting the ground during a non-collision crash is not considered an "impact."

1. **If FIRST HARMFUL EVENT** is coded as a non-collision and no impact to the vehicle occurs throughout the crash, then Initial Damage Area and Most Damaged Area are both recorded as **00 (Non-Collision).**

2. **If FIRST HARMFUL EVENT** is coded as a non-collision (particularly **Overturn/Rollover**) and impacts to the vehicle do occur, then Initial Damage Area is still recorded as **00 (Non-Collision)** and the Most Damaged Area is coded as appropriate for the collision event(s).

Set-in-Motion (Not a Clock Point)

A vehicle that propels part of its load or has set something in motion; striking another vehicle, person or property causing injury or damage; may not have a normal impact point; only the load has made contact with the person or other property. However, a value must be coded. Use **18 (Set-in-Motion [Not a Clock Point])** for these set-in-motion conditions.

Example 1:
    Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top.
- Vehicle 1 Area of Impact, Initial Damage Area would be coded as **18 (Set-In-Motion [Not a Clock Point]).**
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as **18 (Set-In-Motion [Not a Clock Point])**.
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as **13 (Top)**.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as **13 (Top)**.

Example 2:
    Vehicle 1 (log truck) swerves to avoid a braking vehicle (Vehicle 2). A log becomes dislodged from Vehicle 1 and lands on Vehicle 2's top. Vehicle 1 then departs the roadway and has a severe frontal impact with a tree.
- Vehicle 1 Area of Impact, Initial Damage Area would be coded as **18 (Set-In-Motion [Not a Clock Point])**.
- Vehicle 1 Area of Impact, Most Damaged Area would be coded as Clock Point 12.
- Vehicle 2 Area of Impact, Initial Damage Area would be coded as **13 (Top)**.
- Vehicle 2 Area of Impact, Most Damaged Area would be coded as **13 (Top)**.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Areas of Impact Examples of Not Reported:
- The case materials lack the detail to identify a value at all (e.g., narrative only states the vehicle departed the roadway and impacted a tree).
- The case materials lack the detail to identify a single Areas of Impact value among a number of possible choices (e.g., crash report field indicates front and right side damage from separate impacts and does not clarify which area is the most damaged).

99 (Unknown) is used if the investigating officer reported that the **Initial Damage Area** or **Most Damaged Area** was unknown.

FARS SPECIAL INSTRUCTION:

Prior to 2010, FARS recorded the Impact Point-Initial and the Impact Point-Principal for each vehicle. If a vehicle had no impacts throughout a crash, the Initial and Principal Impact Points were both "00 - Non-Collision". Non-Collision Events (including Rollovers) are not considered "impacts".

If the vehicle first had a Non-Collision Event but then experienced a Collision Event later in the accident, the clock point on the vehicle associated with that collision was recorded as the Impact Point-Initial. If this was the only Collision Event for the vehicle, then it was also the Impact Point-Principal for the vehicle. Otherwise, Impact Point, Principal was the clock point on the vehicle associated with the Collision Event that produced the most severe incidence of injury or property damage involving this vehicle.

FARS now records INITIAL DAMAGED AREA and MOST DAMAGED AREA for this vehicle. If the initial damage to the vehicle is caused by a Non-Collision Event, the INITIAL DAMAGED AREA is coded "00 – Non-Collision". The MOST DAMAGED AREA simply records the area of this vehicle sustaining the most damage in the crash.

Consistency Checks:
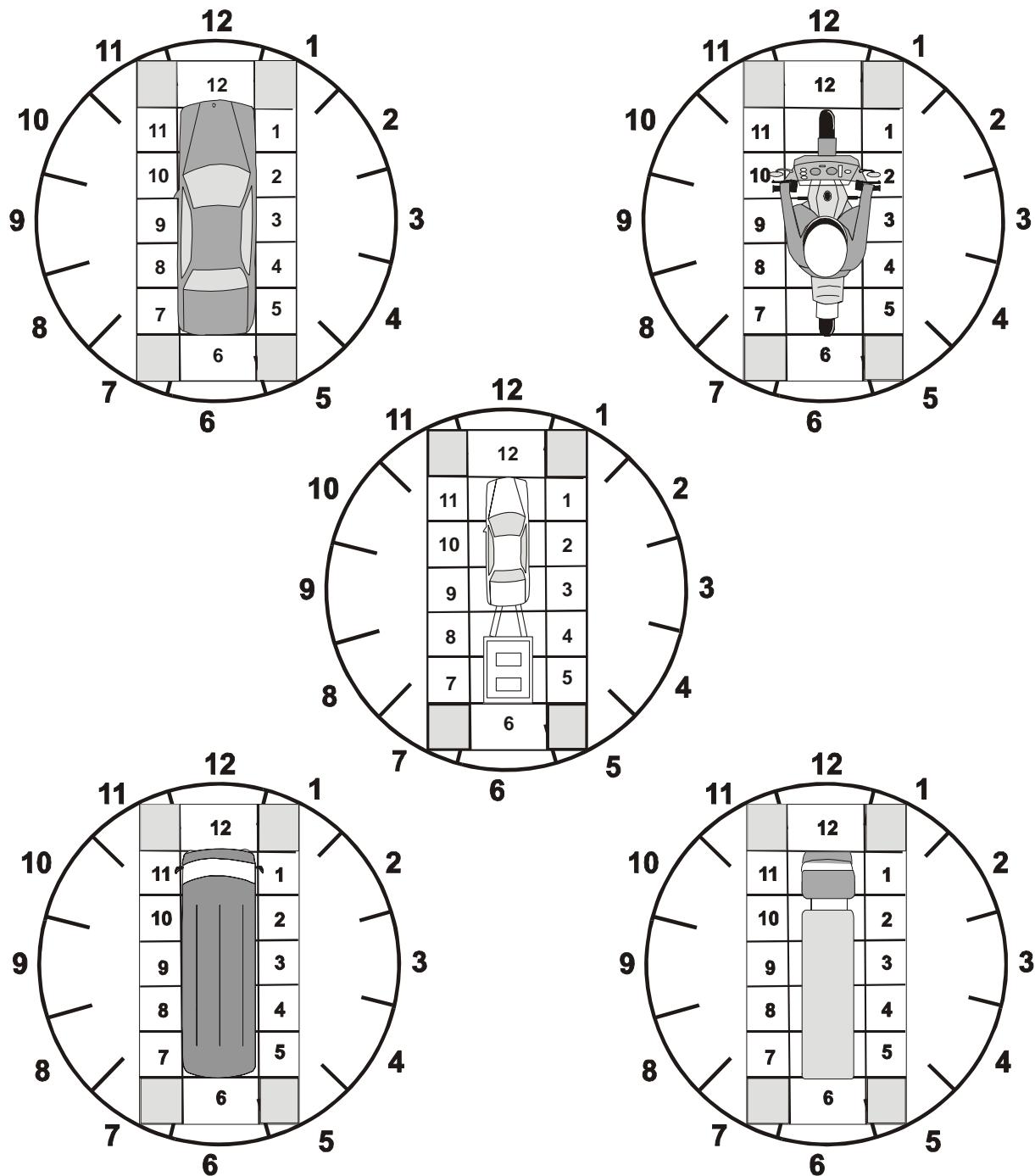
	IF	THEN
(3B2P)	CRASH TYPE equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60,	AREA OF IMPACT-INITIAL DAMAGE AREA must equal 12 for this vehicle.
(3B3P)	CRASH TYPE equals 21-23, 25-27, 29-31, 35, 37, 39 or 41,	AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 6 for this vehicle.
(3B6P)	CRASH TYPE equals 87,	AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 01-05, 81-83 for this vehicle.

IF	**THEN**
(3B7P) CRASH TYPE equals 89,	AREAS OF IMPACT-INTIAL DAMAGE AREA must equal 07-11, 61-63 for this vehicle.
(3CA0) EXTENT OF DAMAGE for this vehicle equals 0,	AREAS OF IMPACT-MOST DAMAGED AREA must equal AREAS OF IMPACT-INITIAL DAMAGE AREA.
(420P) MANNER OF COLLISION equals 07-08,	there must be at least two vehicle forms with AREAS OF IMPACT-INITIAL DAMAGE AREA equal to 01-05, 07-11, 61-63, 81-83, *98,* 99.
(421P) MANNER OF COLLISION equals 01,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT-INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 06.
(422P) MANNER OF COLLISION equals 02,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 12.
(423P) MANNER OF COLLISION equals 06,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event *must* equal 01, 11-12, *98,* and AREAS OF IMPACT-INITIAL DAMAGE AREA for the other vehicle in the first harmful event *must* equal 01-05, 07-11, 61-63, 81-83 98, 99.
(424P) MANNER OF COLLISION equals 09,	AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT-INITIAL DAMAGE AREA for the other vehicle in the first harmful event should equal 01-05, 07-11, 61-63, 81-83, 98, 99.
(425P) MANNER OF COLLISION equals 10,	AREAS OF IMPACT- INITIAL DAMAGE AREA for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event should equal 06, 98, 99.

IF	THEN
(8L8P) AREAS OF IMPACT-INITIAL DAMAGE AREA or AREAS OF IMPACT-MOST DAMAGED AREA equals 18,	at least one SEQUENCE OF EVENTS should equal 54.
(BZ10) CRITICAL EVENT – PRECRASH (EVENT) equals 53,	AREAS OF IMPACT-INITIAL DAMAGE AREA should not equal 12 for this vehicle.
(BZ20) CRITICAL EVENT – PRECRASH (EVENT) equals 51-52,	AREAS OF IMPACT-INITIAL DAMAGE AREA should not equal 06 for this vehicle.
(FP1F) AREAS OF IMPACT - INITIAL equals blank, case status is flawed.	
(VH03) AREAS OF IMPACT- INITIAL DAMAGE AREA or AREAS OF IMPACT-MOST DAMAGED AREA equals 18 for any vehicle,	RELATED FACTORS-CRASH LEVEL should equal 14-15.

Other Vehicle Examples

CLOCKPOINT DIAGRAM

EXTENT OF DAMAGE

FORMAT: 1 numeric

SAS NAME: Vehicle.DEFORMED

ELEMENT VALUES:

0	No Damage
2	Minor Damage
4	Functional Damage
6	Disabling Damage
8	Not Reported
9	Unknown

Remarks:

0 (No Damage) is used when there is no damage indicated in the available information for this vehicle.

2 (Minor Damage) is damage that does not disable or affect the operation of the motor vehicle. This attribute is used when the case materials indicate damage to the vehicle to be Minor or less than Functional and the vehicle is not towed due to damage.

Examples of **2 (Minor Damage)** include: dented or bent fenders, bumpers, grills, body panels and destroyed hubcaps.

4 (Functional Damage) is damage that is not disabling, but affects the operation of the motor vehicle or its parts. This attribute is used when the available information specifically indicates the damage is moderate or functional.

Examples of **4 (Functional Damage)** include:

- doors, windows, hood and trunk lids that will not operate properly;
- broken glass that obscures vision;
- damage that would prevent the motor vehicle from passing an official motor vehicle inspection;
- tire damage even though the tire may have been changed at the scene;
- bumpers that are loose;
- headlamp or taillight damage that would make night driving hazardous but would not affect daytime driving; and,
- damage to turn signals, horn or windshield wipers, that makes them inoperative.

6 (Disabling Damage) is damage that precludes departure of the motor vehicle from the crash scene in its usual daylight-operating manner after simple repairs. As a result, the motor

vehicle had to be towed, or carried from the crash scene, or assisted by an emergency motor vehicle. This attribute should be used when the available information specifically indicates disabling or severe damage. This attribute is also used when the damage is indicated to be of greater magnitude than Functional (moderate), e.g., major, extensive, totaled and the vehicle was towed from the scene.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **8 (Not Reported)** in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when the available information specifically indicated the damage severity to be unknown.

Note: There is a distinction between the cost to repair the damage and the degree to which the damage affects the vehicle's operability (totaled, under/over monetary threshold). Operational damage is recorded here. For example, if the available information indicates that the vehicle was totaled and the vehicle was towed away, use **6 (Disabling Damage)**. However, if the available information indicates that the vehicle was totaled, but the vehicle was driven away, use **4 (Functional Damage)**.

Consistency Checks:

	IF	THEN
(3C0P)	EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL must equal 2, 4, 8-9.
(3C1P)	EXTENT OF DAMAGE equals 0, *2,*	VEHICLE REMOVAL must not equal 2.
(3C2P)	VEHICLE REMOVAL equals 2,	EXTENT OF DAMAGE must equal 6, *8,* 9.
(3C3P)	*EXTENT OF DAMAGE equals 6,*	*VEHICLE REMOVAL must not equal 1, 3.*
(3CA0)	EXTENT OF DAMAGE for this vehicle equals 0,	AREAS OF IMPACT-MOST DAMAGED AREA must equal AREAS OF IMPACT-INITIAL DAMAGE AREA.

Consistency Check: (FARS ONLY)

(U370)	UNLIKELY: EXTENT OF DAMAGE equals 8.

VEHICLE REMOVAL

FORMAT: 1 numeric

SAS NAME: Vehicle.TOWED

ELEMENT VALUES:

1	Driven Away
2	Towed Due to Disabling Damage
3	Towed Not Due to Disabling Damage
4	Abandoned/Left at Scene
8	Not Reported
9	Unknown

Remarks:

This data element describes the mode in which the vehicle left the scene of the crash. Towing includes vehicles carried from the scene on a flatbed tow truck.

If the vehicle is a combination vehicle (power unit and at least one trailer), the power unit and/or trailer(s) are considered when determining tow status. If the available information indicates the power unit, or trailer of a combination unit, sustained enough damage to require towing, consider this vehicle as towed due to damage.

> **GES SPECIAL INSTRUCTION:**
>
> For articulated light vehicles, that are not commercial, do not code Vehicle Removal as "towed" if only the trailer portion of the combination is towed. ***The state specific tow rules for sampling also apply here.***

1 (Driven Away) is used when the vehicle was driven from the scene of this crash. This attribute applies to a vehicle which is reported by the police as towed out of a ditch or snowbank and subsequently driven away. In addition, this attribute is used if a vehicle was driven from the scene and subsequently disabled.

2 (Towed Due to Disabling Damage) is used for any towing which is due to disabling damage caused by this crash which prohibits vehicle movement under its own power. Towed due to disabling damage includes any towing when the reason for towing is unknown. In other words, if a vehicle is reported in the case materials as towed but it cannot be determined whether it was due to disabling damage or for other reasons, then the default assumption is that this vehicle was towed due to disabling damage - the data element **Extent of Damage** can still be *8 (Not Reported)* **or 9 (Unknown)**.

If a vehicle was pushed by hand or by another vehicle after the crash because it was not drivable, then use **2 (Towed Due to Disabling Damage)**.

If a vehicle was towed due to damage <u>AND</u> for other reasons such as driver arrest, then code this vehicle as **2 (Towed Due to Disabling Damage)**.

3 (Towed Not Due to Disabling Damage) is used when the vehicle has been towed but the towing results from other than disabling damage (e.g., minor damage, functional damage, mired vehicles, driver arrested, injured driver, etc.).
4 (Abandoned/Left at Scene) is used when it is specifically indicated in the available information or when the preponderance of the information available indicates that the vehicle remained at the scene.

<u>NOTE:</u> The PAR narrative may be used to supercede and/or clarify the above information.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when the investigating officer indicates it was unknown as to how the vehicle was removed.

Consistency Checks:

	IF	THEN
(3C0P)	EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL must equal 2, 4, 8-9.
(3C1P)	EXTENT OF DAMAGE equals 0, *2,*	VEHICLE REMOVAL must not equal 2.
(3C2P)	VEHICLE REMOVAL equals 2,	EXTENT OF DAMAGE must equal 6, *8,* 9.
(3C3P)	*EXTENT OF DAMAGE equals 6,*	*VEHICLE REMOVAL must not equal 1, 3.*
(U430)	UNLIKELY: VEHICLE REMOVAL equals 8.	

Consistency Check (GES Only):

	IF	THEN
(P1B0)	*no BODY TYPE equals 60-79, and INJURY SEVERITY equals 4 for at least one occupant of a vehicle where BODY TYPE equals 01-49, and VEHICLE REMOVAL equals 2,*	*STRATUM should equal 1.*

SEQUENCE OF EVENTS

FORMAT: Read Only

SAS NAME: Cevent.SOE; Vevent.SOE

ELEMENT VALUES:

Non-Harmful Events:
  61   Equipment Failure (blown tire, brake failure, etc.)
  62   Separation of Units
  63   Ran Off Roadway-Right
  64   Ran Off Roadway-Left
  65   Cross Median
  68   Cross Centerline
  66   Downhill Runaway
  67   Vehicle Went Airborne
  69   Re-entering Roadway
  70   Jackknife (non-harmful)
  60   Cargo/Equipment Loss or Shift (non-harmful)

Non-Collision Harmful Events:
  01   Rollover/Overturn
  02   Fire/Explosion
  03   Immersion
  04   Gas Inhalation
  51   Jackknife (harmful to this vehicle)
  06   Injured in Vehicle (Non-Collision)
  44   Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
  07   Other Non-Collision
  72   Cargo/Equipment Loss or Shift (harmful to this vehicle)
  16   Thrown or Falling Object
  05   Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:
  12   Motor Vehicle In-Transport
  54   Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
  55   Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:
  08   Pedestrian
  09   Pedalcyclist
  10   Railway Vehicle
  11   Live Animal
  49   Ridden Animal or Animal-Drawn Conveyance

18   Other Object (Not Fixed)
15   Non-Motorist on Personal Conveyance
14   Parked Motor Vehicle
45   Working Motor Vehicle

Collision with Fixed Object:

17   Boulder
19   Building
58   Ground
20   Impact Attenuator/Crash Cushion
50   Bridge Overhead Structure
21   Bridge Pier or Support
23   Bridge Rail (Includes Parapet)
24   Guardrail Face
52   Guardrail End
25   Concrete Traffic Barrier
57   Cable Barrier
26   Other Traffic Barrier
59   Traffic Sign Support
46   Traffic Signal Support
30   Utility Pole/Light Support
31   Other Post, Other Pole or Other Supports
32   Culvert
33   Curb
34   Ditch
35   Embankment
38   Fence
39   Wall
40   Fire Hydrant
41   Shrubbery
42   Tree (Standing Only)
48   Snow Bank
53   Mail Box
43   Other Fixed Object
99   Unknown

Remarks:

This data element is derived from the Crash Events Table. Recording of Crash Events ends at the last harmful event of the entire crash. Therefore, a non-harmful event (e.g., Crossing the Centerline) that occurs following the last harmful event of the crash will not be included. Correction to the Sequence Events order must be made by revision to the Crash Events Table.

Definition: The events in sequence related to this motor vehicle, regardless of injury and/or property damage. Code each event for this vehicle in the order in which they occur, time wise, from the Police Accident Report (PAR) narrative and diagram.

Non-Harmful Event:

61 (Equipment Failure) (blown tire, brake failure, etc.) Examples of equipment failure include blown tires, brake failures, etc.

62 (Separation of Unit) is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

63 (Ran Off Roadway-Right) is used if the vehicle runs off the right side of the roadway. Identification of running off roadway can be determined from the case materials. This attribute can be used anytime in the event sequence before or after any harmful events.

64 (Ran Off Roadway-Left) is used if the vehicle runs off the left side of the roadway. Identification of running off roadway can be determined from the case materials. This attribute can be used anytime in the event sequence before or after any harmful events.

Coding Guideline for Running Off Road on Divided Highways

On a divided highway, a vehicle can run off the roadway by leaving the roadway and entering the median. When this occurs, the proper "Ran Off Roadway" attribute is always **64 (Ran Off Roadway - Left)**. **64 (Ran Off Roadway - Left)** will also apply in situations where the vehicle traverses the median and continues across the opposing roadway.

65 (Cross Median) is used when a vehicle departs its roadway and traverses the median and enters the shoulder or travel lanes on the opposite side of a divided highway.

68 (Cross Centerline) is used when a vehicle crosses over the centerline of a two-way, undivided highway. The centerline must be delineated with paint or raised markers. This also includes unstabilized situations involving vehicles completely crossing over a continuous left-turn lane.

66 (Downhill Runaway) refers to any vehicle that cannot decelerate on a downhill grade.

67 (Vehicle Went Airborne) must only be used if the officer indicates by narrative or diagram that the vehicle left the ground (excludes rollover). Examples: the vehicle drove off a cliff, the vehicle was launched into the air after striking another vehicle or after traversing a berm.

69 (Re-entering Roadway) is used when a vehicle that departed the roadway portion of the trafficway returns to the *same* roadway (e.g., a motor vehicle in transport runs of the roadway right, strikes the guardrail face, then re-enters the roadway and collides with another motor vehicle in transport).

70 (Jackknife [non-harmful]) applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The

condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit.

60 (Cargo/Equipment Loss or Shift [non-harmful]) refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This attribute should never be used:

1. to refer to a "collision" event (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**)
2. to a harmful event related to the loss or shift of cargo in/on a vehicle causing damage to that vehicle, its cargo, or injury to its occupants (see **72 (Cargo/Equipment Loss or Shift [harmful to this vehicle])**).

Example:
A load of logs on a tractor semi-trailer shifts as the truck rounds a curve resulting in an overturn.

Non-Collision events involving motorcycles and vehicles with a "load":

Non-Collision events may occur before or after a collision event. They should not be coded as a separate event if they occur as part of a collision event.

Examples:

- ***A motorcycle strikes a deer, overturns and the rider becomes separated from the vehicle. Code the collision event, not the non-collision "Rollover/Overturn" and "Vehicle Occupant Fell from Vehicle" that occur as part of the collision event.***

- ***One tractor/trailer rear-ends another tractor/trailer. The impact pushes the lead vehicle's load into the back of the tractor cab with part falling onto the roadway. Code the collision event, not the non-collision "cargo-loss or shift" that occurred as part of the collision event.***

01 (Rollover/Overturn) is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to **01 (Rollover/Overturn)** as a harmful event if damage or injury is produced, even though *the* data element Rollover is not applicable to motorcycles*.* **58 (Ground)** is not to be entered when the harmful event is **01 (Rollover/Overturn)**.

If there is a 01 (Rollover/Overturn) that begins in another location but involves a ditch or embankment in the case (e.g., "rolled through the ditch", "rolled down the embank-ment", "came to rest against the embankment"), then the rule applies where if there is no damage associated with an impact with the fixed object during the rollover, it is not included in the Crash Events. If there is indication that damage resulted from an impact with the fixed object, it is included in the Crash Events. This follows the same logic as striking a tree or another vehicle during an overturn.

Note: For medium/heavy trucks with attached trailers by fixed linkage, when either the power unit or the trailer rolls over, the entire vehicle will be considered a rollover.

GES SPECIAL INSTRUCTION:

For articulated light vehicles, that are not commercial do not code a **Rollover/Overturn** if only the trailer portion of the combination overturns.

02 (Fire/Explosion) is used for a vehicle fire or explosion that occurs during the crash sequence or as a result of the crash.

As it pertains to the occurrence of **02 (Fire/Explosion)**, the crash circumstances are not considered stabilized until the threat of damage to this vehicle, or injury consequences to this vehicle's occupants, has ceased. Therefore, the crash sequence is not considered stabilized until all occupants have exited the vehicle and the scene has been declared safe by police or other authority. Fires that occur at a later time to vehicles abandoned at the scene (e.g., in open fields, on hillsides, etc.) or to vehicles removed from the scene to another location (tow yard, curbside, etc.) are not considered part of the crash sequence.

03 (Immersion) is used when an in-transport motor vehicle enters a body of water and results in injury or damage.

04 (Gas Inhalation) includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

51 (Jackknife [harmful to this vehicle]) applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit, striking the power unit, causing damage to the power unit or trailer. Jackknife should only be coded as a harmful event if there is clear indication of damage to the jackknifed vehicle or injury to its occupants caused by the jackknife.

06 (Injured in Vehicle [Non-Collision]) is used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]) is used when the pavement surface irregularity <u>is</u> on a roadway. If the impact is with a surface irregularity (e.g. ruts, potholes) <u>not</u> on a roadway use the **58 (Ground).**

07 (Other Non-Collision). Non-collision not captured in the listed non-collision attributes.

Example:
Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).

16 (Thrown or Falling Object) is used when any object (1) is thrown (intentionally or unintentionally) and impacts an in-transport vehicle, or (2) falls onto, into, or in the path of an in-transport motor vehicle. If a tree limb falls from a tree and is contacted by a car, enter **16 (Thrown or Falling Object)**. If a person maliciously throws an object off an overpass into traffic below, enter **16 (Thrown or Falling Object)**. This excludes contacts made by loads or objects set in-motion by a motor vehicle (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**).

72 (Cargo/Equipment Loss or Shift [harmful to this vehicle]) refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This attribute is only used when the injury- or damage-producing event in the crash is the loss or shift of cargo in/on a vehicle causing damage to that vehicle, its cargo, or injury to its occupants. This attribute should never be used to refer to a "collision" event (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**)

Example:
A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.

05 (Fell/Jumped from Vehicle) is used when an occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, an occupant of a motor vehicle in-transport leans against the car door, it opens and the occupant falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If an occupant falls or jumps from a vehicle and is struck by that vehicle, use this attribute.

12 (Motor Vehicle In-Transport) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries. In-transport means that the motor vehicle is in-motion or on the roadway portion of a trafficway.

54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact by something set-in-motion by one of the vehicles. In these circumstances, both vehicles should have this attribute in their Sequence of Events. In crashes involving harmful events caused by objects set-in-motion by a Motor Vehicle in-transport, remember that a vehicle's load is considered part of the vehicle.

Examples:
1. If cargo falls from a truck (in-transport) and strikes another motor vehicle <u>in-transport</u>, this is treated as a two-vehicle crash. Therefore, the proper code for both vehicles is **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**.

2. If cargo falls from a truck (in-transport) and strikes another vehicle that is <u>not in-transport</u>, this is also treated as a two-vehicle crash; however in this example, the proper attribute is **14 (Parked Motor Vehicle** or **45 (Working Motor Vehicle)** depending on which type of not in-transport vehicle was contacted by the load.
3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper attribute would be **08 (Pedestrian)**.

55 (Motor Vehicle In Motion Outside the Trafficway) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

<u>Example:</u>
A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the station lot.

08 (Pedestrian) is used for all those not on a personal conveyance. A person pushing a vehicle should be coded **08 (Pedestrian)**. A person being carried by another person should also be considered a **08 (Pedestrian)**.

09 (Pedalcyclist) is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle or pedal car.

10 (Railway Vehicle) is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Inclusions:	Exclusions:
— Street car on private way	— Street car operating on trafficway

11 (Live Animal) is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see ANSI D16.1). Default to **11 (Live Animal)** if it cannot be determined if the struck animal is alive, dead or if it was being ridden or drawing a transport device.

Use **49 (Ridden Animal or Animal-Drawn Conveyance)** for ridden animals and animals drawing transport devices. See **18 (Other Object [Not Fixed])** for an animal carcass lying in the roadway.

18 (Other Object [Not Fixed]) refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider or downed tree limbs or power lines.

15 (Non-Motorist on Personal Conveyance) is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:
1) Rideable toys
- Roller Skates, in-line skates
- Skateboards
- Skates
- Baby carriage
- Scooters
- Toy Wagons

2) Motorized rideable toys
- Motorized skateboard
- Motorized toy car

3) Devices for personal mobility assistance
- Segway-style devices
- Motorized and non-motorized wheelchair
- Handicapped scooters

Exclusions:
- Golf cart
- Low Speed Vehicles (LSVs)
- Go-carts
- Minibike
- "Pocket" motorcycles
- Motor scooters
- Moped

14 (Parked Motor Vehicle) is used when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion. A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

45 (Working Motor Vehicle) is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance or utility work related to the trafficway when it became an involved unit. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

FARS SPECIAL INSTRUCTION:

NOTE: Before 2004, this code was called **Transport Device Used as Equipment**. It included other working activities in addition to construction, maintenance and utility work on

trafficways. From 2004 forward, code "45" excludes working activities other than highway construction, maintenance or utility vehicles (e.g., garbage truck picking up trash, mail/delivery trucks while making deliveries, personal vehicles plowing snow, etc. These are considered motor vehicles In-transport). Use Related Factors-Vehicle Level code **42 (Other Working Vehicle [Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle])** to identify these vehicles.

A question may arise when a police, fire or emergency medical vehicle is struck on the roadway while at the scene of a crash, at a traffic stop, or as traffic control. The question becomes, "has its function changed from being a motor vehicle in-transport to a working vehicle?" The answer is "no." Treat these situations as a motor vehicle in-transport striking another motor vehicle in-transport.   Use Related Factors-Vehicle Level code **41 (Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities)** to identify that this vehicle was struck while performing these work activities.

Collision with Fixed Object:

The attributes 58 (Ground), 33 (Curb), 34 (Ditch) and 35 (Embankment) are grouped under the Collision with Fixed Object subset because they are intended to be harmful events in the crash (i.e. – they are associated with an impact that produces injury or damage).   If there is no indication of damage from contact with the fixed object (e.g., "came to rest on the embankment" or "ran into the ditch"), then it is not included in the Crash Events.

17 (Boulder) *is a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact.*

19 (Building) is used when the vehicle impacts a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

58 (Ground) is used when the impact is with an earthen or paved surface off of the roadway. **58 (Ground)** is not to be entered when the harmful event is **01 (Rollover/Overturn)**.

20 (Impact Attenuator/Crash Cushion) is a device for controlling the absorption of energy released during vehicle collision (crash cushion). Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

50 (Bridge Overhead Structure) is used when striking the bottom of a bridge while traveling on a trafficway underneath it.

21 (Bridge Pier or Support) is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This attribute includes the bridge abutments which are supporting the ends of a bridge. Abutments are generally designed for retaining or

supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

23 (Bridge Rail [Includes Parapet]) is a wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.

- Bridges do not need to support another roadway. It may be an overpass for a train or even for a viaduct (water conduit).

BRIDGE COMPONENTS

24 (Guardrail Face) is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **26 (Concrete Traffic Barrier)** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails). *If the crash report does not differentiate between guardrail face and end, default to guardrail face.*

Guardrails, which serve as bridge rails, should be coded as **23 (Bridge Rail [Includes Parapet])**.

52 (Guardrail End) is coded if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

25 (Concrete Traffic Barrier) refers to the longitudinal traffic barriers constructed of concrete. This includes all temporary concrete barriers regardless of location (i.e., temporary Jersey Barrier on a bridge being used to control traffic during bridge repair/construction). Concrete walls (vertical side surfaces) do not apply here; see **39 (Wall)**.

57 (Cable Barrier) refers to a flexible barrier system which uses several cables typically supported by steel posts. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

26 (Other Traffic Barrier) is used for all other longitudinal barriers such as wood or rock and unknown barrier composition type.

59 (Traffic Sign Support) is used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and signs above the trafficway.

46 (Traffic Signal Support) is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.

30 (Utility Pole/Light Support) refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights). **30 (Utility Pole/Light Support)** is used for electrical, telephone, cable & other utility pole-type supports.

31 (Other Post, Other Pole or Other Supports) is used for posts other than highway signs. (e.g., reflectors on poles along side of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 (Mail Box)**.

32 (Culvert) is a man-made drain or channel crossing under a road, sidewalk, etc.

33 (Curb) is a concrete or asphalt structure that borders the roadway. It provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical. Ensure that the PAR provides some indication that damage has occurred when a vehicle strikes a curb.

34 (Ditch) includes any man-made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

35 (Embankment) is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete).   A **35 (Embankment)** can usually be differentiated from a **39 (Wall)** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

In crashes involving a field approach or crossing, if in doubt about when to use **32 (Culvert), 34 (Ditch)** or **35 (Embankment)** use the following criteria:

> a. Use **34 (Ditch)** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).
> b. Use **35 (Embankment)** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.
> c. Use **35 (Embankment)** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

38 (Fence) includes the fence posts. A Fence can be made of wood, chain link, stone, etc

39 (Wall) is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included as a **39 (Wall)** are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as **21 (Bridge Pier or Support)**.

40 (Fire Hydrant) refers to the roadside device used by fire departments to provide water for fighting fires. Usually made of steel, these devices are also referred to as fire plugs or fire stand pipes in some areas.

41 (Shrubbery) refers to vegetation which is usually of a woody multi-stemmed variety and in most instances is low growing rather than tall. May also be called bushes. Some common examples are boxwood, hawthorn and mountain laurel.

42 (Tree [Standing Only]) is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches *or tree stumps*. If a vehicle strikes a tree lying in the roadway, use **18 (Other Object [Not Fixed])**. If a tree falls on a vehicle as it is passing by, use **16 (Thrown or Falling Object)**.

48 (Snow Bank) is used when snowfall and/or road plowing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.

53 (Mail Box) refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute. This element does not include U.S. Mailbox, which are typically blue and are for general public use. Code a U.S. Mailbox as **43 (Other Fixed Object)**.

43 (Other Fixed Object) is used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

Examples:
- Bus shelters
- Pedestrian walkways
- Toll booths
- Guy wires supporting utility poles
- U. S. Mailbox for public use

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

	IF	**THEN**
(1Z0P)	SEQUENCE OF EVENTS equals 01,	ROLLOVER and LOCATION OF ROLLOVER must not equal 0 for this vehicle, unless BODY TYPE equals 80-83, 88-89, or blank for this vehicle.
(1Z1P)	any SEQUENCE OF EVENTS equals 66,	ROADWAY GRADE should equal 6 for this vehicle.
(1Z2P)	BODY TYPE does not equal 80-83, 88-89, and any SEQUENCE OF EVENTS equals 01,	ROLLOVER must equal 1-2, 9, and LOCATION OF ROLLOVER must equal 1-**7**, 9.
(2Z0F)	any SEQUENCE OF EVENTS equals 12, 14, 45, 54-55,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(4Z0P)	SEQUENCE OF EVENTS equals 02,	FIRE OCCURRENCE for this vehicle must equal **1**.
(4Z1P)	UNIT TYPE equals 1 and FIRE OCCURRENCE equals 1,	at least one SEQUENCE OF EVENTS must equal 02.
(5Z0F)	SEQUENCE OF EVENTS equals 08,	at least one person must have PERSON TYPE equal to 05, 10.
(671F)	the only harmful event in the SEQUENCE OF EVENTS for this vehicle equals 02 or 04,	CRITICAL EVENT – PRECRASH (EVENT) must equal 98.
(6Z0F)	SEQUENCE OF EVENTS equals 09,	at least one person must have PERSON TYPE equal to 06-07.
(7Z0F)	any SEQUENCE OF EVENTS equals 05-06,	at least one occupant of this vehicle (PERSON TYPES 01-02, 09) must have INJURY SEVERITY equal to 1-5, or blank.
(8L8P)	AREAS OF IMPACT-INITIAL DAMAGE AREA or AREAS OF IMPACT-MOST DAMAGED AREA equals 18,	at least one SEQUENCE OF EVENTS should equal 54.
(8Z0F)	any SEQUENCE OF EVENTS equals 15,	at least one Person Level (Not a MV Occupant) form must have a PERSON TYPE code of 08.
(9B9P)	any SEQUENCE OF EVENTS equals 55,	there must be at least one other vehicle with UNIT TYPE equal to 1.
(A230)	SEQUENCE OF EVENTS equals 10,	ROADWAY FUNCTION CLASS should not equal 01, 11.
(A520)	SEQUENCE OF EVENTS equals 10,	TRAFFIC CONTROL DEVICE should not equal 01-09, 20-**29**, **40**-50, 98.
(A521)	any SEQUENCE OF EVENTS equals 46,	SPEED LIMIT should **equal 05-50, 98, or 99** for this vehicle.

IF	THEN
(A495) **TRAFFICWAY DESCRIPTION equals 0,**	the <u>first event</u> in SEQUENCES OF EVENTS for this vehicle should not equal 63, 64, or 69.
(AL1P) SEQUENCE OF EVENTS equals 51, 62, 70,	VEHICLE TRAILING must not equal 0.
(AL2P) SEQUENCE OF EVENTS equals 45,	WORK ZONE should equal 1-4.
(AL5P) If UNIT TYPE equals 1,	at least one event in the SEQUENCE OF EVENTS must equal the MOST HARMFUL EVENT.
(AL6P) MOST HARMFUL EVENT equals __, and UNIT TYPE equals 1,	at least one event in the SEQUENCE OF EVENTS must equal __.
(AL8P) SEQUENCE OF EVENTS equals 51, 70,	JACKKNIFE must equal 2-3.
(AM1P) FIRST HARMFUL EVENT equals 54, or SEQUENCE OF EVENTS equals 54 for any vehicle,	one RELATED FACTORS-CRASH LEVEL must equal 14.
(AM2P) any SEQUENCE OF EVENTS equals 25 or 57,	TRAFFICWAY DESCRIPTION should equal 3**, 6**.
(BZ40) **CRITICAL EVENT - PRECRASH (EVENT) equals 01,**	at least one SEQUENCE OF EVENTS must equal 61 for this vehicle.
(BZ50) **CRITICAL EVENT - PRECRASH (EVENT) equals 12,**	at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.
(BZ60) **CRITICAL EVENT - PRECRASH (EVENT) equals 13,**	at least one SEQUENCE OF EVENTS must equal 63 for this vehicle.
(BZ70) **CRITICAL EVENT - PRECRASH (EVENT) equals 14**	at least one SEQUENCE OF EVENTS must equal 63 or 64 for this vehicle.
(BZ90) **CRASH TYPE equals 01-05,**	at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.
(PB00) **PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 110-910,**	at least one SEQUENCE OF EVENTS for the striking vehicle must equal 08 or 15.
(PB02) **PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111-980,**	at least one SEQUENCE OF EVENTS for the striking vehicle must equal 09.
(V74P) ROLLOVER equals 1-2, 9, or LOCATION OF ROLLOVER equals 1-**7**, 9,	at least one SEQUENCE OF EVENTS must equal 01.
(V750) UNDERRIDE/OVERRIDE equals 1-3,	FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 12, 55.
(V760) UNDERRIDE/OVERRIDE equals 4-6,	FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 14, 45.

IF	**THEN**
(V770) UNDERRIDE/OVERRIDE equals 7,	at least one SEQUENCE OF EVENTS (for this vehicle) must equal 12, 55.
(V780) UNDERRIDE/OVERRIDE equals 8,	at least one SEQUENCE OF EVENTS (for this vehicle) must equal 14, 45.
(V990) any SEQUENCE OF EVENTS equals 61,	CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE should not equal 00.
(VH70) UNIT TYPE equals 2-4,	elements V15, V24, V26, V27, V31 must all be left blank.

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MOST HARMFUL EVENT

FORMAT: 2 numeric

SAS NAME: Vehicle.M_HARM; parkwork.PM_HARM

ELEMENT VALUES:

Non-Collision Most Harmful Events:
- 01 Rollover/Overturn
- 02 Fire/Explosion
- 03 Immersion
- 04 Gas Inhalation
- 51 Jackknife (harmful to this vehicle)
- 06 Injured in Vehicle (Non-Collision)
- 44 Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)
- 07 Other Non-Collision
- 16 Thrown or Falling Object
- 72 Cargo/Equipment Loss or Shift (harmful to this vehicle)
- 05 Fell/Jumped from Vehicle

Collision with Motor Vehicle In-Transport:
- 12 Motor Vehicle In-Transport
- 54 Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport
- 55 Motor Vehicle In Motion Outside the Trafficway

Collision with Object Not Fixed:
- 08 Pedestrian
- 09 Pedalcyclist
- 10 Railway Vehicle
- 11 Live Animal
- 49 Ridden Animal or Animal Drawn Conveyance
- 18 Other Object (Not Fixed)
- 15 Non-Motorist on Personal Conveyance
- 14 Parked Motor Vehicle
- 45 Working Motor Vehicle

Collision with Fixed Object:
- 17 Boulder
- 19 Building
- 58 Ground
- 20 Impact Attenuator/Crash Cushion
- 50 Bridge Overhead Structure

21	Bridge Pier or Support
23	Bridge Rail (Includes Parapet)
24	Guardrail Face
52	Guardrail End
25	Concrete Traffic Barrier
57	Cable Barrier
26	Other Traffic Barrier
59	Traffic Sign Support
46	Traffic Signal Support
30	Utility Pole/Light Support
31	Other Post, Other Pole or Other Supports
32	Culvert
33	Curb
34	Ditch
35	Embankment
38	Fence
39	Wall
40	Fire Hydrant
41	Shrubbery
42	Tree (Standing Only)
48	Snow Bank
53	Mail Box
43	Other Fixed Object
99	Unknown

Remarks:

This element identifies the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle. Must be the major event **FOR THIS VEHICLE**, even if different from the FIRST HARMFUL EVENT.

Code for each vehicle. May be different for each vehicle.

Code using the following hierarchy:

(A) FATALITIES take precedence over INJURIES.
1. If this vehicle is involved in more than one event which causes fatality to its own occupants or to non-motorists, choose the event which causes the greatest number of fatalities to occupants of this vehicle or to non-motorists (not occupants of other vehicles).
2. If this vehicle is involved in more than one event that causes fatality to its own occupants or to non-motorists; and if there are an equal number of fatalities in each such event, choose the fatal event that is worst with respect to other injuries and property damage.
3. At last resort, choose the fatal event that occurred first, time-wise.

(B) INJURIES take precedence over PROPERTY DAMAGE.
1. If the vehicle is not involved in events that cause fatality to its occupants or to non-motorist, choose the event that produces the worst injury.
2. If in doubt, choose the event with the greatest number of injuries.
3. If in doubt, choose the event that occurred first, time-wise.

(C) If only PROPERTY DAMAGE results for this vehicle:
1. Choose the event causing the most damage.
2. If in doubt, choose the event that happened first, time-wise.

Non-Collision events involving motorcycles and vehicles with a "load":

Non-Collision events may occur before or after a collision event. They should not be coded as a separate event if they occur as part of a collision event.

Examples:

- ***A motorcycle strikes a deer, overturns and the rider becomes separated from the vehicle. Code the collision event, not the non-collision "Rollover/Overturn" and "Vehicle Occupant Fell from Vehicle" that occur as part of the collision event.***

- ***One tractor/trailer rear-ends another tractor/trailer. The impact pushes the lead vehicle's load into the back of the tractor cab with part falling onto the roadway. Code the collision event, not the non-collision "cargo-loss or shift" that occurred as part of the collision event.***

01 (Rollover/Overturn) is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end. For motorcycles, laying the motorcycle down on its side is sufficient to code **01 (Rollover/Overturn)** as a harmful event if damage or injury is produced, even though *the* data element Rollover is not applicable to motorcycles*.* **58 (Ground)** is not to be entered when the harmful event is **01 (Rollover/Overturn)**.

If there is a 01 (Rollover/Overturn) that begins in another location but involves a ditch or embankment in the case (e.g., "rolled through the ditch", "rolled down the embankment", "came to rest against the embankment"), then the rule applies where if there is no damage associated with an impact with the fixed object during the rollover, it is not included in the Crash Events. If there is indication that damage resulted from an impact with the fixed object, it is included in the Crash Events. This follows the same logic as striking a tree or another vehicle during an overturn.

Note: For medium/heavy trucks with attached trailers by fixed linkage, when either the power unit or the trailer rolls over, the entire vehicle will be considered a rollover.

GES SPECIAL INSTRUCTION:

For articulated light vehicles, that are not commercial do not code a **Rollover/Overturn** if only the trailer portion of the combination overturns.

02 (Fire/Explosion) is used for a vehicle fire or explosion that occurs during the crash sequence or as a result of the crash.

As it pertains to the occurrence of **02 (Fire/Explosion)**, the crash circumstances are not considered stabilized until the threat of damage to this vehicle, or injury consequences to this vehicle's occupants, has ceased. Therefore, the crash sequence is not considered stabilized until all occupants have exited the vehicle and the scene has been declared safe by police or other authority. Fires that occur at a later time to vehicles abandoned at the scene (e.g., in open fields, on hillsides, etc.) or to vehicles removed from the scene to another location (tow yard, curbside, etc.) are not considered part of the crash sequence.

03 (Immersion) is used when an in-transport motor vehicle enters a body of water and results in injury or damage.

04 (Gas Inhalation) includes injury or death as a result of toxic fumes, such as carbon monoxide fumes leaking from a motor vehicle in-transport.

51 (Jackknife [harmful to this vehicle]) applies to a condition that occurs to an articulated vehicle, (any vehicle with a trailing unit(s) connected by a hitch; e.g., truck tractor or single-unit truck with one or more trailers, articulated bus, car pulling a boat on a trailer, etc.) while in motion. The condition reflects a loss of control of the vehicle by the driver in which the trailer(s) yaws from its normal straight-line path behind the power unit, striking the power unit, causing damage to the power unit or trailer. Jackknife should only be coded as a harmful event if there is clear indication of damage to the jackknifed vehicle or injury to its occupants caused by the jackknife.

06 (Injured in Vehicle [Non-Collision]) is used when an occupant is injured during an unstabilized situation without a collision, excluding cargo/equipment loss or shift. Examples: Driver slams on brake, causing an unrestrained passenger to be injured. Driver makes a sharp turn causing driver to strike head on side window, knocking driver unconscious.

44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]) is used when the pavement surface irregularity is on a roadway. If the impact is with a surface irregularity (e.g. ruts, potholes) not on a roadway use the **58 (Ground).**

07 (Other Non-Collision). Non-collision not captured in the listed non-collision attributes.

Example:
Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).

16 (Thrown or Falling Object) is used when any object (1) is thrown (intentionally or unintentionally) and impacts an in-transport vehicle, or (2) falls onto, into, or in the path of an in-transport motor vehicle. If a tree limb falls from a tree and is contacted by a car, enter **16 (Thrown or Falling Object)**. If a person maliciously throws an object off an overpass into traffic below, enter **16 (Thrown or Falling Object)**. This excludes contacts made by loads or objects set in-motion by a motor vehicle (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**).

72 (Cargo/Equipment Loss or Shift [harmful to this vehicle)) refers specifically to the loss or shift of items carried on or in a motor vehicle or its trailing unit, and not to the vehicle or trailing unit, itself. This attribute is only used when the injury- or damage-producing event in the crash is the loss or shift of cargo in/on a vehicle causing damage to that vehicle, its cargo, or injury to its occupants. This attribute should never be used to refer to a "collision" event (see **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**).

Example:
A pickup truck brakes rapidly to avoid a collision. This causes a piece of lumber in the pickup bed to smash through the rear window.

05 (Fell/Jumped from Vehicle) is used when an occupant of this vehicle falls or jumps (not suicide) from the vehicle causing injury. For example, an occupant of a motor vehicle in-transport leans against the car door, it opens and the occupant falls out; or a person riding on a vehicle's exterior (hood, roof, running board, etc.) falls or jumps, and is injured by the fall. If an occupant falls or jumps from a vehicle and is struck by that vehicle, use this attribute.

12 (Motor Vehicle In-Transport) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries. In-transport means that the motor vehicle is in-motion or on the roadway portion of a trafficway.

54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact by something set-in-motion by one of the vehicles. In these circumstances, both vehicles should have this attribute in their Sequence of Events. In crashes involving harmful events caused by objects set-in-motion by a Motor Vehicle in-transport, remember that a vehicle's load is considered part of the vehicle.

Examples:
1. If cargo falls from a truck (in-transport) and strikes another motor vehicle <u>in-transport</u>, this is treated as a two-vehicle crash. Therefore, the proper code for both vehicles is **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)**.
2. If cargo falls from a truck (in-transport) and strikes another vehicle that is <u>not in-transport</u>, this is also treated as a two-vehicle crash; however in this example, the proper attribute is **14 (Parked Motor Vehicle)** or **45 (Working Motor Vehicle)** depending on which type of not in-transport vehicle was contacted by the load.

3. If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper attribute would be **08 (Pedestrian)**.

55 (Motor Vehicle In Motion Outside the Trafficway) is used when the injury- or damage-producing event is two motor vehicles in-transport making contact outside the trafficway boundaries in a motor vehicle traffic crash.

Example:
A vehicle loses control attempting to turn into a gas station and strikes another vehicle pulling away from the pump in the station lot.

08 (Pedestrian) is used for all those not on a personal conveyance. A person pushing a vehicle should be coded **08 (Pedestrian)**. A person being carried by another person should also be considered a **08 (Pedestrian)**.

09 (Pedalcyclist) is used for any person on a non-motorized other road vehicle propelled by pedaling. Examples include a bicycle, tricycle, unicycle or pedal car.

10 (Railway Vehicle) is any land vehicle that is (1) designed primarily for, or in use for, moving persons or property from one place to another on rails and (2) not in use on a land way other than a railway.

Inclusions: Exclusions:
— Street car on private way   — Street car operating on trafficway

11 (Live Animal) is used for collisions with live animals (domesticated or wild) that are not themselves being used as transportation or to draw a wagon, cart or other transport device (see ANSI D16.1). Default to **11 (Live Animal)** if it cannot be determined if the struck animal is alive, dead or if it was being ridden or drawing a transport device.

Use **49 (Ridden Animal or Animal-Drawn Conveyance)** for ridden animals and animals drawing transport devices. See **18 (Other Object [Not Fixed])** for an animal carcass lying in the roadway.

18 (Other Object [Not Fixed]) refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider or downed tree limbs or power lines.

15 (Non-Motorist on Personal Conveyance) is used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.

Inclusions:

1) Rideable toys
   - Roller Skates, in-line skates
   - Skateboards
   - Skates
   - Baby carriage
   - Scooters
   - Toy Wagons

2) Motorized rideable toys
   - Motorized skateboard
   - Motorized toy car

3) Devices for personal mobility assistance
   - Segway-style devices
   - Motorized and non-motorized wheelchair
   - Handicapped scooters

Exclusions:
   - Golf cart
   - Low Speed Vehicles (LSVs)
   - Go-carts
   - Minibike
   - "Pocket" motorcycles
   - Motor scooters
   - Moped

14 (Parked Motor Vehicle) is used when the impact occurred between a motor vehicle in-transport and a motor vehicle neither on a roadway nor in motion. A vehicle stopped off the roadway, its door open over a roadway, is not in-transport.

45 (Working Motor Vehicle) is used to indicate the motor vehicle contacted was in the act of performing construction, maintenance or utility work related to the trafficway when it became an involved unit. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside the trafficway boundaries. This code does not include private construction/maintenance vehicles, or vehicles such as garbage trucks, delivery trucks, taxis, emergency vehicles, tow trucks, etc.

Examples:
1. Asphalt/steam roller working in a highway construction zone paving the roadway or flattening dirt.
2. State highway maintenance crew painting lane lines on the road, mowing grass on the roadside or median, repairing potholes, removing debris from the roadway, etc.
3. Utility truck or a "cherry picker", performing maintenance on power lines along the roadway or maintaining a traffic signal.
4. A private excavating company contracted by the State digging the foundation for a new overpass.
5. A state, county, or privately owned snow plow, plowing ice/snow as part of a highway maintenance activity.
6. Street sweeper sweeping the street.
7. A vehicle in a mobile work convoy displaying arrow boards or other signaling devices warning motorists of the work activity.
8. A law enforcement vehicle which is participating strictly in a stationary construction or mobile maintenance activity as a traffic slowing, control, signaling or calming influence.

NOTE: Before 2004, this code was called **Transport Device Used as Equipment**. It included other working activities in addition to construction, maintenance and utility work on trafficways. From 2004 forward, code "45" excludes working activities other than highway

construction, maintenance or utility vehicles (e.g., garbage truck picking up trash, mail/delivery trucks while making deliveries, personal vehicles plowing snow, etc. These are considered motor vehicles In-transport). Use Related Factors-Vehicle Level code **42 (Other Working Vehicle [Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle])** to identify these vehicles.

A question may arise when a police, fire or emergency medical vehicle is struck on the roadway while at the scene of a crash, at a traffic stop, or as traffic control. The question becomes, "has its function changed from being a motor vehicle in-transport to a working vehicle?" The answer is "no." Treat these situations as a motor vehicle in-transport striking another motor vehicle in-transport.   Use Related Factors-Vehicle Level code **41 (Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities)** to identify that this vehicle was struck while performing these work activities.

Collision with Fixed Object

The attributes 58 (Ground), 33 (Curb), 34 (Ditch) and 35 (Embankment) are grouped under the Collision w/ Fixed Object subset because they are intended to be harmful events in the crash (i.e. – they are associated with an impact that produces injury or damage).   If there is no indication of damage from contact with the fixed object (e.g., "came to rest on the embankment" or "ran into the ditch"), then it is not included in the Crash Events.

17 (Boulder) is a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact. It may be considered as a fixed object.

19 (Building) is used when the vehicle impacts a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

58 (Ground) is used when the impact is with an earthen or paved surface off of the roadway. **58 (Ground)** is not to be entered when the harmful event is **01 (Rollover/Overturn).**

20 (Impact Attenuator/Crash Cushion) is a device for controlling the absorption of energy released during vehicle collision (crash cushion). Its most common application involves the protection of fixed roadside objects such as bridge piers, elevated gores at exit ramps, etc. Examples include barrels filled with water or sand, and plastic collapsible structures.

50 (Bridge Overhead Structure) is used when striking the bottom of a bridge while traveling on a trafficway underneath it.

21 (Bridge Pier or Support) is a square or round column of stone, concrete, brick, steel or wood for supporting a bridge between abutments. This attribute includes the bridge abutments which are supporting the ends of a bridge. Abutments are generally designed for retaining or

supporting the embankment under bridge ends and composed of stone, concrete, brick or wood (includes the wing-walls).

23 (Bridge Rail [Includes Parapet]) is a wooden, brick, stone, concrete or metal fence-like structure which runs along the outermost edge of the roadway or sidewalk on the bridge or a rail constructed along the top of a parapet. Balustrade is often used synonymously with parapet.

- Bridges do not need to support another roadway. It may be an overpass for a train or even for a viaduct (water conduit).

BRIDGE COMPONENTS

24 (Guardrail Face) is a low barrier that has the primary longitudinal structure composed of metal (plates, mesh, box beam, etc.). A guardrail is differentiated from **25 (Concrete Traffic Barrier)** by the material making up the greatest part of the longitudinal portion of the structure. In the case of guardrails, this is metal whereas in concrete barriers this is concrete (including concrete rails). *If the crash report does not differentiate between guardrail face and end, default to guardrail face.*

Guardrails, which serve as bridge rails, should be coded as **23 (Bridge Rails [Includes Parapet])**.

52 (Guardrail End) is coded if a vehicle strikes the end of a guardrail. Guardrails can have a separate flat or rounded piece of metal attached to the end of an expanse of guardrail face.

25 (Concrete Traffic Barrier) refers to the longitudinal traffic barriers constructed of concrete. This includes all temporary concrete barriers regardless of location (i.e., temporary Jersey

Barrier on a bridge being used to control traffic during bridge repair/construction). Concrete walls (vertical side surfaces) do not apply here; see **39 (Wall)**.

57 (Cable Barrier) refers to a flexible barrier system which uses several cables typically supported by steel posts. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

26 (Other Traffic Barrier) is used for all other longitudinal barriers such as wood or rock and unknown barrier composition type.

59 (Traffic Sign Support) is used when the post supporting a traffic sign, or the sign itself, is hit by a motor vehicle in-transport. This includes mile marker posts and signs above the trafficway.

46 (Traffic Signal Support) is used when the post supporting a traffic signal, or the signal itself, is hit by a motor vehicle in-transport.

30 (Utility Pole/Light Support) refers to supports for highway lighting systems, not including other private lighting systems (e.g., parking lot lights). **30 (Utility Pole/Light Support)** is used for electrical, telephone, cable & other utility pole-type supports.

31 (Other Post, Other Pole or Other Supports) is used for posts other than highway signs. (e.g., reflectors on poles along side of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 (Mail Box)**.

32 (Culvert) is a man-made drain or channel crossing under a road, sidewalk, etc.

33 (Curb) is a concrete or asphalt structure that borders the roadway. It provides drainage control and pavement edge delineation. The face of the curb may be sloped or vertical. Ensure that the PAR provides some indication that damage has occurred when a vehicle strikes a curb.

34 (Ditch) includes any man-made structure for drainage purposes. A ditch ends where a culvert begins and resumes on the opposite side of the culvert.

35 (Embankment) is a raised structure to hold back water, to carry a roadway or the result of excavation or washout (including erosion) which may be faced with earth (or rock, stone or concrete). A **35 (Embankment)** can usually be differentiated from a **39 (Wall)** by its incline whereas a wall is usually vertical. However, there are exceptions to this; such as a retaining wall that may be inclined or a vertical embankment that is caused by a natural event such as a washout.

In crashes involving a field approach or crossing, if in doubt about when to use **32 (Culvert)**, **34 (Ditch)** or **35 (Embankment)** use the following criteria:

a. Use **34 (Ditch)** if the driver would not have been able to recover from the ditch even if there had been no field approach (crossing).

b. Use **35 (Embankment)** if the driver would have been able to recover from the ditch, but struck the field approach (crossing) prior to doing so.

c. Use **35 (Embankment)** if it is not known whether or not the driver would have been able to recover from the ditch and a field approach (crossing) is involved.

38 (Fence) includes the fence posts. A Fence can be made of wood, chain link, stone, etc

39 (Wall) is a primarily vertical structure composed of concrete, metal, timber or stone which is not part of a building or a fence but typically is used for retaining earth, abating noise, and separating areas (but not for containment as in the primary function of a fence). Also included as a **39 (Wall)** are headwalls (or endwalls) that are sometimes provided on culvert ends principally to protect the sides of the embankment around the culvert opening against erosion. This does not include wing-walls, which are attached to ends of bridge abutments and extend back at an angle from the roadway. Wingwalls should be coded as **21 (Bridge Pier or Support)**.

40 (Fire Hydrant) refers to the roadside device used by fire departments to provide water for fighting fires. Usually made of steel, these devices are also referred to as fire plugs or fire stand pipes in some areas.

41 (Shrubbery) refers to vegetation which is usually of a woody multi-stemmed variety and in most instances is low growing rather than tall. May also be called bushes. Some common examples are boxwood, hawthorn and mountain laurel.

42 (Tree [Standing Only]) is used when a vehicle strikes a standing tree. This includes impacts from overhanging branches *or tree stumps*. If a vehicle strikes a tree lying in the roadway, use **18 (Other Object [Not Fixed])**. If a tree falls on a vehicle as it is passing by, use **16 (Thrown or Falling Object)**.

48 (Snow Bank) is used when snowfall and/or road plowing creates essentially fixed barriers of snow/ice which are not snow-covered earth or rock embankments.

53 (Mail Box) refers to a private residence mail/newspaper box including the post. A cluster of private mailboxes is included in this attribute. This element does not include U.S. Mailbox, which are typically blue and are for general public use. Code a U.S. Mailbox as **43 (Other Fixed Object)**.

43 (Other Fixed Object) is used when the object is fixed (considered a permanent structure) and is not described by any of the other fixed object attributes.

Examples:
- Bus shelters
- Pedestrian walkways
- Toll booths

- Guy wires supporting utility poles
- U. S. Mailbox for public use

99 (Unknown) is used when police indicate unknown.

<u>Consistency Checks:</u>

	IF	THEN
(AL5P)	If UNIT TYPE equals 1,	at least one event in the SEQUENCE OF EVENTS must equal the MOST HARMFUL EVENT.
(AL6P)	MOST HARMFUL EVENT equals __, and UNIT TYPE equals 1,	at least one event in the SEQUENCE OF EVENTS must equal __.

RELATED FACTORS – VEHICLE LEVEL

FORMAT: 2 numeric occurring 2 times

SAS NAME: Vehicle.VEH_CF1; Vehicle.VEH_CF2. parkwork.PVEH_CF1, parkwork.PVEH_CF2

ELEMENT VALUES:

00	None
32	Vehicle Registration for Handicapped
33	Vehicle Being Pushed by Non-Motorist
35	Reconstructed/Altered Vehicle
36	Electric/Alternative Fuel Vehicle
37	Transporting Children To/From Head Start/Day Care
39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)
40	Highway Incident Response Vehicle
41	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities
42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)
44	Adaptive Equipment
99	Unknown

Remarks:

Related Factors		Examples
00	**None**	
32	**Special Vehicle Flags:** Vehicle Registration for Handicapped	Vehicle registered and/or specially equipped for the handicapped. This can be derived from vehicle registration. Excludes placards which can be moved from one vehicle to the other.
33	Vehicle Being Pushed by Non-Motorist	This code supports Related Factors-Crash Level code **17 (Vehicle Set-in-Motion by Non-Driver)**.

Related Factors		Examples
35	Reconstructed/Altered Vehicle	Home-made vehicle from vehicle components A vehicle reconstructed/altered by the owner; example: a two-wheel motorcycle converted to a three-wheel motorcycle, additional of enhancement performance engine chips or accessories, significant altering of suspension system (i.e., "monster trucks," "low riders"). May have standard VIN or the State may issue a number in place of the VIN for their registration.
36	Electric/Alternative Fuel Vehicle	Vehicles fueled by rechargeable batteries, solar fuel, fuel cells, or any other fuel source (or combination of fuel sources) other than gasoline or diesel fuel. Includes vehicles fueled by alternative fuels in conjunction with gasoline or diesel fuel (e.g., Hybrid).
37	Transporting Children To/From Head Start/Day Care	Not intended for children transported to daycare by family/friends in personal vehicles. Applies to children transported to Day Care/Head Start in vehicles arranged, operated or owned by Head Start or Day Care Program.
39	Highway Construction, Maintenance or Utility Vehicle, In-Transport (Inside or Outside Work Zone)	Do not use this code when the vehicle is working. Only use while the vehicle is "in-transport." For example, while moving from job site to job site. Private construction excluded unless you know it is performing state or local contracted highway construction, maintenance or utility work. Refers to readily identifiable (lights, markings) vehicle in-transport at the time of the crash, which is owned by any local, county, state or federal agency.
40	Highway Incident Response Vehicle	State government-owned vehicles, whose function is to drive the major highways to assist motorists with flat tires, provide gas, etc. Could be called: DOT Help, Good Samaritans, Courtesy Patrol, Motorist Assist Vehicle, etc.

Related Factors		Examples
41	Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities	Police car, fire truck or ambulance at the scene of a crash. Fire truck at the scene of a fire. Police car leading or trailing a convoy or funeral. Police car blocking the entrance to a parade route. Police car at a check point.
42	Other Working Vehicle (Not Construction, Maintenance, Utility, Police, Fire, or EMS Vehicle)	Garbage truck picking up trash. Personal pickup with a snow blade plowing. UPS or postal vehicle stopped in the roadway while making a delivery.
44	Adaptive Equipment	Special adaptive equipment for handicapped operator(s) of this vehicle. Examples of adaptive equipment are: Extended brake/gas pedals, special steering apparatus, hand brakes or accelerator, etc.
99	Unknown	

Remarks:

Care must be used to distinguish vehicle conditions from Related Factors-Driver Level. Driver irresponsibility will be explicitly stated in police report for coding as a Related Factors-Driver Level. Vehicle conditions include manufacturer defects, driver's changes that are defective, and maintenance conditions. Related Factors-Driver Level **24 (Operating Without Required Equipment)** can be coded in conjunction with vehicle level conditions.

Attributes 32-44 are flags used to identify this vehicle as one with special circumstances. They do not necessarily imply that this circumstance caused the crash.

Use of 00 (None)
Use when no factors are noted; zero-fill all fields. **00 (None)** implies that the investigating officer indicated "no factors."   Also, use **00 (None)** to complete remaining fields when you will be recording less than two related factors. DO NOT leave any remaining fields blank.

Use of 99 (Unknown)
Use when **99 (Unknown)** is reported for the vehicle condition in the Police Accident Report itself and none of the special circumstances exist. In these circumstances, nine-fill all fields. If **99 (Unknown)** is used for any field, <u>ALL</u> fields must be **99 (Unknown)**. DO NOT leave any remaining fields blank.

Consistency Checks:

IF	**THEN**
(1G0P) one RELATED FACTORS-VEHICLE LEVEL equals 99,	both factors must equal 99.
(2G0P) either RELATED FACTORS-VEHICLE LEVEL equals blanks,	the other factor must also equal blanks.
(3G0P) the first RELATED FACTORS-VEHICLE LEVEL equals 00,	the other factor must also equal 00.
(4G0P) A RELATED FACTORS-VEHICLE LEVEL between 32 and 44 can be used only once per vehicle form.	
(6G0P) RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTRATION STATE must not equal 00, 92.
(9C1P) UNIT TYPE equals 4,	RELATED FACTORS-VEHICLE LEVEL must not equal 39.
(AS0P) RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTERED VEHICLE OWNER must not equal 0.
(V031) RELATED FACTORS-VEHICLE LEVEL equals 39,	BODY TYPE should not equal 01, 12-13, 32-33, 42, 50-52, *55,* 58-59, 65, 73, 80-83, 88-92.
(V032) RELATED FACTORS-VEHICLE LEVEL equals 40,	BODY TYPE should not equal 01, 12-13, 32-33, 42, 50-52, *55,* 58-59, 60-67, 71-73, 78, 80-83, 88-93.
(V590) RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTERED VEHICLE OWNER should equal 1-3.
(V592) RELATED FACTORS-VEHICLE LEVEL equals 37,	REGISTRATION STATE should not equal 00, 92.
(V593) RELATED FACTORS-VEHICLE LEVEL equals 37,	REGISTERED VEHICLE OWNER should not equal 0.

FIRE OCCURRENCE

FORMAT: 1 numeric

SAS NAME: Vehicle.FIRE_EXP, Person.FIRE_EXP

ELEMENT VALUES:

    0   No or Not Reported
    1   Yes

Remarks:

For the purposes of this element, "vehicle" is defined to mean the power unit plus any and all trailing units associated with the power unit.

If it cannot be determined that a fire occurred in the vehicle during the crash, use **0 (No or Not Reported)**.

1 (Yes) is used when the case materials indicate that this vehicle sustained fire damage.

In a multi-vehicle crash where a fire occurs, only the vehicles sustaining fire damage should be coded as **1 (Yes)**.

Fires that begin in a vehicle before the first impact may be counted. If fire damage is produced, **02 (Fire/Explosion)** would be the first harmful event.

If the Most Harmful Event for this vehicle is **02 (Fire/Explosion)**, or a fire in the vehicle is produced by damage in the crash, use **1 (Yes)**. The involved vehicles may be at rest for a short period of time.

If the vehicles are at rest long enough to raise a question about the fire's relationship to the crash's damage-producing events, use **0 (No or Not Reported)**.

Examples for Fire Occurrence:

Examples:	Code
1. Car (V#1) strikes tank truck (V#2) in rear, the car catches on fire with no fire occurring for the tank truck.	V#1 – **1 (Yes)** V#2 – **0** (**No or Not Reported)**
2. Vehicle #1 catches fire, causing driver to strike vehicle #2.	V#1 – **1 (Yes)** V#2 – **0 (No or Not Reported)**

3. Vehicle #1 catches fire, causing driver to stop vehicle in roadway and all occupants exit vehicle. Two minutes later, a second car (V#2) rear-ends the stopped car and its driver is killed from collision. (Attributes reflect the second crash.)	V#1 – **0 (No or Not Reported)** V#2 – **0 (No or Not Reported)**

Consistency Checks:

	IF	**THEN**
(4Z0P)	SEQUENCE OF EVENTS equals 02,	FIRE OCCURRENCE for this vehicle must equal *1*.
(4Z1P)	UNIT TYPE equals 1, and FIRE OCCURRENCE equals 1,	at least one SEQUENCE OF EVENTS must equal 02.
(540F)	FIRST HARMFUL EVENT equals 02,	at least one vehicle must have FIRE OCCURRENCE equal to 1 or blank.

VEHICLE LICENSE PLATE NUMBER

FORMAT: 10 alphanumeric

SAS NAME:

ELEMENT VALUES:

0000000000	No License Plate
	Actual License Plate Number
9999999998	Not Reported
9999999999	Unknown

Definition: **This element captures the license plate number of this vehicle.**

Remarks:

9999999998 Not Reported
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "Not Reported".

Code **9999999998 (Not Reported)** in these situations:
- A coded data block exists and it is left blank, and
- No other information is available (e.g., narrative, diagram or case materials*)*

Consistency Check:

IF	THEN
(V941) *BODY TYPE equals 90 or 91,*	*VEHICLE LICENSE PLATE NUMBER should equal 0000000000.*

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VEHICLE NUMBER – DRIVER LEVEL

FORMAT: 3 numeric

SAS NAME: Vehicle.VEH_NO

ELEMENT VALUES:

000-999

Remarks:

Must be coded on an original submission

System-Generated (MDE System Only)

See Vehicle Number-Vehicle Level for assignments numbers.

FOR DRIVERLESS, PARKED/STOPPED OFF ROADWAY/WORKING MOTOR VEHICLES AND MOTOR VEHICLES IN MOTION OUTSIDE THE TRAFFICWAY, ONLY CODE DRIVER PRESENCE (D4) AND RELATED FACTORS-DRIVER LEVEL (D24).

Consistency Check:

(CSI2)   There must be exactly one Driver Level form corresponding to each Vehicle Level form.

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DRIVER PRESENCE

FORMAT: 1 numeric

SAS NAME: Vehicle.Dr_Pres

ELEMENT VALUES:

    0   No Driver Present/Not Applicable
    1   Yes
    9   Unknown

Remarks:

0 (No Driver Present/Not Applicable) is used when there is no person who was controlling this vehicle at the time of the crash.

Also, use **0 (No Driver Present/Not Applicable)** when Unit Type for this vehicle is not a motor vehicle in-transport (Unit Type attributes "2, 3, 4"). Use this attribute regardless of the presence of an occupant in the driver's seat.

1 (Yes) is used when there is a person who is physically controlling the vehicle at the onset of the unstabilized situation for this crash. Do not use this attribute for a child sitting in the driver's seat unless the case materials indicate the child was in control of the vehicle. Hit-and-run drivers are included in this attribute. A driver under medical distress would be included.

9 (Unknown) is used when it is unknown if there was a driver present in the vehicle at the time of the crash. This attribute includes when a person was in the vehicle, but it is unknown if the person was the driver.

If coded 0 (No Driver Present/Not Applicable) or 9 (Unknown), all other elements on the Driver Level must be left blank. A Person Level - Occupant of a Motor Vehicle form with Person Type equal to 01 (Driver of a Motor Vehicle In-Transport) must not be submitted for that vehicle.

FAR SPECIAL INSTRUCTION:

If coded 0 (No Driver Present/Not Applicable) or 9 (Unknown), Related Factors-Driver Level are coded "00".

Consistency Checks:

	IF	**THEN**
(1H0F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS SPEEDING CONVICTIONS must be blank.
(1H1F)	DRIVER PRESENCE equals 0, 9,	DRIVER'S LICENSE STATE must be blank.
(1H2F)	DRIVER PRESENCE equals 0, 9,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must be blank.
(1H3F)	DRIVER PRESENCE equals 0, 9,	NON-CDL LICENSE STATUS and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.
(1H4F)	DRIVER PRESENCE equals 0, 9,	COMPLIANCE WITH LICENSE RESTRICTIONS must be blank.
(1H6F)	DRIVER PRESENCE equals 0, 9,	VIOLATIONS CHARGED must be blank.
(1H7F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS RECORDED CRASHES must be blank.
(1H8F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS RECORDED SUSPENSIONS must be blank.
(1H9F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS DWI CONVICTIONS must be blank.
(1HAF)	DRIVER PRESENCE equals 0, 9,	PREVIOUS OTHER HARMFUL MV CONVICTIONS must be blank.
(1HBF)	DRIVER PRESENCE equals 0, 9,	DATE OF LAST CRASH, SUSPEN-SION, CONVICTION must be blank.
(1HCF)	DRIVER PRESENCE equals 0, 9,	DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION must be blank.
(1HDF)	DRIVER PRESENCE equals 0, 9,	DRIVER HEIGHT (feet and inches) must equal blank.
(1HEF)	DRIVER PRESENCE equals 0, 9,	DRIVER WEIGHT must equal blank.
(1HFF)	*DRIVER PRESENCE equals 0, 9,*	*SPEED RELATED must be blank.*
(2F0F)	NUMBER OF OCCUPANTS equals 00,	DRIVER PRESENCE must equal 0.
(2H0F)	DRIVER PRESENCE equals 0, 9,	RELATED FACTORS-DRIVER LEVEL must not equal 04, 08, 12-13, 15-16, 19, 52-53, 58-59, 73-74, 77-88.
(2H1F)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,	DRIVER'S VISION OBSCURED BY must equal 95.
(3BAP)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,	CRASH TYPE must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, 92-93 or 98.

IF	**THEN**
(3H0F) DRIVER PRESENCE equals 1,	there must be one and only one Person Level form for that vehicle with PERSON TYPE equal to 01, or there must be no Person Level form for that vehicle with PERSON TYPE equal to 01 and at least two Person Level forms for that vehicle with PERSON TYPE equal to 09.
(4H0F) DRIVER PRESENCE equals 0, 9,	there must not be a Person Level form for that vehicle with PERSON TYPE equal to 01.
(5L0F) RELATED FACTORS-DRIVER LEVEL equals 20,	DRIVER PRESENCE must not equal 1, 9.
(6H0P) DRIVER PRESENCE equals 0, 9,	DRIVER'S ZIP CODE must be blank.
(6H1P) DRIVER PRESENCE equals 0, 9,	CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) must be blank.
(7B0F) JACKKNIFE equals 2-3,	DRIVER PRESENCE must equal 1.
(9A3P) UNIT TYPE equals 2-4,	DRIVER PRESENCE must equal 0.
(9C4P) UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 **or 9**,	DRIVER MANEUVERED TO AVOID must only equal 95.
(9C5P) DRIVER MANEUVERED TO AVOID equals 95,	DRIVER PRESENCE must equal 0 **or 9**.
(A080) DRIVER PRESENCE equals 0, FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002,	one RELATED FACTORS-DRIVER LEVEL should equal 20.
(AZ20) UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,	PRE-EVENT MOVEMENT (PRIOR TO CRITICAL EVENT) must equal 00.
(BJ0P) DRIVER PRESENCE equals 0, 9,	COMPLIANCE WITH LICENSE ENDORSEMENTS must be blank.
(BJ1P) UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,	DRIVER DISTRACTED BY must equal 16.
(BJ2P) UNIT TYPE equals 1, and DRIVER PRESENCE equals 1,	DRIVER DISTRACTED BY must not equal 16 or blank.
(BJ3P) UNIT TYPE equals 1, and DRIVER DISTRACTED BY equals 16,	DRIVER PRESENCE must equal 0.
(BN0P) DRIVER PRESENCE equals 0, 9,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.
(CB0P) REGISTERED VEHICLE OWNER equals 6,	DRIVER PRESENCE must equal 0.
(D330) DRIVER PRESENCE equals 0, and REGISTRATION STATE is not equal to 00, 92, 99,	REGISTERED VEHICLE OWNER should equal 3-6.
(FD0F) DRIVER PRESENCE is blank, case status is flawed.	

IF	**THEN**
(PB30) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220,*	*at least one DRIVER PRESENCE must equal 0 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB48) *at least one DRIVER PRESENCE equals 0, and at least one PERSON TYPE equals 05 or 08,*	*at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 220 or 230.*

DRIVER'S LICENSE STATE

FORMAT: 2 numeric

SAS NAME: Vehicle.L_STATE

ELEMENT VALUES:

01	Alabama	33	New Hampshire
02	Alaska	34	New Jersey
03	American Samoa	35	New Mexico
04	Arizona	36	New York
05	Arkansas	37	North Carolina
06	California	38	North Dakota
08	Colorado	39	Ohio
09	Connecticut	40	Oklahoma
10	Delaware	41	Oregon
11	District of Columbia	42	Pennsylvania
12	Florida	43	Puerto Rico
13	Georgia	44	Rhode Island
14	Guam	45	South Carolina
15	Hawaii	46	South Dakota
16	Idaho	47	Tennessee
17	Illinois	48	Texas
18	Indiana	49	Utah
19	Iowa	50	Vermont
20	Kansas	51	Virginia
21	Kentucky	52	Virgin Islands
22	Louisiana	53	Washington
23	Maine	54	West Virginia
24	Maryland	55	Wisconsin
25	Massachusetts	56	Wyoming
26	Michigan	93	Indian Nation
27	Minnesota	94	U.S. Government
28	Mississippi	95	Canada
29	Missouri	96	Mexico
30	Montana	97	Other Foreign Country
31	Nebraska	98	Not Reported
32	Nevada	99	Unknown

Remarks:

If no license is required or driver is not licensed, use the resident State of the driver. U.S. Government is used to indicate the license was issued by the U.S. Government, such as military or State Department Foreign Service.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

	IF	THEN
(1H1F)	DRIVER PRESENCE equals 0, 9,	DRIVER'S LICENSE STATE must be blank.
(1I0P)	DRIVER'S LICENSE STATE equals 99,	NON-CDL LICENSE STATUS must not equal 0-4, 6, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must not equal 00-08.
(1K0P)	DRIVER'S LICENSE STATE equals 99,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must not equal 0-3.
(2I0P)	DRIVER'S LICENSE STATE equals 99,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 0-3.
(3I1P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS RECORDED CRASHES must equal 99.
(3I2P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS must equal 99.
(3I3P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS DWI CONVICTIONS must equal 99.
(3I4P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS SPEEDING CONVICTIONS must equal 99.
(3I5P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS OTHER HARMFUL MV CONVICTIONS must equal 99.
(BI0P)	DRIVER'S LICENSE STATE equals 99,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1-2.
(CJ00)	PREVIOUS RECORDED CRASHES equals 98,	DRIVER'S LICENSE STATE should equal 09, 13, 30, 35, *49*.
(D010)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS RECORDED CRASHES should equal 99.
(D020)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS RECORDED SUSPEN-SIONS AND REVOCATIONS should equal 99.
(D030)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS DWI CONVICTIONS should equal 99.

	IF	**THEN**
(D040)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS SPEEDING CONVICTIONS should equal 99.
(D050)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS OTHER HARMFUL MV CONVICTIONS should equal 99.
(D180)	*DRIVER LICENSE STATE equals 95-97,*	*DRIVER ZIP CODE should not equal 99999.*
(D320)	DRIVER'S LICENSE STATE does not equal 93-97, 99,	DRIVER'S ZIP CODE should be a valid zip code for DRIVER'S LICENSE STATE.
(D480)	DRIVER'S LICENSE STATE equals 09, 13, 30, 35, *49,*	PREVIOUS RECORDED CRASHES should equal 98.
(D710)	DRIVER'S LICENSE STATE equals 02, 04, 09, 15, 20-21, 30, 38, 40, 56,	NON-CDL LICENSE TYPE should not equal 2.

Consistency Checks (FARS Only):

	IF	**THEN**
(D170)	DRIVER'S LICENSE STATE does not equal 93-97, 99,	DRIVER'S ZIP CODE should not equal 99999.
(U410)	UNLIKELY: DRIVER'S LICENSE STATE equals 98.	

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DRIVER'S ZIP CODE

__FORMAT:__ 5 numeric

__SAS NAME:__ Vehicle.DR_Zip

__ELEMENT VALUES:__

00000   Not a Resident of U.S. or Territories
nnnnn   Actual Value
99999   Unknown

__Remarks:__

Code only the first five digits of nine-digit zip codes.

__00000 (Not Resident of US or Territories)__ is used when the address found on the PAR indicates that the driver resides at an address which has not been assigned a ZIP code by the US Post Office.

__99999 (Unknown)__ is used whenever the Zip code cannot be determined. For example, use this attribute when no information is provided on the PAR about the driver (e.g., hit-and-run). In addition, use this code if the driver, licensed or not, has no permanent address. For example, the driver could be living out of his/her vehicle (camper, motor home, etc.) or the driver could be "homeless."

If a ZIP CODE is listed on the PAR but it is not a valid number use __99999 (Unknown)__.

FARS SPECIAL INSTRUCTION:

Use the following guidelines to resolve discrepancies between the Police Accident Report (PAR) and Driver License File:

If the street address is the same on both sources but the zip codes differ, use the zip code from the License File. ___If you have access, you may use http://zip4.usps.com/zip4/ to confirm the correct address.___
- If the street addresses on the two sources differ, then use the zip code for the address reported on the PAR.
- If you have both a residence address and a different mailing address (e.g., a P.O. Box) use the zip code for the residence address.

If the PAR indicates an address in-state and a driver's license from another state is recorded (with a different residence address), attempt to determine the most current address for the

driver. If the most current address cannot be determined, use the zip code that corresponds to the address from the DRIVER'S LICENSE STATE.

GES SPECIAL INSTRUCTION:

For the purposes of this variable, a driver is considered to reside at the address listed on the police accident report. This address was most likely taken from the driver's license given to the police officer and/or from the licensing state's driver license file.

If the driver's address is present and the Zip code is missing or not available, then determine the correct Zip code by using the National Five Digit Zip Code & Post Office Directory.

Consistency Checks:

	IF	THEN
(6H0P)	DRIVER PRESENCE equals 0, 9,	DRIVER'S ZIP CODE must be blank.
(BY0P)	DRIVER'S ZIP CODE must be a valid code, blanks, 00000 or 99999.	
(D160)	NON-CDL LICENSE STATUS does not equal 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS does not equal 99,	DRIVER'S ZIP CODE should not equal 99999.
(D180)	*DRIVER LICENSE STATE equals 95-97,*	*DRIVER ZIP CODE should not equal 99999.*
(D320)	DRIVER'S LICENSE STATE does not equal 93-97, 99,	DRIVER'S ZIP CODE should be a valid zip code for DRIVER'S LICENSE STATE.

Consistency Checks (FARS Only):

	IF	THEN
(D170)	DRIVER'S LICENSE STATE does not equal 93-97, 99,	DRIVER'S ZIP CODE should not equal 99999.

NON-CDL LICENSE TYPE/STATUS

FORMAT: 1 numeric occurring 2 times.

SAS NAME: Vehicle.L_TYPE ; Vehicle.L_STATUS

ELEMENT VALUES:

	Type:			Status:
0	Not Licensed		0	Not Licensed
1	Full Driver License		1	Suspended
2	Intermediate Driver License		2	Revoked
7	Learner's Permit		3	Expired
8	Temporary License		4	Canceled or Denied
9	Unknown License Type		6	Valid
			9	Unknown License Status

Source:

Official driver record and police report. Official driver records take precedence over police-reported information.

Remarks:

Prior to 1993, this element was Driver License Status and included codes "5 – Valid-Single Class" and "6 – Valid-Multiple Class."

Starting in 2004, this element was modified to capture both non-CDL license type and status to accommodate graduated driver license (GDL) programs.

This element is used to establish the driver's license type and status for all license classes except the commercial driver's license (CDL). It also captures the type and status of the NON-CDL driving privilege for drivers with CDLs.

The NON-CDL License Type/Status is coded for all drivers, including drivers with a CDL.

Use the "Type" field to record whether the driver has a full driver's license, intermediate driver's license, learner's permit, temporary license, or is not licensed. Use the "Status" field to record if the license is valid, suspended, revoked, expired, canceled or denied.

When involved drivers are in the military, the analyst should be cautious because some States automatically (without driver application) renew drivers' licenses or extend the license until the individual is discharged. Each state analyst should be familiar with their state's policy on military personnel and code these license variables accordingly.

In addition, when out-of-state driver requests are made the analyst requesting the data should note that the driver is in the military.

0 (Not Licensed) (for both Type and Status). **0 (Not Licensed)** should be used only when it has been reasonably established that the driver is not licensed (anywhere). Takes precedence over all other NON-CDL License Type/Status attributes. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type (class) of license they possess and the validity of the license. If the police report indicates that the driver has "no license," the analyst should first determine whether this means that the person was not in possession of his/her license at the time of the crash, or that the driver is not a registered motor vehicle operator. A review of the violations cited section of the police report may yield some clues in this matter. If the person is cited for not possessing his/her license or for not having one, then code this information in variables D21 and D24, Violations Charged and Related Factors-Driver Level. If the analyst is uncertain as to whether or not the person possesses a license, then code **Unknown** should be used.

NON-CDL LICENSE TYPE REMARKS:

1 (Full Driver License) is used for unlimited driving privileges (with no GDL restrictions). This is based on your state's eligibility guidelines.

7 (Learner's Permit) and **2 (Intermediate Driver License)** are the first two stages of a tiered licensing process that allows young drivers to obtain full driver license privileges through safe driving practices. Typical restrictions include minimum age requirements, passing vision/ knowledge tests, and supervision by adult driver over the age of 21. Other requirements may include limiting the number of passenger in the vehicle, occupants must wear seatbelts, zero alcohol tolerance and no at-fault crashes or convictions for a period of time.

> **NOTE:** Beginning in 2004, if **7 (Learner's Permit)** or **2 (Intermediate Driver License)** has expired, code Type as **2 (Intermediate Driver License)** or **7 (Learner's Permit)** and Status as **3 (Expired)**. (Prior to 2004, an expired Learner's Permit was coded as **0 (Not Licensed)**).

> **NOTE:** It is important that you know your state's Graduated Driver License restrictions. GDL program restrictions vary from state-to-state.

2 (Intermediate Driver License) is the second stage of obtaining a full license privilege. It is typically for drivers between the ages of 16 and 17, and does not require total supervision during daylight hours (e.g., adult supervision during the hours of midnight to 5 am). A **2 (Intermediate Driver License)** may be suspended or revoked under certain violations. Other conditions may include conviction-free performance, seat-belt use for occupants, and some age restrictions for passengers. If any restriction is violated, this GDL restriction period can be extended.

> **NOTE: 2 (Intermediate Driver License)** does not apply for states that do not have a GDL program. However, your state may have a Learner's Permit. Also, your state may not use the name "Intermediate Driver License" and may call it something else.

NOTE: **7 (Learner's Permit)** is the first stage of obtaining a full license privilege. It is typically for drivers between 14 and 16 years of age, and typically requires total adult supervision, seat-belt use for occupants, and conviction-free performance. If any restriction is violated, this GDL restriction period can be extended.

8 (Temporary License) includes any type of non-permanent license issued for a period of time less than that for a permanent license (e.g., temporary license to drive within a resort area; temporary license issued to foreign nationals). Short-term permanent licenses are not temporary (e.g., license issued to elderly drivers requiring frequent re-testing).

7 (Learner's Permit) and **2 (Intermediate Driver License)** held by young drivers awaiting a **1 (Full Driver's License)** are not to be coded **8 (Temporary License)**.

9 (Unknown License Type) should be used when the type of the license is unknown. **9 (Unknown License Type)** is also used when it is unknown whether the driver had a license or not (e.g., hit-and-run).

NON-CDL LICENSE STATUS REMARKS:

0 (Not Licensed) should be used only when it has been reasonably established that the driver is not registered (anywhere). **0 (Not Licensed)** takes precedence over all other Non-CDL License Status Codes. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type (class) of license they possess and the validity of the license. If the police report indicates that the driver has "no license," the analyst should first determine whether this means that the person was not in possession of his/her license at the time of the crash, or that the driver is not a registered motor vehicle operator. A review of the violations cited section of the police report may yield some clues in this matter. If the person is cited for not possessing his/her license or for not having one, then code this information in variables D21 and D24, Violations Charged and Related Factors-Driver Level. If the analyst is uncertain as to whether or not the person possesses a license, then code **9 (Unknown)** should be used.

1 (Suspended), 2 (Revoked) or **3 (Expired)** are used if a **1 (Full Driver License)*** is suspended, revoked, or expired. A **2 (Intermediate Driver License)** may be **1 (Suspended)** or **2 (Revoked)** under certain violations. If **7 (Learner's Permit)** or **2 (Intermediate Driver License)** has expired, then code **3 (Expired)**.

Examples: If a **1 (Full Driver License)** is revoked or suspended but limited driving is permitted (e.g., to and from work), use the following criteria:

a. If the crash occurs during permitted times of driving, code Non-CDL License Type as **1 (Full Driver License)** and Status as **6 (Valid)**, code Compliance With License Restrictions as **1 (Restrictions Complied With)**, and code Related Factors-Driver Level as **19 (Legally Driving on Suspended or Revoked License)**.

b. If the crash occurs during invalid times for driving, code Non-CDL License Type as **1 (Full Driver License)** and Status as **1 (Suspended)** or **2 (Revoked)**, code Compliance With

License Restrictions as **2 (Restriction Not Complied With)**, and do not use Related Factors-Driver Level as **19 (Legally Driving on Suspended or Revoked License)**.

1 (Suspended) takes precedence over all other License Status attributes except **0 (Not Licensed)**.

4 (Canceled or Denied) is used whenever the driver's official driver record indicates the driver's license* (1) was canceled; or (2) the driver's request for license, or an extension of one, was denied.

6 (Valid) refers to any license held by the driver that is valid for a class of vehicle*. If the driver is in violation of some aspect of his/her license (e.g., one of the restrictions) do not consider the license as being not valid. Record the restriction on element Compliance with License Restrictions if applicable. If the police cite the driver for the violation, then the information would be recorded under elements D21 and D24 (Violations Charged and/or Related Factors-Driver Level).

9 (Unknown License Status) should be used when the status of the license is unknown. **9 (Unknown License Status)** is also used when it is unknown whether the driver had a license or not (e.g., hit-and-run).

See reference table for coding elements D7 and D10, following the remarks section of element (D10) License Compliance With Class Of Vehicle.

* **NON-CDL privilege only**

IMPORTANT NOTE:

In distinguishing license requirements from restrictions focus upon whether or not all drivers possessing the type of license are mandated to obey the requirement. If they are, then the requirement is not a restriction, but rather part of the definition of the license. Restrictions, on the other hand, are requirements specific to individual drivers.

Consistency Checks:

	IF	THEN
(1H3F)	DRIVER PRESENCE equals 0, 9,	NON-CDL LICENSE STATUS and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.
(1I0P)	DRIVER'S LICENSE STATE equals 99,	NON-CDL LICENSE STATUS must not equal 0-4, 6, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must not equal 00-08.
(5I0P)	NON-CDL LICENSE STATUS equals 0,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3, 9.

	IF	**THEN**
(6I0P)	NON-CDL LICENSE STATUS equals 9, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3.
(7I0P)	COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19,	NON-CDL LICENSE STATUS must equal 6.
(7K0P)	any VIOLATIONS CHARGED equals 71,	NON-CDL LICENSE STATUS must equal 0, 1-2, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS must equal 01-02, 05.
(8I0P)	NON-CDL LICENSE STATUS equals 0-4, 9,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(8J0P)	NON-CDL LICENSE TYPE equals 0,	NON-CDL LICENSE STATUS must equal 0.
(8J1P)	NON-CDL LICENSE STATUS equals 0,	NON-CDL LICENSE TYPE must equal 0.
(D060)	NON-CDL LICENSE STATUS equals 1-4, 6, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 1-8, and PERSON TYPE equals 01,	AGE should not be less than 015.
(D100)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS RECORDED CRASHES should equal 99.
(D110)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS should equal 99.
(D120)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS DWI CONVICTIONS should equal 99.
(D130)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS SPEEDING CONVICTIONS should equal 99.
(D140)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS OTHER HARMFUL MV CONVICTIONS should equal 99.
(D160)	NON-CDL LICENSE STATUS does not equal 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS does not equal 99,	DRIVER'S ZIP CODE should not equal 99999.
(D260)	NON-CDL LICENSE STATUS equals 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 9,	COMPLIANCE WITH LICENSE RESTRICTIONS should not equal 0.

	IF	**THEN**
(D340)	NON-CDL LICENSE STATUS equals 1-4, 6, 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 01-08, 99,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 0.
(D350)	VIOLATIONS CHARGED equals 71,	NON-CDL LICENSE STATUS should not equal 0, 3, 6, 9.
(D380)	NON-CDL LICENSE STATUS equals 9,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should equal 1, 9.
(D390)	NON-CDL LICENSE STATUS equals 0,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 2-3, 8-9.
(D400)	NON-CDL LICENSE STATUS equals 0-4,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 3, 8-9.
(D620)	NON-CDL LICENSE TYPE equals 7,	AGE (for the driver) should equal 014-016.
(D630)	NON-CDL LICENSE TYPE equals 2,	AGE (for the driver) should equal 015-017.
(D640)	AGE equals 014-017, and PERSON TYPE equals 01,	NON-CDL LICENSE TYPE should equal 2, 7.
(D650)	AGE equals 018-120, and PERSON TYPE equals 01,***and NON-CDL LICENSE STATUS does not equal 0,***	NON-CDL LICENSE TYPE should equal 1.
(D680)	NON-CDL LICENSE TYPE does not equal 0, 9,	NON-CDL LICENSE STATUS should not equal 0, 9.
(D690)	NON-CDL LICENSE TYPE equals 2, 7, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2,	RELATED FACTORS-DRIVER LEVEL should equal 73-74.
(D700)	NON-CDL LICENSE TYPE equals 1, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2,	RELATED FACTORS-DRIVER LEVEL should equal 74.
(D710)	DRIVER'S LICENSE STATE equals 02, 04, 09, 15, 20-21, 30, 38, 40, 56,	NON-CDL LICENSE TYPE should not equal 2.
(D730)	RELATED FACTORS-DRIVER LEVEL equals 73,	COMPLIANCE WITH LICENSE RESTRICTIONS should equal 2, and NON-CDL LICENSE TYPE should equal 2, 7.

See the following tables for additional guidance for coding Non-CDL License Type/Status for young drivers with GDL License (**7 (Learner's Permit)** and **2 (Intermediate Driver Licenses)**) and CDL Drivers:

Coding Scenarios for CDL Licenses	D7 Non-CDL Type	D7 Non-CDL Status	D8 CMV Status	D10 Comp w/ Class	D11 Comp. w/ Restriction
1. CDL w/no endorsement valid, driving a CDL vehicle (no endorsement required). Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
2. CDL w/hazardous material endorsement, valid driving CDL vehicle w/hazardous cargo. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	1
3. CDL w/hazardous material endorsement, valid driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
4. CDL w/ no endorsements suspended, driving a CDL (double bottom) vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	2	2
5. CDL w/tanker endorsement, disqualified, driving a tanker. Non-CDL License Type/Status is Full License/Suspended.	1	1	5	2	1
6. CDL w/tanker endorsement suspended, driving a non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	3	0
7. Non-CDL license driving CDL 24 passenger bus. Non-CDL License Type/Status is Full License/Valid.	1	6	0	2	2
8. Non-CDL license driving 24 passenger bus. Non-CDL License Type/Status is Full License/Suspended.	1	1	0	2	2
9. *CDL w/no endorsements valid, driving CDL vehicle (endorsement requirement unknown). Non-CDL License Type/Status is Full License/Suspended.	1	1	6	8	9
10. *CDL w/no endorsements *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0
11. *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0
* possible, but unlikely situation					

CODING SCENARIOS FOR GRADUATED DRIVER'S LICENSING PROGRAM	NON-CDL TYPE	NON-CDL STATUS	COMPLIANCE WITH LICENSE RESTRICTIONS	RELATED FACTORS-DRIVER LEVEL
1. A 16-year-old driver with a valid Intermediate License driving a vehicle during prohibited driving hours without corrective lenses.	2	6	2	73, 74
2. A 15-year-old with a valid Learner's Permit driving alone (adult supervision required).	7	6	2	73
3. A 16-year-old with a valid Intermediate License not complying with seat-belt requirement during permitted daytime driving hours.	2	6	2	73
4. A 17-year-old driver with a valid Intermediate License. The officer reported there was a 19-year-old non-family passenger, in violation of the state's GDL requirements.	2	6	2	73
5. An 18-year-old driver with an expired Learner's Permit driving with no violations of GDL restrictions.	7	3	1	00
6. A 15-year-old with a suspended Learner's Permit is driving without required prescription lenses, and is complying with all GDL restrictions.	7	1	2	74
7. A driver with a suspended Intermediate Driver's License complying with all GDL restrictions.	2	3	1	00
8. A 19-year-old with a valid Intermediate License which was extended due to prior GDL violations is driving a truck greater than 26,000 lbs. requiring a CDL during prohibited hours.	2	6	2	73
9. A driver with a valid Full Driver's License driving without required corrective lenses.	1	6	2	74

COMMERICIAL MOTOR VEHICLE LICENSE STATUS

FORMAT: 2 numeric

SAS NAME: Vehicle.CDL_STAT

ELEMENT VALUES:

00	No (CDL)
01	Suspended
02	Revoked
03	Expired
04	Canceled or Denied
05	Disqualified
06	Valid
07	Learner's Permit
08	Other - Not Valid
98	Not Reported
99	Unknown

Remarks:

This element indicates the status for a driver's Commercial Driver's License (CDL).

As of April 1, 1992, all states require a driver to have a CDL for driving a **commercial motor vehicle in excess of 26,000 pounds**; or for transporting hazardous materials in sufficient amounts to be placarded; or for transporting 16 or more passengers, including the driver.

See the table on the following page for guidance on coding this element and related driver status elements.

05 (Disqualified) is used for commercial drivers who have their CDL privilege taken away for violations against the federal regulations. Although similar to suspension, the reasons for "disqualification" of a CDL may differ from state suspension reasons.

08 (Other - Not Valid) should be used when a CDL is surrendered or not valid due to the lack of medical clearance.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:

- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

	IF	THEN
(1H3F)	DRIVER PRESENCE equals 0, 9,	NON-CDL LICENSE STATUS and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.
(1I0P)	DRIVER'S LICENSE STATE equals 99,	NON-CDL LICENSE STATUS must not equal 0-4, 6, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must not 00-08.
(6I0P)	NON-CDL LICENSE STATUS equals 9, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3.
(7K0P)	any VIOLATIONS CHARGED equals 71,	NON-CDL LICENSE STATUS must equal 0, 1-2, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS must equal 01-02, 05.
(BN0P)	DRIVER PRESENCE equals 0, 9,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.
(CC0P)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, 98, 99,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1.
(D060)	NON-CDL LICENSE STATUS equals 1-4, 6, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 1-8, and PERSON TYPE equals 01,	AGE should not be less than 015.
(D160)	NON-CDL LICENSE STATUS does not equal 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS does not equal 99,	DRIVER'S ZIP CODE should not equal 99999.
(D260)	NON-CDL LICENSE STATUS equals 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 9,	COMPLIANCE WITH LICENSE RESTRICTIONS should not equal 0.
(D270)	BODY TYPE equals 50-52, **55,** 63, 66, 72, or HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D280)	VEHICLE CONFIGURATION equals 05-08, 21, or HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D300)	HM2 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00 or 99.

IF	**THEN**
(D340) NON-CDL LICENSE STATUS equals 1-4, 6, 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 01-08, 99,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 0.
(D420) COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	COMPLIANCE WITH CDL ENDORSE-MENTS should not equal 1-3.
(D430) COMPLIANCE WITH CDL ENDORSEMENTS equals 1-3,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D440) COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	BODY TYPE should not equal 50-52, **55,** 63, 66, 72, and HM2 should not equal 2.
(D450) COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	VEHICLE CONFIGURATION should not equal 05-08, 21, and HM2 should not equal 2.
(D460) COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 99,	COMPLIANCE WITH CDL ENDORSEMENTS should equal 0, 3, 9.
(D5D0) any VIOLATIONS CHARGED equals 16, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 06,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) must equal 09.
(V090) HM1 equals 2,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should equal 06, 99.
(V100) HM1 equals 2, and RELATED FACTORS-DRIVER LEVEL does not equal 19,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 01-02, 05.

	Coding Scenarios for CDL Licenses	D7 Non-CDL Type	D7 Non-CDL Status	D8 CMV Status	D10 Comp w/ Class	D11 Comp. w/ Restriction
1.	CDL w/no endorsement valid, driving a CDL vehicle (no endorsement required). Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
2.	CDL w/hazardous material endorsement, valid driving CDL vehicle w/hazardous cargo. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	1
3.	CDL w/hazardous material endorsement, valid driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	6	3	0
4.	CDL w/ no endorsements suspended, driving a CDL (double bottom) vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	2	2
5.	CDL w/tanker endorsement, disqualified, driving a tanker. Non-CDL License Type/Status is Full License/Suspended.	1	1	5	2	1
6.	CDL w/tanker endorsement suspended, driving a non-CDL vehicle. Non-CDL License Type/Status is Full License/Valid.	1	6	1	3	0
7.	Non-CDL license driving CDL 24 passenger bus. Non-CDL License Type/Status is Full License/Valid.	1	6	0	2	2
8.	Non-CDL license driving 24 passenger bus. Non-CDL License Type/Status is Full License/Suspended.	1	1	0	2	2
9.	*CDL w/no endorsements valid, driving CDL vehicle (endorsement requirement unknown). Non-CDL License Type/Status is Full License/Suspended.	1	1	6	8	9
10.	*CDL w/no endorsements *CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0
11.	*CDL w/tanker endorsements valid, driving non-CDL vehicle. Non-CDL License Type/Status is Full License/Suspended.	1	1	6	2	0

COMPLIANCE WITH CDL ENDORSEMENTS

FORMAT: 1 numeric

SAS NAME: Vehicle.L_ENDORS

ELEMENT VALUES:

0	No Endorsements Required for the vehicle
1	Endorsement(s) Required, complied with
2	Endorsement(s) Required, not complied with
3	Endorsement(s) Required, compliance unknown
8	Not Reported
9	Unknown, if required

Remarks:

This element indicates whether the vehicle driven at the time of the crash requires endorsement(s) on a Commercial Driver's License (CDL) and whether this driver is complying with the CDL endorsements. These endorsements include: double/triple bottoms, passenger vehicles with 16 passengers, tank, hazardous materials, combined tank/hazardous materials, and others. This element is to be coded independently from CDL Status. The driver is not automatically failing to comply with a CDL endorsement by not having a valid CDL.

0 (No Endorsements Required for the vehicle) is used when this vehicle requires no special endorsement on a CDL or requires no CDL to operate.

1 (Endorsement(s) Required, complied with) is used when this vehicle requires a CDL and requires a particular endorsement or set of endorsements, and the driver has a CDL and is in compliance with the specific endorsements. (Note: The status of the CDL is not used in determining if the driver has complied with the endorsement.)

2 (Endorsement(s) Required, not complied with) is used when this vehicle requires a CDL and particular endorsement(s) on the CDL, but the driver does not have a CDL or does not have the particular endorsement(s) required for the vehicle driven. The driver may have some other endorsement(s). (Note: The status of the CDL is not used in determining if the driver has complied with the endorsement.)

3 (Endorsement(s) Required, compliance unknown) is used when this vehicle requires a CDL and particular endorsement(s) on the CDL, but it is not known whether the driver was in compliance with the particular endorsement(s) or it is not known whether the driver had a CDL.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "Not Reported".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown, if required) is used when it is unknown whether a driver is required to have an endorsement on a CDL to operate the crash vehicle. The driver may or may not have a CDL.

Consistency Checks:

	IF	**THEN**
(4S1P)	BODY TYPE equals 80-83, 88, 89 and HM1 does not equal 1,	COMPLIANCE WITH CDL ENDORSEMENTS MUST equal 0.
(BI0P)	DRIVER'S LICENSE STATE equals 99,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1-2.
(BJ0P)	DRIVER PRESENCE equals 0, 9,	COMPLIANCE WITH LICENSE ENDORSEMENTS must be blank.
(BK0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 1,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1-3, 9.
(BL0P)	COMPLIANCE WITH CDL ENDORSEMENTS equals 1, and any RELATED FACTORS-DRIVER LEVEL equals 19,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
(CC0P)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, 98, 99,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1.
(CG0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1, 3.
(D310)	HM2 equals 2,	COMPLIANCE WITH CDL ENDORSEMENTS should equal 1-3.
(D410)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0,	COMPLIANCE WITH CDL ENDORSEMENTS should not equal 1-3, 9.
(D420)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	COMPLIANCE WITH CDL ENDORSEMENTS should not equal 1-3.
(D430)	COMPLIANCE WITH CDL ENDORSEMENTS equals 1-3,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
(D460)	COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 99,	COMPLIANCE WITH CDL ENDORSEMENTS should equal 0, 3, 9.

The table below provides guidance for coding this element for the type of license and vehicle driven in the crash:

DRIVER LICENSE	VEHICLE DRIVEN IN THE CRASH	D9
NON-CDL	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9
CDL W/NO ENDORSEMENT	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9
CDL W/ ENDORSEMENT	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, MATCHING ENDORSEMENT	1
	CDL, W/DIFFERENT ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9
CDL, ENDORSEMENT UNKNOWN	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	3
	CDL, UNKNOWN IF REQUIRED	9
CDL UNKNOWN	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	3
	CDL, UNKNOWN IF REQUIRED	9
NOT LICENSED	AUTOMOBILE	0
	NON-CDL TRUCK/BUS	0
	CDL, NOT REQUIRING ENDORESEMENT	0
	CDL, REQUIRING ENDORSEMENT	2
	CDL, UNKNOWN IF REQUIRED	9

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LICENSE COMPLIANCE WITH CLASS OF VEHICLE

FORMAT: 1 numeric

SAS NAME: Vehicle.L_COMPL

ELEMENT VALUES:

0   Not licensed
1   No license required for this class vehicle
2   No valid license for this class vehicle
3   Valid license for this class vehicle
7   Not Reported
8   Unknown if CDL and/or CDL endorsement required for this vehicle.
9   Unknown

Source:

Official driver record and police report. Official driver records take precedence over police reported information.

Remarks:

This element refers to the type of license possessed or not possessed by the driver for the class of vehicle being driven at the time of the crash. This element is coded according to the driver's Non-CDL License Status when driving a vehicle not requiring a CDL and to the driver's Commercial Motor Vehicle License Status when driving a vehicle requiring a CDL.

Also see Remarks for D7 on military personnel.

0 (Not licensed) should be used only when it has been reasonably established that the driver is not licensed (anywhere) and where D7 equals **0 (Not licensed)**. Drivers who have a license but fail to have their license with them at the time of the crash should be coded according to the type of license they possess and the class of vehicle they were driving. **0 (Not licensed)** should not be used in this instance. If the police report indicates that the driver has "no license," the analyst must first determine whether this means the person was not in possession of his/her license at the time of the crash or that the driver is not a licensed motor vehicle operator. A review of the violations cited section of the police report might yield some clues in this matter. If the person is cited for not possessing his/her license or for not having one, then code this information in variables D21 and D24 (Violations Charged and Related Factors-Driver Level). If the analyst is uncertain as to whether or not the person possesses a license, then **9 (Unknown)** should be used.

1 (No license required for this class vehicle) means that a license was not required for the vehicle being driven (e.g., mopeds in some states).

2 (No valid license for this class vehicle) may be used for suspended, revoked, canceled or expired driving privileges. It also refers to <u>drivers with a valid license</u> but not for the class of vehicle driven at the time of the crash. As an example, the driver has an "operator's license" when a "public passenger" type license is required. For this driver, **2 (No valid license for this class vehicle)** should be coded. Another common situation occurs when a separate license is required for a motorcycle. If the driver possesses a valid license for a passenger car but not for the motorcycle, then **2 (No valid license for this class vehicle)** should be used if the driver was involved in this crash while driving a motorcycle.

A license (or a portion of the license applicable to the class vehicle driven) that is not in effect because of some action taken by the State, such as suspended, revoked, etc., is not to be coded as valid. Similarly, learner's permits that are not used under the proper conditions (for example, a required licensed driver for the class of vehicle driven is not present to accompany the driver involved) are not to be coded as valid either.

2 (No valid license for this class vehicle) should be used for suspended, revoked, disqualified, canceled or expired CDL licenses when the vehicle requires a CDL (see table for Commercial Motor Vehicle License Status).

3 (Valid license for this class vehicle) refers to the class of vehicle being driven. As an example, the driver has a "motorcycle" driver's license only and was driving a motorcycle at the time of the crash; **3 (Valid license for this class vehicle)** should be used. On the other hand, a driver might possess a multiple-class license allowing him or her to drive a passenger car as well as a motorcycle. If the vehicle being driven at the time of the crash is a passenger car, also code this element **3 (Valid license for this class vehicle)**. If the vehicle driver requires a CDL and the CDL status is valid, use **3 (Valid license for this class vehicle)**.

7 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **7 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

8 (Unknown if CDL and/or CDL endorsement required for the vehicle) should be used if it cannot be determined if the vehicle driven requires a CDL or CDL endorsement. There should be sufficient cause to suspect the need for a CDL or CDL endorsement to use this code, such as the vehicle's size (26,001 lbs. or more), configuration (tractor/trailer, combinations, tankers, etc.), or possibly hauling hazardous cargo.

9 (Unknown) should be used when the driver has a license but the type or validity are uncertain or if it is unknown whether the driver had a license or not (e.g., hit-and-run).

A cross-reference table for coding variables D7 and D10 follows. Consult this table only when the driver is operating a vehicle that does not require a CDL.

Cross Reference Table for D7 and D10

D7 (Status)	D10	0	1	2	3	8	9
0		Y	Y	N	N	N	N
1		N	Y	Y	N	N	N
2		N	Y	Y	N	N	N
3		N	Y	Y	N	N	N
4		N	Y	Y	N	N	N
6		N	Y	Y	Y	N	Y
9		N	Y	N	N	N	Y

Y = Valid Combination
N = Invalid Combination

REMINDER: D7 = Applies to any license entry in the driver's record (except CDL)
D10 = Applies to this vehicle only

Consistency Checks:

	IF	THEN
(1H2F)	DRIVER PRESENCE equals 0, 9,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must be blank.
(1K0P)	DRIVER'S LICENSE STATE equals 99,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must not equal 0-3.
(6L0P)	COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
(8L0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-2, 9,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(9J0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-1,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3, 9.
(BK0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 1,	COMPLIANCE WITH CDL ENDORSE-MENTS must not equal 1-3, 9.
(BL0P)	COMPLIANCE WITH CDL ENDORSEMENTS equals 1, and any RELATED FACTORS-DRIVER LEVEL equals 19,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
(CG0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1, 3.

	IF	**THEN**
(D340)	NON-CDL LICENSE STATUS equals 1-4, 6, 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 01-08, 99,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 0.
(D380)	NON-CDL LICENSE STATUS equals 9,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should equal 1, 9.
(D390)	NON-CDL LICENSE STATUS equals 0,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 2-3, 8-9.
(D400)	NON-CDL LICENSE STATUS equals 0-4,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 3, 8-9.
(D410)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0,	COMPLIANCE WITH CDL ENDORSEMENTS should not equal 1-3, 9.

COMPLIANCE WITH LICENSE RESTRICTIONS

FORMAT: 1 numeric

SAS NAME: Vehicle.L_RESTRI

ELEMENT VALUES:

0	No Restrictions or Not Applicable
1	Restrictions Complied With
2	Restrictions Not Complied With
3	Restrictions, Compliance Unknown
8	Not Reported
9	Unknown

Remarks:

Refers to both physical restrictions (corrective lenses, automatic transmission, etc.) and imposed restrictions (limited driving). Starting in 2004, it also refers to any limitations imposed on Learner's Permits and Intermediate Licenses in states with Graduated Driver Licensing (GDL) programs. (e.g., driving during prohibited periods [midnight to 5 AM]; driving without adult supervision, etc.). (See "Coding Scenarios for GDL Licensing Program" table on next page.)

Code all applicable restrictions regardless of license status.

Examples: If a **1 (Full Driver License)** is revoked or suspended but limited driving is permitted (e.g., to and from work), use the following criteria:

a. If the crash occurs during permitted times of driving, code Non-CDL License Type as **1 (Full Driver License)** and Status as **6 (Valid)**, code Compliance With License Restrictions as **1 (Restrictions Complied With)**, and code Related Factors-Driver Level as **19 (Legally Driving on Suspended or Revoked License)**.

b. If the crash occurs during invalid times for driving, code Non-CDL License Type as **1 (Full Driver License)** and Status as **1 (Suspended)** or **2 (Revoked)**, code Compliance With License Restrictions as **2 (Restriction Not Complied With)**, and do not use Related Factors-Driver Level as **19 (Legally Driving on Suspended or Revoked License)**.

If due to a CDL, a driver has more than one license restriction, code compliance for the most appropriate restrictions for the vehicle being driven.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

	IF	THEN
(1H4F)	DRIVER PRESENCE equals 0, 9,	COMPLIANCE WITH LICENSE RESTRICTIONS must be blank.
(2I0P)	DRIVER'S LICENSE STATE equals 99,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 0-3.
(5I0P)	NON-CDL LICENSE STATUS equals 0,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3, 9.
(6I0P)	NON-CDL LICENSE STATUS equals 9, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3.
(6L0P)	COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
(7I0P)	COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19,	NON-CDL LICENSE STATUS must equal 6.
(8J2P)	RELATED FACTORS-DRIVER LEVEL equals 73-74,	COMPLIANCE WITH LICENSE RESTRICTIONS must equal 2.
(9J0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-1,	COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3, 9.
(D260)	NON-CDL LICENSE STATUS equals 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 9,	COMPLIANCE WITH LICENSE RESTRICTIONS should not equal 0.
(D690)	NON-CDL LICENSE TYPE equals 2, 7, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2,	RELATED FACTORS-DRIVER LEVEL should equal 73-74.
(D700)	NON-CDL LICENSE TYPE equals 1, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2,	RELATED FACTORS-DRIVER LEVEL should equal 74.
(D730)	RELATED FACTORS-DRIVER LEVEL equals 73,	COMPLIANCE WITH LICENSE RESTRICTIONS should equal 2, and NON-CDL LICENSE TYPE should equal 2, 7.

CODING SCENARIOS FOR GRADUATED DRIVER'S LICENSING PROGRAM	NON-CDL TYPE	NON-CDL STATUS	COMP.W/ LIC. RES.	RELATED FACTORS-DRIVER LEVEL
1. A 16-year-old driver with a valid Intermediate License driving a vehicle during prohibited driving hours without corrective lenses.	2	6	2	73, 74
2. A 15-year-old with a valid Learner's Permit driving alone (adult supervision required).	7	6	2	73
3. A 16-year-old with a valid Intermediate License not complying with seat-belt requirement during permitted daytime driving hours.	2	6	2	73
4. A 17-year-old driver with a valid Intermediate License. The officer reported there was a 19-year-old non-family passenger, in violation of the state's GDL requirements.	2	6	2	73
5. An 18-year-old driver with an expired Learner's Permit driving with no violations of GDL restrictions.	7	3	1	00
6. A 15-year-old with a suspended Learner's Permit is driving without required prescription lenses, and is complying with all GDL restrictions.	7	1	2	74
7. A driver with a suspended Intermediate Driver's License complying with all GDL restrictions.	2	3	1	00
8. A 19-year-old with a valid Intermediate License which was extended due to prior GDL violations is driving a truck greater than 26,000 lbs. Requiring a CDL during prohibited hours.	2	6	2	73
9. A driver with a valid Full Driver's License driving without required corrective lenses.	1	6	2	74

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DRIVER HEIGHT

FORMAT: 1 set 1 numeric, 1 set 2 numeric

SAS NAME: Vehicle.DR_HGT

ELEMENT VALUES:

Feet:
0	See Inches
2-8	Actual Feet
9	Unknown

Inches:
00-11	Actual Inches
24-96	
98	Other
99	Unknown

Remarks:

Use the driver licensing files to code this element. The Coroner's Report may be used and may contain more current/accurate information.

Code the driver's height in feet and inches, if available. Inches less than 10 must be right-justified with a leading "0" (e.g., nine inches is coded "09"). If Height is only available in total inches, then code INCHES and code FEET as "0."

The tallest Height that can be recorded in total INCHES is 96 inches (8 ft). The tallest Height that can be recorded in FEET and INCHES is 8 ft. – 11 inches. If the driver is taller than 96 inches, then you must code Height as feet and inches. If the driver is taller than 8 ft. – 11 inches, then you must code the DRIVER HEIGHT as "Other" (0 FEET, 98 INCHES).

DRIVER HEIGHT less than "3 Feet" or greater than "7 Feet – 0 Inches" or less than "36 Inches" or greater than "0 Feet – 84 Inches" will raise an error flag.

Consistency Checks:

	IF	THEN
(1HDF)	DRIVER PRESENCE equals 0, 9,	DRIVER HEIGHT (feet and inches) must equal blank.
(4H1P)	DRIVER HEIGHT/INCHES is less than 12,	DRIVER HEIGHT/FEET must not be blank.

IF	**THEN**
(4H2P) DRIVER HEIGHT/INCHES is greater than 11,	DRIVER HEIGHT/FEET must equal 0.
(4H3P) DRIVER HEIGHT/FEET is 2-8,	DRIVER HEIGHT/ INCHES must equal 00-11.
(4H4P) DRIVER HEIGHT/FEET equals 9,	DRIVER HEIGHT/INCHES must equal 99.
(4H5P) DRIVER HEIGHT/INCHES equals 99,	DRIVER HEIGHT/FEET must equal 9.
(4H6P) DRIVER HEIGHT/INCHES equals 98,	DRIVER HEIGHT/FEET must equal 0.
(4H7P) DRIVER HEIGHT/FEET is 0,	DRIVER HEIGHT/INCHES must equal 24-96, 98.
(D600) DRIVER HEIGHT/INCHES is greater than 11,	DRIVER HEIGHT/INCHES should not be less than 48.
(D610) DRIVER HEIGHT/FEET is not blank,	DRIVER HEIGHT/FEET should not be less than 3.
(U260) UNLIKELY: DRIVER HEIGHT is less than 3 feet or greater than 7 feet, verify data.	
(U280) UNLIKELY: DRIVER HEIGHT is less than 36 inches or greater than 84 inches, verify data.	

DRIVER WEIGHT

FORMAT: 3 numeric

SAS NAME: Vehicle.DR_WGT

ELEMENT VALUES:

040-700	Actual weight in pounds
998	Other
999	Unknown

Remarks:

Use the driver licensing files to code this element. The Coroner's Report may be used and may contain more current/accurate information.

Code the driver's weight in pounds, if available.

Weight should be right justified.

Weights less than 100 lbs. must be coded with a leading "0" in the left-most position (e.g., 98 lbs. is coded "098").

DRIVER WEIGHT less than 50 lbs. or greater than 399 lbs. will raise an error flag.

Consistency Checks:

	IF	**THEN**
(1HEF)	DRIVER PRESENCE equals 0, 9,	DRIVER WEIGHT must equal blank.
(U290)	UNLIKELY: DRIVER WEIGHT is less than 50 lbs. or greater than 399 lbs., verify data.	

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DRIVER LEVEL COUNTERS
PREVIOUS RECORDED CRASHES*
PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS*
PREVIOUS DWI CONVICTIONS*
PREVIOUS SPEEDING CONVICTIONS*
PREVIOUS OTHER HARMFUL MV CONVICTIONS *

FORMAT: 2 numeric for each element

SAS NAME: Vehicle.PREV_ACC, Vehicle.PREV_SUS, Vehicle.PREV_DWI, Vehicle.PREV_SPD, Vehicle.PREV_OTH

ELEMENT VALUES:

00	None
01-97	Actual Value, but any value greater than 05 will be questioned (except for "Previous Recorded Suspensions and Revocations" when any value greater than 10 will be questioned).
98	Crashes not reported on Driving Record (valid only for Previous Recorded Crashes)
99	Unknown

Remarks:

Count only events occurring within <u>three years</u> from the crash date.

If a driver has been DISQUALIFIED for a CDL, record this event in PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS. DO NOT include the current crash in any of the counters.

Remember there is a difference between a violation and a conviction. The violation is not counted in Previous DWI, Previous Speeding and Previous Other Harmful Moving Violation Convictions. These elements refer ONLY TO CONVICTIONS. Both convictions and violations appear on driver records in many states. Be careful that you code the conviction dates and NOT the violation dates.

DWI refers to both alcohol and drug convictions.

When you are responding to another state's request for driver data, do the following:

1. In the counters, record both in-state and out-of-state convictions, crashes, suspensions and revocations that appear on your state's record.
2. List out-of-state activity that is included in the counters in the area provided on the OUT-OF-STATE DRIVER DATA RESPONSE (see example below).

The Out-of-State Driver Data Response is provided through the message system.

D14, D15, D16,
D17, D18

Drivers can have a driving record or driver's license from more than one state. When you are coding the driver level counter elements (Crashes, Suspensions, Revocations, DWI, Speeding and Other Harmful MV Conviction), be sure to combine distinct events from all of the records you have. Be careful not to double-count the same event. Also use Related Factors – Driver Level **89 (Driver has a Driving Record or Driver's License From More Than One State)** when this situation occurs.

OUT-OF-STATE DRIVER DATA RESPONSE

DEST. STATE:	VEHICLE NO.:	
STATE CASE #:	DATE OF CRASH: / /	
FARS CODE #:		
DRIVER NAME:	NON-CDL STATUS:	DATE OF BIRTH: / /
LICENSE STATE:	CDL STATUS:	DRIVER HEIGHT:
LICENSE TYPE COMPLIANCE:	DRIVER ZIP CODE:	DRIVER WEIGHT:
	RACE/HISPANIC ORIGIN:	

NON-CDL RESTRICTIONS	NON-CDL ENDORSEMENTS	CDL RESTRICTIONS	CDL ENDORSEMENTS
(1)	(1)	(1)	(1)
(2)	(2)	(2)	(2)
(3)	(3)	(3)	(3)

PREVIOUS RECORD
(Number Of)

CRASHES ____   SUSP/REVO ____   DWI _____   SPEED _____   OTHER CONV. _____

LAST CRASH, SUSP., DWI, ETC.   /   /   FIRST CRASH, SUSP., DWI, ETC   /   /

OUT-OF-STATE VIOLATIONS **INCLUDED*** ABOVE:
*(INCLUDE KNOWN OUT-OF-STATE CRASHES, SUSP/REV., DWI, SPEED, ETC.
IN PREVIOUS RECORD COUNTS ABOVE AND LIST BELOW)

VIOLATION DATE	CONVICT DATE	VIOLATION (TRANSLATION)	STATE	ACC,SUSP/REV,DWI, SPEED OR OTHER?

COMMENTS:

NOTES TO SENDING ANALYST:
Please be careful not to include PREVIOUS RECORD information for events which occur after the DATE OF CRASH
Please fill all appropriate fields. Don't leave blanks

PREVIOUS OTHER HARMFUL MV CONVICTIONS includes all other motor vehicle convictions. Some examples of convictions include:

- running a red light,
- reckless driving,
- improper lane changing,
- failure to yield, etc.

* For Element _____, Values greater than ____ are unlikely and will raise an error flag:

Element	Value
PREVIOUS RECORDED CRASHES	5
PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS	10
PREVIOUS DWI CONVICTIONS	5
PREVIOUS SPEEDING CONVICTIONS	5
PREVIOUS OTHER HARMFUL MV CONVICTION	5

Make sure you know what constitutes a MOVING VIOLATION in your state. The DMV should be able to help you determine these.

Consistency Checks:

	IF	THEN
(1H7F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS RECORDED CRASHES must be blank.
(1H8F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS RECORDED SUSPENSIONS must be blank.
(1H9F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS DWI CONVICTIONS must be blank.
(1H0F)	DRIVER PRESENCE equals 0, 9,	PREVIOUS SPEEDING CONVICTIONS must be blank.
(1HAF)	DRIVER PRESENCE equals 0, 9,	PREVIOUS OTHER HARMFUL MV CONVICTIONS must be blank.
(1J0P)	any counter equals 99,	all counters must equal 99.
(1J1P)	any counter equals 99,	DATE OF LAST CRASH, SUSPENSION, CONVICTION must equal 999999.
(1J2P)	any counter equals 99,	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must equal 999999.
(2J0P)	all counters are not blanks and PREVIOUS RECORDED CRASHES is not equal to 98 and any counter are not equal to 00, 99,	DATE OF LAST CRASH, SUSPENSION, CONVICTION must not equal 000000, 999999.

D14, D15, D16,
D17, D18

	IF	**THEN**
(2J1P)	all counters are not blanks and PREVIOUS RECORDED CRASHES is not equal to 98 and any counter are not equal to 00, 99,	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must not equal 000000, 999999.
(3I1P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS RECORDED CRASHES must equal 99.
(3I2P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS must equal 99.
(3I3P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS DWI CONVICTIONS must equal 99.
(3I4P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS SPEEDING CONVICTIONS must equal 99.
(3I5P)	DRIVER'S LICENSE STATE equals 99,	all driver history counters PREVIOUS OTHER HARMFUL MV CONVICTIONS must equal 99.
(CJ00)	PREVIOUS RECORDED CRASHES equals 98,	DRIVER'S LICENSE STATE should equal 09, 13, 30, 35, *49*.
(D010)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS RECORDED CRASHES should equal 99.
(D020)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS should equal 99.
(D030)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS DWI CONVICTIONS should equal 99.
(D040)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS SPEEDING CONVICTIONS should equal 99.
(D050)	DRIVER'S LICENSE STATE equals 96-97,	PREVIOUS OTHER HARMFUL MV CONVICTIONS should equal 99.
(D100)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS RECORDED CRASHES should equal 99.
(D110)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS should equal 99.
(D120)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS DWI CONVICTIONS should equal 99.
(D130)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS SPEEDING CONVICTIONS should equal 99.
(D140)	NON-CDL LICENSE STATUS equals 9,	all driver history counters PREVIOUS OTHER HARMFUL MV CONVICTIONS should equal 99.

	IF	**THEN**

(D480)   DRIVER'S LICENSE STATE equals   PREVIOUS RECORDED CRASHES
         09, 13, 30, 35, ***49,***   should equal 98.

(U210)   UNLIKELY: PREVIOUS RECORDED CRASHES is greater than 5 and less than 98.

(U220)   UNLIKELY: PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS is greater than 10 and less than 98.

(U230)   UNLIKELY: PREVIOUS DWI CONVICTIONS is greater than 5 and less than 98.

(U240)   UNLIKELY: PREVIOUS SPEEDING CONVICTIONS is greater than 5 and less than 98.

(U250)   UNLIKELY: PREVIOUS OTHER HARMFUL MV CONVICTIONS is greater than 5 and less than 98.

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DATE OF FIRST AND LAST CRASH, SUSPENSION, CONVICTION

FORMAT: 1 set 2 numeric, 1 set 4 numeric for each element.

SAS NAME: Vehicle.FIRST_MO, Vehicle.FIRST_YR / Vehicle.LAST_MO, Vehicle.LAST_YR

ELEMENT VALUES:

Month:
00	No Record
01-12	Actual Month
99	Unknown

Year:
0000	No Record
	All 4 Digits of Actual Year
9999	Unknown

Remarks:

Code only dates of events occurring within <u>three years</u> from the crash date.

Code the month and year in that order.

This element, although it contains two pieces of information, should be treated as one element. That is never leave month blank without leaving the year blank, and vice versa.

Consistency Checks:

	IF	THEN
(1HCF)	DRIVER PRESENCE equals 0, 9,	DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION must be blank.
(1HBF)	DRIVER PRESENCE equals 0, 9,	DATE OF LAST CRASH, SUSPEN-SION, CONVICTION must be blank.
(1J1P)	If any counter equals 99,	DATE OF LAST CRASH, SUSPEN-SION, CONVICTION must equal 999999.
(1J2P)	If any counter equals 99,	DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION must equal 999999.

	IF	**THEN**
(2J0P)	all counters are not blanks and PREVIOUS RECORDED CRASHES is not equal to 98 and any counter are not equal to 00, 99,	DATE OF LAST CRASH, SUSPEN-SION, CONVICTION must not equal 000000, 999999.
(2J1P)	all counters are not blanks and PREVIOUS RECORDED CRASHES is not equal to 98 and any counter are not equal to 00, 99,	DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION must not equal 000000, 999999.
(2K0P)	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be less than or equal to DATE OF LAST CRASH, SUSPENSION, CONVICTION.	
(3J1P)	all counters equal 00,	DATE OF FIRST CRASH, SUSPENS-ION, CONVICTION must equal 000000.
(4J0P)	If all counters are not blanks and the sum of all counters less than 98 is equal to 1,	DATE OF LAST CRASH, SUSPENS-ION, CONVICTION must equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.
(4K2P)	Month of DATE OF FIRST CRASH, SUSPENSION, CONVICTION equals 00,	Year (of same) must equal 0000.
(4K3P)	Year of DATE OF FIRST CRASH, SUSPENSION, CONVICTION equals 0000,	Month (of same) must equal 00.
(5J0P)	If the sum of all counters less than 98 is greater than fifteen,	DATE OF LAST CRASH, SUSPEN-SION, CONVICTION must not equal DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION.
(5K0P)	The Year of DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be within three years of the Year of CRASH DATE.	
(990P)	any counter equals 99,	all counters and DATE OF LAST CRASH, SUSPENSION, CONVICTION and DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION must equal 9999.
(D150)	the sum of all counters less than 98 is greater than five but less than fifteen,	DATE OF LAST CRASH, SUSPEN-SION, CONVICTION should not equal DATE OF FIRST CRASH, SUSPEN-SION, CONVICTION.

VIOLATIONS CHARGED

FORMAT: 2 numeric. Select all the apply.

SAS NAME: Violatn.MVIOLATN

ELEMENT VALUES:

00	None

Reckless/Careless/Hit-and-Run Type Offenses

01	Manslaughter or homicide
02	Willful reckless driving; driving to endanger; negligent driving
03	Unsafe reckless (not willful, wanton reckless) driving
04	Inattentive, careless, improper driving
05	Fleeing or eluding police
06	Fail to obey police, fireman, authorized person directing traffic
07	Hit-and-run, fail to stop after crash
08	Fail to give aid, information, wait for police after crash
09	Serious violation resulting in death

Impairment Offenses

11	Driving while intoxicated (alcohol or drugs) or BAC above limit (any detectable BAC for CDLs)
12	Driving while impaired
13	Driving under influence of substance not intended to intoxicate
14	Drinking while operating
15	Illegal possession of alcohol or drugs
16	Driving with detectable alcohol
18	Refusal to submit to chemical test
19	Alcohol, drug or impairment violations generally

Speed-Related Offenses

21	Racing
22	Speeding (above the speed limit)
23	Speed greater than reasonable & prudent (not necessarily over the limit)
24	Exceeding special limit (e.g.: for trucks, buses, cycles, or on bridge, in school zone, etc.)
25	Energy speed (exceeding 55 mph, non-pointable)
26	Driving too slowly
29	Speed related violations, generally

Rules of the Road – Traffic Sign & Signals

31	Fail to stop for red signal
32	Fail to stop for flashing red
33	Violation of turn on red (fail to stop & yield, yield to pedestrians before turning)
34	Fail to obey flashing signal (yellow or red)
35	Fail to obey signal, generally
36	Violate RR grade crossing device/regulations

37	Fail to obey stop sign
38	Fail to obey yield sign
39	Fail to obey traffic control device

Rules of the Road – Turning, Yielding, Signaling

41	Turn in violation of traffic control (disobey signs, turn arrow or pavement markings; this is not a right-on-red violation)
42	Improper method & position of turn (too wide, wrong lane)
43	Fail to signal for turn or stop
45	Fail to yield to emergency vehicle
46	Fail to yield, generally
48	Enter intersection when space insufficient
49	Turn, yield, signaling violations, generally

Rules of the Road – Wrong Side, Passing & Following

51	Driving wrong way on one-way road
52	Driving on left, wrong side of road, generally
53	Improper, unsafe passing
54	Pass on right (drive off pavement to pass)
55	Pass stopped school bus
56	Fail to give way when overtaken
58	Following too closely
59	Wrong side, passing, following violations, generally

Rules of the Road – Lane Usage

61	Unsafe or prohibited lane change
62	Improper use of lane (enter of 3-lane road, HOV designated lane)
63	Certain traffic to use right lane (trucks, slow-moving, etc.)
66	Motorcycle lane violations (more than two per lane, riding between lanes, etc.)
67	Motorcyclist attached to another vehicle
69	Lane violations, generally

Non-Moving – License and Registration Violations

71	Driving while license withdrawn (including violation of provisions of work permit)
72	Other driver license violations
73	Commercial driver violations (log book, hours, permits carried)
74	Vehicle registration violations
75	Fail to carry insurance card
76	Driving uninsured vehicle
79	Non-moving violations, generally

Equipment

81	Lamp violations
82	Brake violations
83	Failure to require restraint use (by self or passengers)
84	Motorcycle equipment violations (helmet, special equipment)
85	Violation of hazardous cargo regulations
86	Size, weight, load violations
89	Equipment violations, generally

License, Registration & Violations

91 Parking
92 Theft, unauthorized use of motor vehicle
93 Driving where prohibited (sidewalk, limited access, off truck route)
97 Not Reported
98 Other moving violation (coasting, backing, opening door)
99 Unknown VIOLATION

Remarks:

This refers to those violations to the Vehicle Code charged as noted on the police accident report. ***Code all violations listed on the PAR for this driver.***

If you are unable to distinguish between the violations within a specific category, use the General Code (i.e., 09, 19, 29, 39, 49, 59, 69, 79, 89) for that category.

97 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **97 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

	IF	THEN
(1H6F)	DRIVER PRESENCE equals 0, 9,	VIOLATIONS CHARGED must be blank.
(6K0P)	VIOLATION CHARGED equals 71,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(7K0P)	any VIOLATIONS CHARGED equals 71,	NON-CDL LICENSE STATUS must equal 0, 1-2, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS must equal 01-02, 05.
(8K0P)	VIOLATIONS CHARGED equals 07-08,	HIT-AND-RUN must not equal 0.
(A270)	any VIOLATIONS CHARGED equals 31-35, 37,	TRAFFIC CONTROL DEVICE should equal 01-20, 98.
(D080)	VIOLATION CHARGED equals 01-09, *31-91*, 98,	RELATED FACTORS-DRIVER LEVEL should not all equal 00, 99.
(D090)	VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE REPORTED DRUG INVOLVE-MENT should equal 1.

IF	THEN
(D350) VIOLATIONS CHARGED equals 71,	NON-CDL LICENSE STATUS should not equal 0, 3, 6, 9.
(D500) VIOLATIONS CHARGED equals 05,	at least one RELATED FACTORS-CRASH LEVEL should equal 20.
(D530) any VIOLATIONS CHARGED equals 36 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should equal 06.
(D560) VIOLATIONS CHARGED equals 66,	BODY TYPE should equal 80-83, 88-89.
(D570) any VIOLATIONS CHARGED equals 83,	not all occupants of this vehicle should have RESTRAINT SYSTEM/HELMET USE equal 01-05, 08, 10-12, 16.
(D580) VIOLATIONS CHARGED equals 85,	HM1 should equal 2.
(D5A0) VIOLATIONS CHARGED equals 21-25, 29,	SPEED RELATED must equal 1.
(D5B0) any VIOLATIONS CHARGED equals 11-13, 18-19,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) *should* equal 09.
(D5C0) VIOLATIONS CHARGED equals 14 or 16,	at least one CONDITION (IMPAIR-MENT) AT TIME OF CRASH (D23) should equal 09.
(D5D0) any VIOLATIONS CHARGED equals 16, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 06,	at least one CONDITION (IMPAIR-MENT) AT TIME OF CRASH (D23) must equal 09.
(D5E0) any VIOLATIONS CHARGED equals 00 or 97,	only that one code and no other must be coded for this driver.
(U440) UNLIKELY: VIOLATIONS CHARGED equals 97.	

SPEED RELATED

FORMAT: 1 numeric

SAS NAME: Vehicle.Speedrel

ELEMENT VALUES:

0   No
1   Yes
9   Unknown

Remarks:

Speed can be indicated in the case materials by the police issuing a citation for a speed offense, by their indicating a related or contributing factor, or through a description in the narrative.

0 (No) is used if the case materials do not indicate any speed related charges (violations, citations) and do not indicate any speed related factors.

1 (Yes) is used if the case materials indicate a speed related factor or charge (violation, citation) for this driver. This includes information found in the PAR narrative. Do not use this value if the violation is "too slow" or equivalent. Factors, charges and descriptions may include the following:

- Speed greater than reasonable or prudent (not necessarily over the limit)
- Driving too fast for conditions
- Speeding (above the speed limit)
- Exceeding special limit (e.g., for trucks, buses, cycles, on bridge, at night, in school zone, etc.)
- Racing

Do not compare an estimated travel speed to the posted speed limit for determining the correct attribute for this data element.

9 (Unknown) is used if the police state that the circumstances of the crash are unknown (i.e., it is unknown what factors, if any, may have been present at the time of the crash).

Consistency Checks:

	IF	THEN
(1HFF)	DRIVER PRESENCE equals 0, 9,	SPEED RELATED must be blank.

	IF	**THEN**

(BZ30) CRITICAL EVENT – PRECRASH   SPEED RELATED should equal 1 for
(EVENT) equals 06,   this vehicle.
(D5A0) VIOLATIONS CHARGED equals   SPEED RELATED must equal 1.
21-25, 29,

CONDITION (IMPAIRMENT) AT TIME OF CRASH

FORMAT: 2 numeric. Select all that apply

SAS NAME: Drimpair.DRIMPAIR

ELEMENT VALUES:

00	None/Apparently Normal
01	Ill, Blackout
02	Asleep or Fatigued
03	Walking with a Cane or Crutches
04	Paraplegic Or Restricted To Wheelchair
05	Impaired Due To Previous Injury
06	Deaf
07	Blind
08	Emotional (depressed, angry, disturbed, etc)
09	Under the Influence of Alcohol, Drugs or Medication
10	Physical Impairment – No Details
96	Other Physical Impairment
98	Not Reported
99	***Unknown If Impaired***

Remarks:

Select all that apply.

This element attempts to identify physical impairments to this driver or non-motorist which may have contributed to the cause of the crash. These impairments can appear anywhere in the case materials--in the narrative section, in the violations section, in a column entitled "Contributing Factors" or "Driver Action", etc. Do not consider pedestrian, non-motorist or witness statements unless verified by the investigating police officer by being reported in the narrative section of the crash report.

00 (None/Apparently Normal) is used when:
- When the case materials make a positive statement that the individual was apparently normal or "none" was indicated on the PAR.
- When the case materials do not indicate an impairment in an available field and not reporting an impairment in that field indicates **00 (None/Apparently Normal)**.
- When the investigating officer
  - is limited in the number of factors that can be displayed
  - and cannot select an impairment in addition to another factor relevant to the crash
  - and some other factor is selected
  - and no other indication of impairment exists in the case materials.
- **For omission of information see 98 (Not Reported) guidance below.**

01 (Ill, Blackout) is used when indicated in the case materials. Enter this attribute even if the source of the illness or loss of consciousness is alcohol or drug related.   Use this attribute if the driver or non-motorist had fainted and/or seizures were identified.

02 (Asleep or Fatigued) is used when indicated in the case materials. Also, use this attribute when the investigating officer indicates the person was drowsy or sleepy. Alcohol or other drugs may be the source of this impairment.

03 (Walking with a Cane or Crutches) is used when non-motorist is walking with a cane or crutches when indicated in the case materials.

04 (Paraplegic or Restricted to Wheelchair) is used if this person has to use a wheelchair or is paraplegic (may or may not have used a wheelchair).

05 (Impaired Due to Previous Injury) is used if the case materials specifically indicates this condition (e.g., if a person is involved in this crash subsequent to his/her involvement in a previous crash in which the person was injured). This attribute should be extremely rare.

06 (Deaf) is used when this condition is attributed to this person in the case materials.

07 (Blind) is used when this condition is attributed to this person in the case materials.

08 (Emotional [depressed, angry, disturbed, etc.]) is used when the person is arguing with someone, is having a disagreement, is depressed and/or is emotionally upset.

09 (Under the Influence of Alcohol, Drugs or Medication) is used when the investigating officer *indicates* that the individual was under the influence of alcohol, drugs or medication.

10 (Physical Impairment-No Details) is used when the case materials indicate a physical impairment existed but provides no further details about the impairment.

96 (Other Physical Impairment) is used when the case materials indicate that a physical impairment was involved but it isn't a listed attribute.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98** (**Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (*Unknown if Impaired*) is used if the investigating officer states that the physical impairment of this person is unknown. Hit-and-Run drivers are included in this attribute.

Consistency Checks:

	IF	**THEN**
(4X2F)	any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 00 or 98 or 99,	only that one code and no other must be coded for this driver.
(4X4F)	any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 09,	POLICE REPORTED ALCOHOL INVOLVEMENT (P16) or POLICE REPORTED DRUG INVOLVEMENT (P19) **should** equal 1 for this person.
(6H1P)	DRIVER PRESENCE equals 0, 9,	CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) must be blank.
(D5B0)	any VIOLATIONS CHARGED equals 11-13, 18-19,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) **should** equal 09.
(D5C0)	VIOLATIONS CHARGED equals 14 or 16,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) should equal 09.
(D5D0)	any VIOLATIONS CHARGED equals 16, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 06,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) must equal 09.
(U530)	UNLIKELY: <u>any</u> CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals **03,** 05 or 07.	

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RELATED FACTORS – DRIVER LEVEL

FORMAT: 2 numeric occurring 4 times

SAS NAME: Vehicle.DR_SF1, Vehicle.DR_SF2, Vehicle.DR_SF3, Vehicle.DR_SF4

ELEMENT VALUES:

00	None
08	Aggressive Driving / Road Rage
13	Mentally Challenged
04	Reaction to or Failure to Take Drugs/Medication
12	Mother of Dead Fetus/***Mother of Infant Born Post Crash***
15	Seat Back Not In Normal Upright Position, Seat Back Reclined
18	Traveling on Prohibited Trafficways
19	Legally Driving on Suspended or Revoked License
20	Leaving Vehicle Unattended with Engine Running
	Leaving Vehicle Unattended in Roadway
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
22	Towing or Pushing Improperly
23	Failure to Dim Lights or to Have Lights on When Required
24	Operating Without Required Equipment
26	Following Improperly
27	Improper or Erratic Lane Changing
28	Failure to Keep in Proper Lane
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median
30	Making Improper Entry To or Exit From Trafficway
31	Starting or Backing Improperly
32	Opening Closure into Moving Traffic or While Vehicle is in Motion
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line
34	Passing on Wrong Side
35	Passing With Insufficient Distance, or Inadequate Visibility, or Failing to Yield to Overtaking Vehicle
36	Operating the Vehicle in an Erratic, Reckless or Negligent Manner Operating at Erratic or Suddenly Changing Speeds
16	Police or Law Enforcement Officer
37	Police Pursuing This Driver or Police Officer in Pursuit
38	Failure to Yield Right-of-Way
39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers Failure to Obey Safety Zone Traffic Laws
40	Passing Through or Around Barrier
41	Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	Failure to Signal Intentions

45	Driving Less Than Posted Minimum	
47	Making Right Turn From Left-Turn Lane, Left Turn from Right-Turn Lane	
48	Making Other Improper Turn	
50	Driving Wrong Way on One-Way Traffic	
51	Driving on Wrong Side of Road (Intentional or Unintentional)	
52	Operator Inexperience	
53	Unfamiliar with Roadway	
54	Stopped in Roadway (Vehicle Not Abandoned)	
57	Locked Wheel	
58	Overcorrecting	
59	Getting Off/Out of or On/In to a Vehicle	
73	Driver Has Not Complied With Learner's Permit or Intermediate Driver License Restrictions (GDL Restrictions)	
74	Driver Has Not Complied With Physical or Other Imposed Restrictions (not including GDL Restrictions)	
77	Severe Crosswind	
78	Wind From Passing Truck	
79	Slippery or Loose Surface	
80	Tire Blowout or Flat	
81	Debris or Objects in Road	
82	Ruts, Holes, Bumps in Road	
83	Live Animals in Road	
84	Vehicle in Road	
85	Phantom Vehicle	
86	Pedestrian, Pedal Cyclist, or Other Non-Motorist	
87	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road	
88	Trailer Fishtailing or Swaying	
89	Driver has a Driving Record or Driver's License from More Than One State	
91	Non-Traffic Violation Charged (manslaughter, homicide, or other assault offense committed without malice)	
92	Other Non-Moving Traffic Violations	
99	Unknown	

Remarks:

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
00	Blanks None		

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
Physical/Mental Condition		
08 Aggressive Driving / Road Rage	Aggressive Driving	Officer must use the term "Aggressive" in describing this driver's behavior. Can be indicated in the report under related/contributing factors, violations charged or in the narrative. You may encounter the term "Road Rage" used to describe aggressive driving behavior. Be cautious with this term as the two terms are not technically interchangeable.
13 Mentally Challenged		Mental illness/retardation may be included.
04 Reaction to or Failure to Take Drugs/Medication		Allergic reaction to medication/drugs. Reaction to drug interaction (over the counter and/or prescribed). Failure to take required medication.
12 Mother of Dead Fetus/***Mother of Infant Born Post Crash***		Fetus dies in or as a result of this crash.
Miscellaneous Factors:		
15 Seat Back Not In Normal Upright Position, Seat Back Reclined		
18 Traveling on Prohibited Trafficways		Driving on prohibited trafficway/roadway (example: mopeds on interstate). Trucks prohibited on this trafficway.
19 Legally Driving on Suspended or Revoked License		Individual with suspended/revoked license allowed to drive only to and from work. License restricted/occupational license issued. Modification of conditions/restrictions.

	Related Factors	**Driver Violations Cited or Noted by Police**	**Examples/Notes**
20	Leaving Vehicle Unattended with Engine Running. Leaving Vehicle Unattended in Roadway.	Parked double. Parked on bridge, tunnel. Parking within intersection.	"Unattended" signifies "driverless."
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo	Unsecured or uncovered load violation.	Having more than 3 passengers in the front seat. Trunk open with extra large cargo protruding. Sitting/standing on rails, tailgate of pickup or improperly sitting in bed of pickup. Overweight/over length/oversize.
22	Towing or Pushing Improperly	Push vehicle in dangerous manner.	Towing with improper connection (e.g., only a cable, etc.) Using vehicle to push another vehicle.
23	Failure to Dim Lights or to Have Lights on When Required	Fail to use proper headlight beam. Fail to dim headlights for, approaching vehicle, when following another. Using fog lights when prohibited.	Headlamps adjusted improperly, causing glare. Failing to have headlights on in tunnels. Motorcycle not using lights as required.
24	Operating Without Required Equipment	Defective or no lamps, brakes, mirrors, muffler, flares, wipers, horn, snow tires, chains, etc.	Only to be used for failure to use restraints, child restraints or motorcycle helmets if officer makes an issue that it is a factor in this case. Not for PAR box marked "not used."

	Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
26	Following Improperly	Following fire truck too closely. Failure to maintain safe passing distance between trucks. Following vehicles in caravan too closely to allow entry. Following too close, generally.	Following too closely for weather conditions. **NOTE:** Improper Lane Change signifies "in the process," while **26 (Following Improperly)** denotes "after or before the process of lane change."
27	Improper or Erratic Lane Changing	Unsafe lane change. Failure to obey "no lane change" sign.	Weaving in and out of traffic.
28	Failure to Keep in Proper Lane	Trucks and buses, slower vehicles to keep right.	Vehicle going straight in turn lane. Vehicle using more than one lane on its side of a multi-lane highway. Does not apply to vehicles that run off the roadway or that cross the median. See **51 (Driving on Wrong Side of Road [Intentional or Unintentional])** for Driving on Wrong Side of Road.
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median		Driving off pavement or roadway. Physically driving on shoulder, etc.
30	Making Improper Entry To or Exit From Trafficway	Driving onto or from controlled access highway where prohibited.	Entering highway from adjacent pasture, field. Entering highway on exit ramp, or exiting on entrance ramp, going the wrong way. **NOTE:** Don't confuse with **51 (Driving on the Wrong Side of Road)**.

Related Factors		**Driver Violations Cited or Noted by Police**	**Examples/Notes**
31	Starting or Backing Improperly	Unsafe start from parked position.	Backing up on one-way. Starting onto highway from parked position on shoulder.
32	Opening Closure into Moving Traffic or While Vehicle is in Motion	Opening door into moving traffic.	Opening trunk while vehicle is in motion.
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line	Overtaking streetcar on left or right. Overtaking vehicle stopped to allow pedestrian movement.	Passing stopped school bus. Crossing over solid line to pass. Passing uphill; mainly violations as designated by traffic controls.
34	Passing on Wrong Side	Passing on right prohibited.	Passing on right. Passing on right shoulder, emergency lane, or roadside.
35	Passing With Insufficient Distance, or Inadequate Visibility, or Failing to Yield to Overtaking Vehicle	Passing with insufficient sight distance.	Mainly passing violations based on faulty judgment.
36	Operating the Vehicle in an Erratic, Reckless or Negligent Manner Operating at Erratic or Suddenly Changing Speeds	Driving to endanger, willful or wanton disregard. Reckless driving reduced from DUI.	Must be explicitly stated on police record. Acceleration followed by sudden braking.
16	Police or Law Enforcement Officer		Federal, state or local law enforcement officer working at the time of the crash. Includes military and park police, border patrol and all other sworn law enforcement officers.

	Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
37	Police Pursuing This Driver or Police Officer in Pursuit	Fleeing or attempting to elude police officer.	"Hot pursuit." This officer in pursuit of motorists or this motorist being pursued by police.
38	Failure to Yield Right-of-Way	Failure to yield to pedestrian. Failure to yield to emergency vehicles. Failure to yield to streetcar already in intersection.	Primarily intersection-related. Care should be used to distinguish yield violations from lane violations.
39	Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers. Failure to Obey Safety Zone Traffic Laws.	Failure to obey flashing signal. Violation of turn on red. Failure to obey lane use control signal. Failure to obey stop signs. Failure to obey yield sign.	Often times incorrectly coded in conjunction with **38 (Failure to Yield Right-of-Way)**. Care must be used to distinguish from **38 (Failure to Yield Right-of-Way)**. When vehicle does not stop when required by traffic control. When vehicle stops, but fails to yield, code **38 (Failure to Yield Right-of-Way)** (4-way stops). Violating yield sign, code as **38 (Failure to Yield Right-of-Way)** and **39 (Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers. Failure to Obey Safety Zone Traffic Laws).** Passing around railroad gates.
40	Passing Through or Around Barrier	Driving in prohibited area (play street, construction, etc.).	Denotes "demarcated" area.

Related Factors	Driver Violations Cited or Noted by Police	Examples/Notes
41 Failure to Observe Warnings or Instructions on Vehicles Displaying Them		Failure to follow construction instructions (e.g., arrows directing traffic mounted on vehicle), instructions on emergency vehicles (ambulances, fire trucks, police cars). Failure to observe right-turn warning on trucks, buses. Failure to heed hazard lights on disabled vehicle, school bus arm.
42 Failure to Signal Intentions	Failure to sound horn at curve on mountain road. Failure to signal upon stopping to turn.	Failure to signal by either lamp turn signal or hand.
45 Driving Less Than Posted Minimum		Driving too slowly, so as to impede traffic.
47 Making Right Turn From Left-Turn Lane, Left Turn from Right-Turn Lane		To distinguish from **27 (Improper or Erratic Lane Changing)** police officer must have knowledge of driver's intention.
48 Making Other Improper Turn	Too wide right or left turn. Unsafe U-turn (from shoulder, etc.).	To distinguish from **39 (Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers. Failure to Obey Safety Zone Traffic Laws, Making Other Improper Turn)** implies judgment-oriented actions, not those explicitly stated by the law. (Too wide at right or left turn unsafe U-turn.)

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
50	Driving Wrong Way on One-Way Traffic		To distinguish from **51 (Driving on Wrong Side of Road)**. On a divided highway, although each side is "one-way," driving against traffic should be coded as **51 (Driving on Wrong Side of Road)** not **50 (Driving Wrong Way on One-Way Traffic)**.
51	Driving on Wrong Side of Road (Intentional or Unintentional)	Driving on wrong side of highway.	Driving wrong way on Rotary Intersection. Driving on left half of approaching bridge, tunnel.
52	Operator Inexperience		New drivers, new truck/bus driver; based on the judgment of the police officer. Unfamiliar with vehicle.
53	Unfamiliar with Roadway		Possibly out-of-state licenses. New stretch of road, based on the judgment of the police officer.
54	Stopped in Roadway (Vehicle Not Abandoned)		This attribute signifies both in the process of stopping and "stopped" vehicles. Usually implies unusual condition. Excludes stopping in traffic or stopping for traffic control.
57	Locked Wheel		Occurs when braking too suddenly as noted by police officer. Can't be inferred just from skid marks.
58	Overcorrecting		Based on the judgment of the police officer, with knowledge of driver's intention. Oversteering

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
59	Getting Off/Out of or On/In to a Vehicle		Applies for either moving or non-moving vehicles. To distinguish from **32 (Opening Vehicle Closure into Moving Traffic)**. This attribute takes precedence, not to be coded in conjunction with **32 (Opening Vehicle Closure into Moving Traffic).**
	Skidding, Swerving, Sliding Due To:		
77	Severe Crosswind		
78	Wind From Passing Truck		
79	Slippery or Loose Surface		Refers to actual condition of roadway surface, e.g., loose gravel roadway. Slippery or old worn blacktop. Newly paved surface.
80	Tire Blowout or Flat		
81	Debris or Objects in Road		Nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, barricades, etc.
82	Ruts, Holes, Bumps in Road		
83	Live Animals in Road		
84	Vehicle in Road		Includes both contact and non-contact vehicles that remain at the scene.
85	Phantom Vehicle		Non-contact vehicle that leaves the scene as described by the police officer.

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
86	Pedestrian, Pedal Cyclist, or Other Non-Motorist		
87	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road		This is for the substances on roadway that causes roadway to be slick, which may interfere with traction. These are not part of the roadway design (see **79 (Slippery or Loose Surface)**).
88	Trailer Fishtailing or Swaying		Describes where a trailer fishtails or sways causing vehicle to weave in traffic or swerve. Includes trucks & cars pulling a trailer. This may or may not result in a jackknife.
	Special Circumstances		
73	Driver Has Not Complied With Learner's Permit or Intermediate Driver License Restrictions (GDL Restrictions)		Learner's/Intermediate nighttime restrictions (e.g., midnight – 6 AM). Learner's/Intermediate unsupervised driving restrictions. Learner's/Intermediate passenger restriction. Mandatory Seat Belt Use Restriction.
74	Driver Has Not Complied With Physical or Other Imposed Restrictions (not including GDL Restrictions)		Driving without corrective lenses when required. Driving without required equipment (e.g., automatic transmission, adaptive controls, etc.). Driving on a suspended/revoked license for other than permitted activities (e.g., driving permitted only to and from work). Driving vehicle without "Interlock System" when required.

Related Factors		Driver Violations Cited or Noted by Police	Examples/Notes
89	Driver has a Driving Record or Driver's License from More Than One State		Any combination of a state license or record. Regardless of the status of the license or the driving privilege.
91	Non-Traffic Violation Charged (manslaughter, homicide, or other assault offense committed without malice)		Driver charged with intoxicated assault. Driver charged with vehicular manslaughter.
92	Other Non-Moving Traffic Violations		
99	Unknown		

Remarks:

Code information provided in the narrative by the investigating officer. It is the officer's assessment.

This is a nominal list only and does NOT imply a hierarchy.

NOTE: RELATED FACTORS-DRIVER LEVEL SHOULD BE CODED <u>ONLY FOR THE DRIVER'S OF "IN-TRANSPORT VEHICLES"</u> (UNIT TYPE "1").

RELATED FACTORS FOR ALL OTHER MOTOR VEHICLE OCCUPANTS SHOULD BE CODED UNDER RELATED FACTORS-VEHICLE LEVEL (UNIT TYPES "2, 3 AND 4".)

Use of 00 (None)
Use when no factors are noted; zero-fill all fields. **00 (None)** implies that the investigating officer indicated "no factors." Also, use **00 (None)** to complete remaining fields when you will be recording less than four related factors. DO NOT leave any remaining fields blank.

Use of 99 (Unknown)
Use when the circumstances surrounding the crash are unknown and reported as "unknown" by the investigating officer. In these circumstances, nine-fill all fields. If **Unknown** is used for any field, ALL fields must be **99 (Unknown)**. DO NOT leave any remaining fields blank.

In a case involving Police Pursuit, **37 (Police Pursuing This Driver or Police Officer in Pursuit)** should be used when pursuit has been initiated by police and is active at the time of the crash (also see Related Factors-Crash Level, for use of **20 (Police Pursuit Involved)**). It can be used for either the pursued driver or the pursuing police officer.

Definition of Police Pursuit: A pursuit is an event that is initiated when a law enforcement officer, operating an authorized emergency vehicle, gives notice to stop (either through the use of visual or audible emergency signals or a combination of emergency devices) to a motorist who the officer is attempting to apprehend, and that motorist fails to comply with the signal by either maintaining his/her speed, increasing speed, or taking other evasive action to elude the officer's continued attempts to stop the motorist. A pursuit is terminated when the motorist stops, or when the attempt to apprehend is discontinued by the officer or at the direction of a competent authority.

73 (Driver Has Not Complied With Learner's Permit or Intermediate Driver License Restrictions [GDL Restrictions]) is used to indicate that a young driver was not in compliance with a Learner's Permit or Intermediate Driver License restriction under a state's Graduated Driver's License (GDL) program. (See table for examples.) This should not be used for restrictions for eyeglasses, lenses, equipment or other physical restrictions (see **73 (Driver Has Not Complied With Other Imposed Restrictions [not including GDL Restrictions])**). Call Coding Assistance Program for coding guidance and see FARShelf for examples.

Consistency Checks:

	IF	THEN
(1L0P)	any RELATED FACTORS-DRIVER LEVEL equals blanks,	all RELATED FACTORS-DRIVER LEVEL must equal blanks.
(2H0F)	DRIVER PRESENCE equals 0, 9,	RELATED FACTORS-DRIVER LEVEL must not equal *04, 08, 12-13,* 15-16, 19, 52-53, 58-59, 73-74, 77-88.
(2L0P)	any RELATED FACTORS-DRIVER LEVEL equals 99,	then all RELATED FACTORS-DRIVER LEVEL must equal 99.
(3L0P)	any RELATED FACTORS-DRIVER LEVEL equals 00,	all remaining RELATED FACTORS-DRIVER LEVEL must equal 00.
(5L0F)	RELATED FACTORS-DRIVER LEVEL equals 20,	DRIVER PRESENCE must not equal 1, 9.
(6K0P)	VIOLATION CHARGED equals 71,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(6L0P)	COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.

	IF	THEN
(7I0P)	COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19,	NON-CDL LICENSE STATUS must equal 6.
(7L0P)	Any RELATED FACTORS-DRIVER LEVEL can be used only once per driver form.	
(8I0P)	NON-CDL LICENSE STATUS equals 0-4, 9,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(8J2P)	RELATED FACTORS-DRIVER LEVEL equals 73-74,	COMPLIANCE WITH LICENSE RESTRICTIONS must equal 2.
(8L0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-2, 9,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(9L0F)	PERSON TYPE equals 01, and RELATED FACTORS-DRIVER LEVEL equals 12,	SEX must equal 2, and AGE must be greater than 012.
(A080)	DRIVER PRESENCE equals 0, FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002,	one RELATED FACTORS-DRIVER LEVEL should equal 20.
(BL0P)	COMPLIANCE WITH CDL ENDORSEMENTS equals 1, and any RELATED FACTORS-DRIVER LEVEL equals 19,	LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
(D080)	VIOLATION CHARGED equals 01-09, *31-91*, 98,	RELATED FACTORS-DRIVER LEVEL should not all equal 00, 99.
(D470)	any RELATED FACTORS-DRIVER LEVEL equals 37,	at least one RELATED FACTORS-CRASH LEVEL should equal 20.
(D690)	NON-CDL LICENSE TYPE equals 2, 7, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2,	RELATED FACTORS-DRIVER LEVEL should equal 73-74.
(D700)	NON-CDL LICENSE TYPE equals 1, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2,	RELATED FACTORS-DRIVER LEVEL should equal 74.
(D730)	RELATED FACTORS-DRIVER LEVEL equals 73,	COMPLIANCE WITH LICENSE RESTRICTIONS should equal 2, and NON-CDL LICENSE TYPE should equal 2, 7.
(V100)	HM1 equals 2, and RELATED FACTORS-DRIVER LEVEL does not equal 19,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 01-02, 05.
(V16P)	RELATED FACTORS-DRIVER LEVEL equals 88,	VEHICLE TRAILING must not equal 0, 9.

DRIVER LICENSE NUMBER

FORMAT: 20 alphanumeric

SAS NAME:

ELEMENT VALUES:

00000000000000000000	No License
	Actual Driver License Number (DLN)
98888888888888888888	No Driver Present
99999999999999999999	Unknown

Remarks:

Enter the driver license number.

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PRECRASH DATA OVERVIEW

Precrash data elements are completed for each of the in-transport vehicles in the case. This means that the entire crash is first completed from the perspective of one vehicle, then from the perspective of a second vehicle, if any, and so forth. The precrash data elements are:

> Driver Distracted By,
> Pre-Event Movement (Prior to Recognition of Critical Event),
> Critical Precrash Category,
> Critical Precrash Event,
> Attempted Avoidance Maneuver,
> Pre-Impact Stability,
> Pre-Impact Location,
> Crash Type

The precrash data elements are designed to identify the following:

> what was this vehicle doing just prior to the critical precrash event,
> what made this vehicle's situation critical,
> what was the avoidance response, if any, to this critical situation, and
> what was the movement of the vehicle just prior to impact?

The most important determination that must be made for each in-transport vehicle is: what was this vehicle's Critical Precrash Event, (i.e., what action by this vehicle, another vehicle, person, animal, or non-fixed object was critical to this vehicle's crash?). Once the critical event is determined, the remaining precrash data elements are coded relative to this selected **Critical Precrash Event.**

Do not consider culpability as a factor for determining precrash data. Many crash scenarios will suggest fault, but this is considered coincidental rather than by design.

Critical Crash Envelope

The critical crash envelope begins at the point where:

(1)   the driver recognizes an impending danger (e.g., deer runs into the roadway), or

(2)   the vehicle is in an imminent path of collision with another vehicle, pedestrian, pedalcyclist, other non-motorist, object, or animal.

The critical crash envelope ends when:

(1)　　(a) the driver has made a successful avoidance maneuver, and
　　　　(b) has full steering control, and
　　　　(c) the vehicle is tracking; or

(2)　　the driver's vehicle impacts another vehicle, pedestrian, pedalcyclist,
　　　　other non-motorist, object or animal.

Simple Single Critical Crash Envelope

Most crashes involve only a single critical crash envelope in which the object contacted is captured under the Critical Precrash Event, (e.g., a vehicle is traveling straight on a roadway and a deer runs into the roadway and is struck by the vehicle). This scenario, and similar ones, are very straightforward and will not present many problems.

Complex Single Critical Crash Envelope

However, some single critical crash envelopes are more complex.

Example A: A driver avoids one obstacle and ***immediately*** impacts another vehicle, person, object, or animal. Because ***immediate*** is defined as **not** having an opportunity, or sufficient time, to take any additional avoidance actions, the Critical Precrash Event is related to the vehicle, person, object, or animal which the driver successfully avoided instead of the vehicle's first harmful event (*i.e.*, its impact); see examples 3 and 5 below.

Example B: The driver avoids an obstacle only to (a) lose steering control and/or (b) have the vehicle stop tracking, and the vehicle subsequently impacts another vehicle, person, object, or animal. Regardless of whether the driver:
　　　　1) attempted to regain steering control
　　　　2) caused the vehicle to resume a tracking posture or
　　　　3) avoided the impacted vehicle, person, object, or animal,

the Critical Precrash Event is similarly related to the vehicle, person, object or animal which the driver successfully avoided because the driver's critical crash envelope was never stabilized.

In both examples above, the Attempted Avoidance Maneuver records the successful action taken to avoid the Critical Precrash Event.
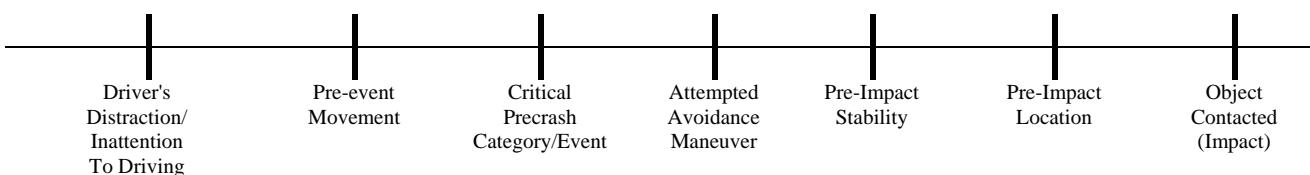
Vehicles that are not involved in an impact with another vehicle, person, object, or animal in the sequence of crash events (that define this crash) are not included.

The coding order for a single critical crash envelope is illustrated below.
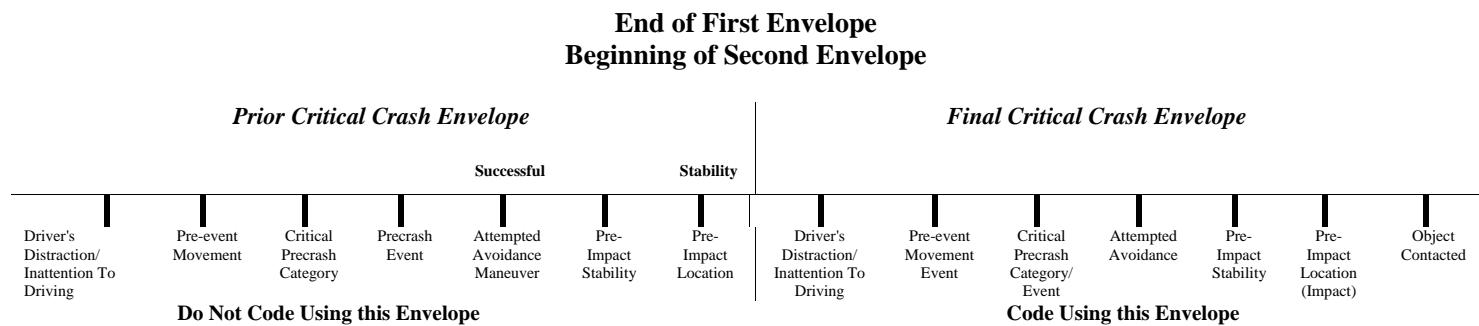
Multiple Critical Crash Envelopes

When a case involves multiple critical crash envelopes, select only the final critical crash envelope. In this situation, encode the element Pre-Event Movement (Prior to Recognition of Critical Event) as: **Successful avoidance maneuver to a previous critical event**. The final critical crash envelope is the one that resulted in this vehicle's first harmful event (*i.e.*, its impact) as shown in the following illustration.

Typical Order of a Single Critical Crash Envelope

Driver's Distraction/ Inattention To Driving	Pre-event Movement	Critical Precrash Category/Event	Attempted Avoidance Maneuver	Pre-Impact Stability	Pre-Impact Location	Object Contacted (Impact)

Typical Order of Multiple Critical Crash Envelopes

End of First Envelope
Beginning of Second Envelope

Prior Critical Crash Envelope   *Final Critical Crash Envelope*

Successful   Stability

Driver's Distraction/ Inattention To Driving	Pre-event Movement	Critical Precrash Category	Precrash Event	Attempted Avoidance Maneuver	Pre-Impact Stability	Pre-Impact Location	Driver's Distraction/ Inattention To Driving	Pre-event Movement Event	Critical Precrash Category/ Event	Attempted Avoidance	Pre-Impact Stability	Pre-Impact Location (Impact)	Object Contacted

Do Not Code Using this Envelope   **Code Using this Envelope**

When there is doubt as to whether this vehicle had experienced a complex single, or multiple critical crash envelopes, choose the Critical Precrash Category/Event, to the vehicle, person, object, or animal which the driver successfully avoided (i.e., default to Complex Single). See Complex Single Critical Crash Envelope examples A and B above.

The following pages have: a method protocol, a flowchart illustrating the proper method and protocol for determining the precrash data elements, and seven examples of various crash event sequences which contain one or more critical crash envelopes.

Method Protocol

Consider the information obtained from the Police Report, and any supplemental documents as inputs to your decision making process.

1. Determine Critical Precrash Category / Critical Precrash Event.

What action by this vehicle, another vehicle, person, animal, or object was critical to this driver becoming involved in the crash (*i.e.*, use the "BUT FOR"* test)?

ASK yourself questions (a) through (f) below. Proceed through each question that applies to the crash you are researching. Stop when the answer to the questions is "Yes". This is the Critical Precrash Category.

> (a) Did the vehicle exhibit a control loss?
> (b) Does the evidence suggest that the vehicle was in an environmentally dangerous position?
> (c) Was another vehicle "in" this vehicle's lane?
> (d) Was another vehicle entering into this vehicle's lane?
> (e) Was a pedestrian, pedalcyclist, or other nonmotorist in or approaching this vehicle's path?
> (f) Was an animal in or approaching this vehicle's path or was an object in this vehicle's path?

2. Determine Driver Distracted By

3. Pre-Event Movement (Prior to Recognition of Critical Event).

4. Determine Attempted Avoidance Maneuver.
    What does your information indicate that the driver tried to do to avoid the crash?

5. Determine Pre-Impact Stability

6. Determine Pre-Impact Location

* **FOR EXAMPLE:**
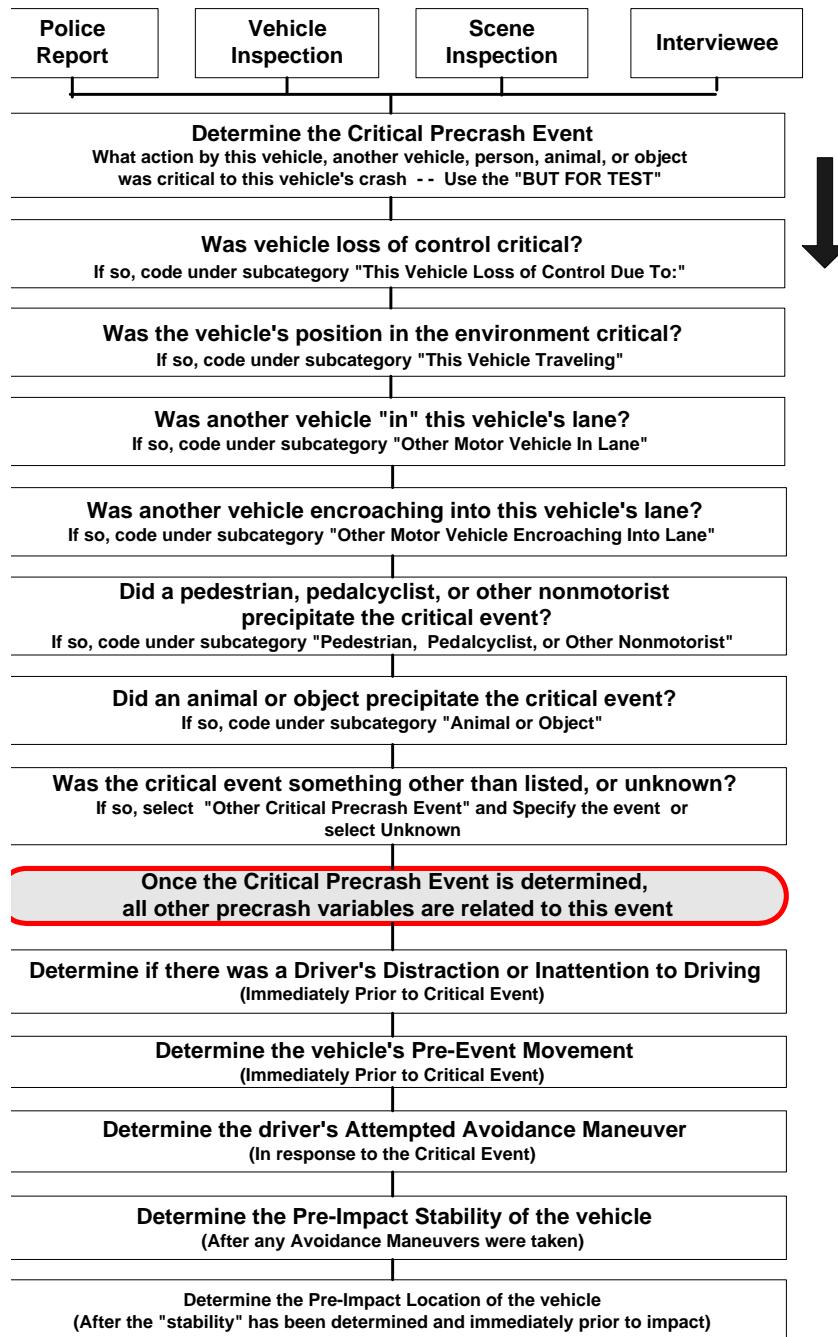
"But for" Vehicle # going left-of-center, this vehicle would not have been involved in this crash.

"But for" having entered into the intersection, this vehicle would not have been involved in this crash.

Precrash Methodology Flowchart

* FOR EXAMPLE :

"**But for**" Vehicle # going left-of-center, this vehicle would not have been involved in this crash.

Police Report	Vehicle Inspection	Scene Inspection	Interviewee

Determine the Critical Precrash Event
What action by this vehicle, another vehicle, person, animal, or object
was critical to this vehicle's crash - - Use the "BUT FOR TEST"

Was vehicle loss of control critical?
If so, code under subcategory "This Vehicle Loss of Control Due To:"

Was the vehicle's position in the environment critical?
If so, code under subcategory "This Vehicle Traveling"

Was another vehicle "in" this vehicle's lane?
If so, code under subcategory "Other Motor Vehicle In Lane"

Was another vehicle encroaching into this vehicle's lane?
If so, code under subcategory "Other Motor Vehicle Encroaching Into Lane"

**Did a pedestrian, pedalcyclist, or other nonmotorist
precipitate the critical event?**
If so, code under subcategory "Pedestrian, Pedalcyclist, or Other Nonmotorist"

Did an animal or object precipitate the critical event?
If so, code under subcategory "Animal or Object"

Was the critical event something other than listed, or unknown?
If so, select "Other Critical Precrash Event" and Specify the event or
select Unknown

**Once the Critical Precrash Event is determined,
all other precrash variables are related to this event**

Determine if there was a Driver's Distraction or Inattention to Driving
(Immediately Prior to Critical Event)

Determine the vehicle's Pre-Event Movement
(Immediately Prior to Critical Event)

Determine the driver's Attempted Avoidance Maneuver
(In response to the Critical Event)

Determine the Pre-Impact Stability of the vehicle
(After any Avoidance Maneuvers were taken)

Determine the Pre-Impact Location of the vehicle
(After the "stability" has been determined and immediately prior to impact)

<u>Precrash General Rules</u>

1. Attempted Avoidance Maneuver assesses what the driver's action(s) were during the critical crash envelope in response to his/her realization of impending danger.

2. ***The mere presence of a traffic control signal/sign typically does not make the situation critical when determining Critical Precrash Event.***

   For example: A single vehicle approaches a stop sign and departs the right side of the road impacting a tree, in an attempt to avoid passing through the intersection. The sign has no bearing and therefore, does not make the situation critical.

3. When you know the Critical Precrash Category, but are unable to select a specific Critical Precrash Event, use the following guideline:

   Default to one of the "Other" or unknown attributes within each Critical Precrash Event category, rather than coding the entire Critical Precrash Category as "Other critical precrash event".

4. If control is loss due to driver illness such as heart attacks, diabetic comas, etc., then CriticalPrecrash Event should be coded as "Other cause of control loss."

5. When coding Critical Precrash Category as "This vehicle loss of control", the loss of control must have occurred prior to the driver doing any avoidance maneuver. If the driver attempts a maneuver (*i.e.*, brakes, steers, etc.) as a result of the driver's perception of a vehicle, object, pedestrian, or nonmotorist, then select the vehicle, object, pedestrian, or nonmotorist as the critical event because that is what made the situation critical. If the vehicle is in a yaw prior to the driver taking an avoidance action, then loss-of-control is what made it critical (*e.g.*, critical curve scuff, hydroplaning, etc.).

6. When determining Critical Precrash Category/Event if you do not know from available sources which driver had the right-of-way at a controlled or uncontrolled intersection, then use the following as a guideline:

   a. If the junction is controlled by a 3-way / 4-way stop sign, or is uncontrolled, then use the common rule that ***the vehicle on the right has the right-of-way*** for determining encroachment.

   b. If the junction is controlled by an on-colors traffic control device, and both drivers claim a green light, then both vehicles are in an environmentally dangerous position, and Critical Precrash Event for both vehicles should be **This Vehicle Traveling** (Critical Precrash category) Crossing over (passing through) intersection (Critical Precrash Event).

7. When two vehicles are initially traveling on the same trafficway and one executes a left turn with the right-of-way (i.e. green arrow), use **Other Motor Vehicle Encroaching Into Lane - From opposite direction-over right lane line** for the turning vehicle's critical event. This applies to Crash Types 68-69.

   If the vehicles were initially on different trafficways (Crash types 76-77 and 82-83) the critical event for the vehicle turning left with the right-of-way should be **Other Motor Vehicle Encroaching – From crossing street across path.**

8. "Fixed" objects (e.g., trees, poles, fire hydrants, etc.,) cannot be in the roadway.

9. A motor vehicle is stopped in a travel lane and is impacted by another motor vehicle ricocheting off a vehicle. The Critical Precrash Event for the vehicle stuck by the ricocheting vehicle is in the category of either: **Other Motor Vehicle In Lane** or **Other Motor Vehicle Encroaching Into Lane**.

10. Pre-Impact stability should be indicated as "**Tracking**" if the following are met:
    a. no skid marks are present on the diagram or mentioned in the narrative.
    b. the case materials do not indicate skidding *AND*
    c. the vehicle did not rotate 30 degrees or more (either clockwise or counterclockwise).

Trafficway and its component definitions (i.e., roadway, road, shoulder and median) can be found in the ANSI D16.1 Manual on the Classification of Motor Vehicle Traffic Accidents.

Example 1
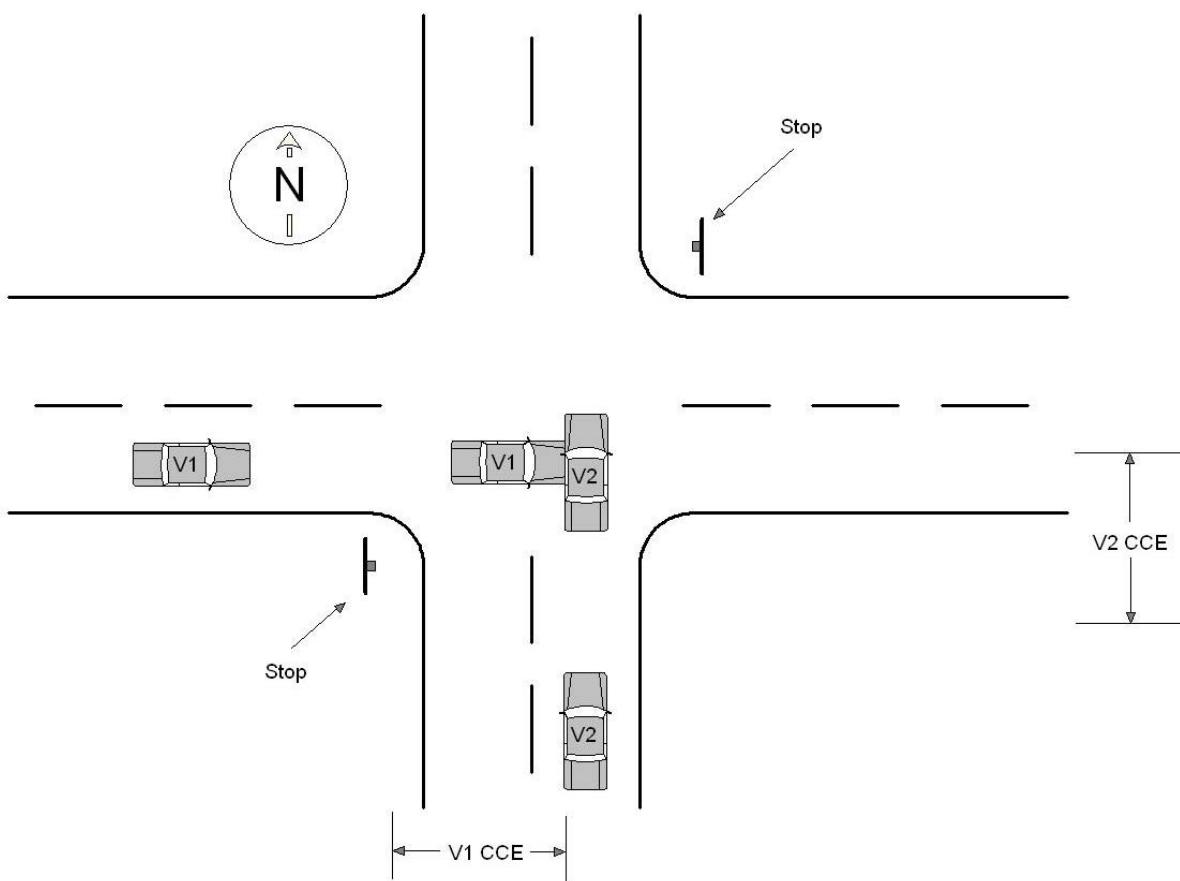
Vehicle 2 is northbound and passing through an intersection on a roadway without a traffic control. The driver of vehicle 1 is dialing on a cellular phone. Vehicle 1 is eastbound on a crossing roadway with a stop sign but did not see it. Driver of Vehicle 2 was attentive but did not see Vehicle 1 approaching. Vehicle 1 crashes into the side of vehicle 2. Vehicle 1 braked (leaving skid marks) just prior to impact, without any steering.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	(Distracted) while dialing cellular phone	Looked but did not see
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	This Vehicle Traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	Crossing over (passing through) intersection	From crossing street across path
Attempted Avoidance Maneuver	Braking (lockup)	No avoidance maneuver
Pre-Impact Stability	Skidding longitudinally - rotation less than 30 degrees	Tracking
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	88	89

In this example, vehicle 1 has one ***critical crash envelope*** (V_1CCE) which begins at the point where driver 1 recognizes that vehicle 1 is in an imminent collision path with vehicle 2. Vehicle 1's critical crash envelope ends at the point of impact with vehicle 2.

Vehicle 2 has one ***critical crash envelope*** (V_2CCE). Although the driver of vehicle 2 did not recognize the danger, vehicle 2's critical crash envelope begins at the point where vehicle 2 is in an imminent path of collision with vehicle 1. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.

Example 1 (Diagram)
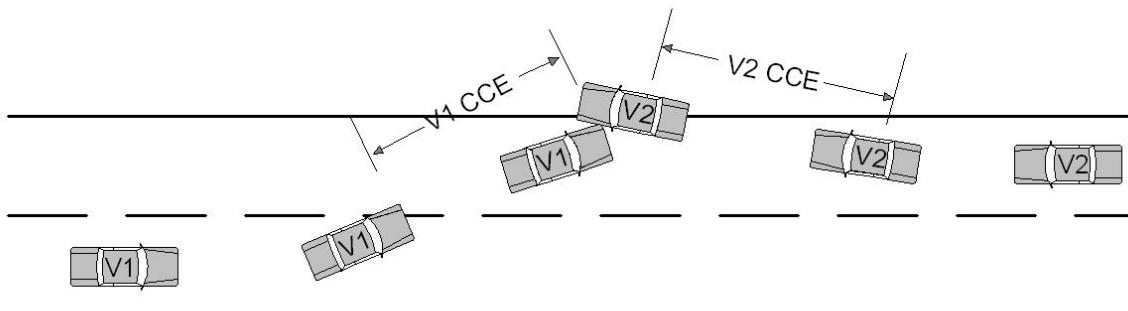
Example 2

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 was texting on cell phone and crosses over the center line into the travel lane of vehicle 2. Vehicle 2 attempted to avoid vehicle 1 by steering right onto the shoulder and accelerating. Vehicle 1 impacted vehicle 2 in the side.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Dialing a cellular phone	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	Over the lane line on left side of travel lane	From opposite direction over left lane line
Attempted Avoidance Maneuver	No avoidance maneuver	Accelerating and steering right
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Departed roadway
Crash Type	64	65

In this example, vehicle 1 has one ***critical crash envelope*** (V$_1$CCE) which begins at the point where vehicle 1 crosses over the lane line and ends at the point of impact with vehicle 2.

Vehicle 2 has one ***critical crash envelope*** (V$_2$CCE) which begins at the point where driver 2 recognizes vehicle 1 encroaching into his/her travel lane. Vehicle 2's critical crash envelope ends at the point of impact with vehicle 1.
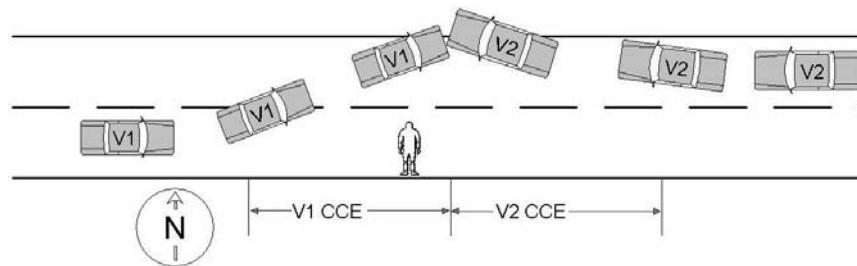
Example 3

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. The driver of vehicle 1 brakes (without lockup) and steers left to avoid a pedestrian who darted into his/her travel lane. Vehicle 1 crosses over the center line into the travel path of vehicle 2. The driver of vehicle 2 was talking with a passenger and not paying close attention to driving and at the last second attempted to avoid vehicle 1 by braking and steering right off the road. Vehicle 2 skids and rotates clockwise about 45 degrees before it is impacted in the front by vehicle 1.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Not distracted	(Distracted) by other occupant
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	Pedestrian, Pedacyclist, or other nonmotorist	Other Motor Vehicle encroaching into lane
Critical Pre-Crash (Event)	Pedestrian in roadway	From opposite direction over left lane line
Attempted Avoidance Maneuver	Braking and steering left	Braking and steering right
Pre-Impact Stability	Tracking	Skidding laterally - clockwise rotation
Pre-Impact Location	Stayed on roadway but left original travel lane	Departed Roadway
Crash Type	60	61

In this example, vehicle 1 has one critical crash envelope (V_1CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a pedestrian [*i.e.*, Critical Precrash Event equals **Pedestrian in roadway**"] which resulted in an *immediate* impact to vehicle 2. Therefore, the pedestrian is coded as the critical precrash event for vehicle 1. Vehicle 1's avoidance maneuver is for this example, the action taken to avoid the pedestrian.

Vehicle 2 has one *critical crash envelope* (V_2CCE) which begins at the point where driver 2 recognized and reacted to vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1.

Example 4

Vehicle 1 and vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). While the driver of vehicle 1 was using an electric razor, the vehicle has a blow out, driver 1 loses control, crosses the left lane line and impacts the right rear of vehicle 2. Vehicle 2 is redirected across the painted median, skidding and rotating clockwise, and subsequently impacts vehicle 3. Vehicle 3 attempted to avoid vehicle 2 by steering right and accelerating.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	[Distracted] while using or reaching for device/object brought into in vehicle	Not Reported
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	This vehicle loss control due to	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	Blow out or flat tire	From adjacent lane (same direction) - over right lane line
Attempted Avoidance Maneuver	No avoidance maneuver	No avoidance maneuver
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Stayed in original travel lane
Crash Type	45	44
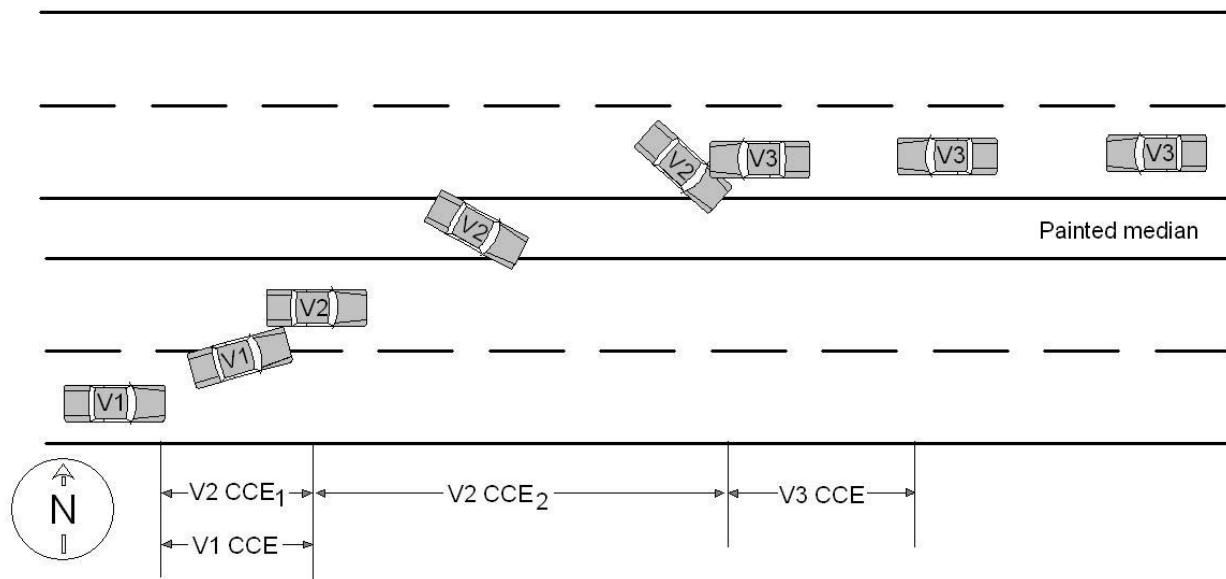
	Vehicle 3
Driver Distracted By	Not distracted
Pre-Event Movement	Going straight
Critical Pre-Crash (Category)	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	From opposite direction - over left lane line
Attempted Avoidance Maneuver	Accelerating and steering right
Pre-Impact Stability	Tracking
Pre-Impact Location	Stayed in original travel lane
Crash Type	98

Example 4 (cont'd)

In this example, vehicle 1 has one **critical crash envelope** (V_1CCE) which begins with control loss due to the blow out and ends at the point of impact with vehicle 2. The blow out is the critical precrash event.

Vehicle 2 has two critical crash envelopes (V_2CCE$_1$ and V_2CCE$_2$). Vehicle 2's first **critical crash envelope** (V_2CCE$_1$) begins when vehicle 1 enters vehicle 2's travel lane and ends at the point of impact with vehicle 1. Vehicle 2's second **critical crash envelope** (V_2CCE$_2$) begins immediately after the first impact and ends at the point of impact with vehicle 3. Use the critical crash envelope which resulted in vehicle 2's first impact (V_2CCE$_1$), because NHTSA is only interested in coding the critical crash envelope which leads to a vehicle's first harmful event.

For this example, Vehicle 3 has one critical crash envelope (V_3CCE) which begins when driver 3 recognizes and reacts to vehicle 2 which is in an imminent path of collision with vehicle 3 and ends at the point of impact with vehicle 2.

Example 5

Vehicle 1 and vehicle 2 are traveling in opposite directions on the same roadway. A noncontact vehicle is parked in front of a noncontact truck-tractor (with a trailer) on the road shoulder and suddenly enters the roadway into vehicle 1's travel lane. The driver of vehicle 1 instantly brakes (with lockup) and steers left (with counterclockwise rotation) to avoid the noncontact vehicle. Vehicle 1 crosses over the center line and *immediately* impacts vehicle 2. Vehicle 2 had no avoidance maneuvers.
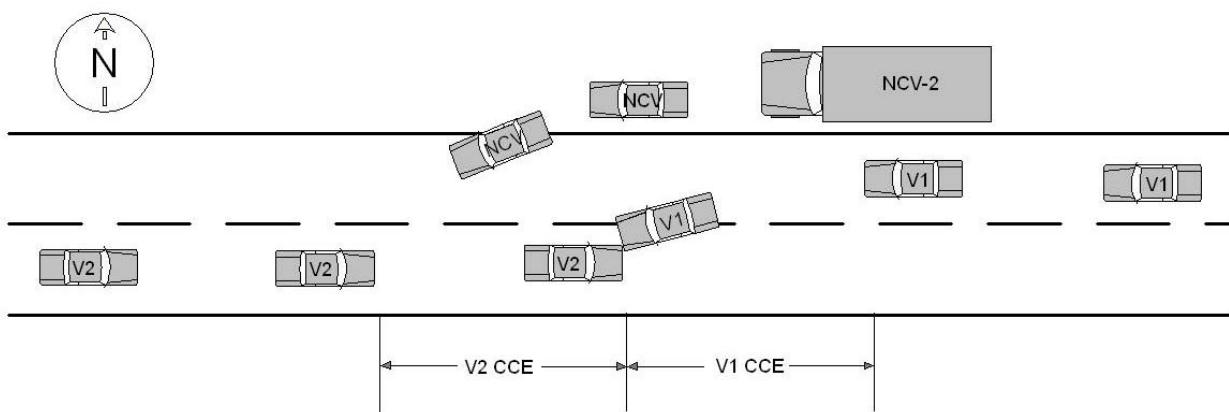
	Vehicle 1	*Vehicle 2*
Driver Distracted By	Not distracted	Not Reported
Pre-Event Movement	Going Straight	Going Straight
Critical Pre-Crash (Category)	Other motor vehicle encroaching into lane	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	From parking lane, median, shoulder or roadside	From opposite direction over left lane line
Attempted Avoidance Maneuver	Braking and steering left	No avoidance actions
Pre-Impact Stability	Skidding laterally - counterclockwise rotation	Tracking
Pre-Impact Location	Stayed on roadway but left original travel lane	Stayed in original travel lane
Crash Type	58	59

In this example, vehicle 1 has one critical crash envelope (V$_1$CCE). Vehicle 1's critical crash envelope involved a successful avoidance of a noncontact vehicle and resulted in an *immediate* impact to vehicle 2. Vehicle 1's critical crash envelope was initiated by the noncontact vehicle; afterwards there was no opportunity for subsequent avoidance actions. Therefore, the encroachment of the noncontact vehicle into vehicle 1's travel lane is coded as the critical precrash event for vehicle 1. Vehicle 1's avoidance maneuver is coded as the action taken to avoid the noncontact vehicle.

Vehicle 2 has one *critical crash envelope* (V$_2$CCE) which begins at the point where vehicle 1 is in an imminent path of collision with vehicle 2 and ends at the point of impact with vehicle 1.

The noncontact vehicle and the noncontact truck were not involved in an impact in the sequence of crash events and are therefore not coded.

Example 5 (Diagram)

Example 6

Vehicle 1 is traveling eastbound. A noncontact vehicle (NCV) is westbound and attempts to turn left in front of Vehicle 1 into an intersecting private driveway. Vehicle 1 braked (without lockup) and steered left to avoid the noncontact vehicle. The driver of Vehicle 1 successfully avoided the noncontact vehicle and maintained full control, but crossed into the westbound lane. Now traveling the wrong way in the westbound lane, Vehicle 1 attempted to steer right and return to the eastbound lane but struck Vehicle 2 head on. Vehicle 2 attempted to avoid the crash by braking and steering right.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Not distracted	Not distracted
Pre-Event Movement	Successful avoidance maneuver to a previous critical event	Going straight
Critical Pre-Crash (Category)	Other motor vehicle in lane	Other motor vehicle in lane
Critical Pre-Crash (Event)	Traveling in opposite direction	Traveling in opposite direction
Attempted Avoidance Maneuver	Steering right	Braking and steering right
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	52	52
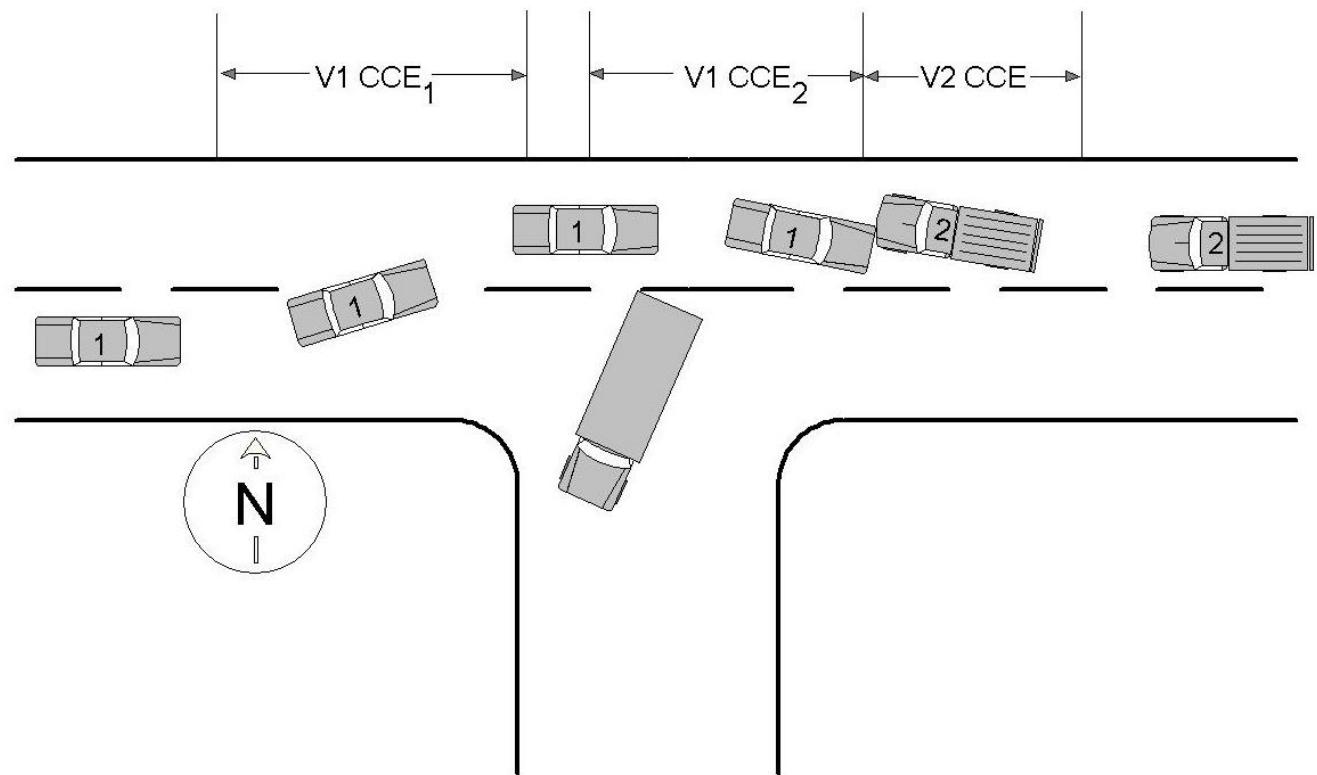
In this example, Vehicle 1 has two critical crash envelopes, (V1CCE$_1$, and V1CCE$_2$). Vehicle 1's first critical crash envelope (V1CCE$_1$) ends at the point where the driver of Vehicle 1 made a successful avoidance maneuver and maintained full control of the vehicle. Vehicle 1's second critical crash envelope (V1CCE$_2$) begins immediately following the successful avoidance maneuver and ends at the point of impact with Vehicle 2. Use the critical crash envelope which resulted in Vehicle 1's first impact (V1CCE$_2$).

Vehicle 2 has one critical crash envelope (V2CCE$_1$) which begins at the point where the driver of Vehicle 2 recognizes Vehicle 1 in his/her lane and ends at the point of impact with Vehicle 1.

The noncontact vehicle was not involved in an impact with another vehicle, person, animal, or object in the sequence of crash events and is therefore not included.

Example 6 (cont'd)
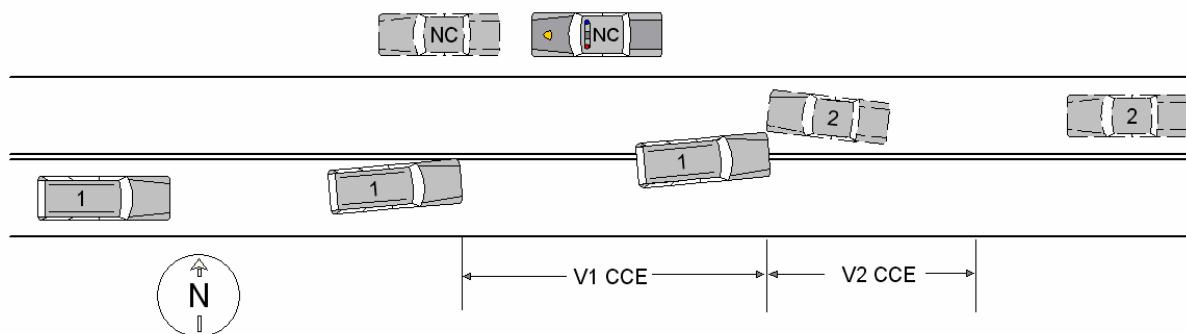
Vehicle 2 has one *critical crash envelope* (V_2CCE) which begins at the point where driver 2 recognizes vehicle 1 in his/her travel lane and ends at the point of impact with vehicle 1. The noncontact vehicle was not involved in an impact with another vehicle, person, animal, or object.

Example 7

Vehicle 1 and Vehicle 2 are traveling in opposite directions on the same roadway. A police car (with lights activated) is making a traffic stop on the side of the road. The driver of Vehicle 1 is looking at the activity on his left. Before he can react, Vehicle 1 crosses the centerline and the front of vehicle 1 strikes the front of Vehicle 2. The driver of Vehicle 2 also noticed the police activity, but he was attentive to the slowing traffic ahead. Vehicle 2 attempted to avoid the crash by braking and steering right.

	Vehicle 1	*Vehicle 2*
Driver Distracted By	Distracted by outside person, object, or event	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	Over the lane line on left side of travel lane	From opposite direction over left lane line.
Attempted Avoidance Maneuver	No avoidance maneuver	Braking and steering right
Pre-Impact Stability	Tracking	Skidding longitudinally rotation less than 30 degrees
Pre-Impact Location	Stayed on roadway but left original travel lane	Stayed in original travel lane
Crash Type	50	51

VEHICLE NUMBER – PRECRASH LEVEL

FORMAT: 3 numeric

SAS NAME: Vehicle.Veh_No

ELEMENT VALUES:

 001-999

Remarks:

Each motor vehicle in a crash must be assigned a unique number by the Analyst. Order is not important.

Numbers assigned to vehicles must be consecutive, starting with '001' with no missing numbers.

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CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE

FORMAT: 2 numeric. Select all the apply.

SAS NAME: Factor.MFACTOR

ELEMENT VALUES:

00	None
01	Tires
02	Brake System
03	Steering
04	Suspension
05	Power Train
06	Exhaust System
07	Head Lights
08	Signal Lights
09	Other Lights
10	Wipers
11	Wheels
12	Mirrors
13	Windows/Windshield
14	Body, Doors
15	Truck Coupling / Trailer Hitch / Safety Chains
16	Safety Systems
17	Vehicle Contributing Factors - No Details
97	Other
98	Not Reported
99	Unknown

Remarks:

Rationale: Important for determining the significance of pre-existing problems, including equipment and operation, in motor vehicles involved in crashes that could be useful in determining the need for improvements in manufacturing and consumer alerts. This element describes the possible pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

00 (None) is used:
- when the case materials make a positive statement that the vehicle had no defects or "none" was indicated on the PAR.
- when the case materials do not indicate a defect in an available field and not reporting a defect in that field indicates None.

- when the investigating officer is limited in selection and cannot select a defect in addition to another factor relevant to crash and no other indication of a defect exists in the case materials.
- For omission of information see Not Reported guidance below.

01 (Tires) include any defect of a tire. If the contributing factor is of the wheel (e.g., a lug nut comes off), then use **11 (Wheels)**.

02 (Brake System) includes parking brakes.

03 (Steering) is used when the case materials indicate the following may have contributed to the crash: tie rod ends, kingpins, power steering components and ball joints.

04 (Suspension) is used when the case materials indicate that the vehicle's suspension components may have contributed to the crash. These include, springs, shock absorbers, struts and control arms.

05 (Power Train) is used when the case materials indicate that the vehicles power train components may have contributed to the crash. Examples are: universal joints, drive shaft and transmission. This also includes engine, differential and stuck throttles.

06 (Exhaust System) includes exhaust manifold(s), headers, muffler, catalytic converter, tailpipe, etc.

09 (Other Lights) is used for an indication of the tail lights contributing to the crash. It also used when the case materials indicated the "lights" of the vehicle contributed to the crash and when the case materials are coded as "other."

11 (Wheels) include loss of lug nuts.

13 (Windows/Windshield) is used when there is a pre-existing defect to the windows or windshield such as improper tinting or cracks.

14 (Body, Doors) includes trunk, hood, tailgate, rear doors of cargo vans, etc.

15 (Truck Coupling/Trailer Hitch/Safety Chains) applies to a defective trailer hitch or an improper trailer hitch. If the case material cites this attribute.

16 (Safety Systems) is used when the case materials indicate that the air bags failed to deploy or the air bag deployed inappropriately. Also, use this when a seat belt failure is described, such as webbing excessively worn or came unlatched. Excludes: improper use.

17 (Vehicle Contributing Factors - No Details) is used if a vehicle "factor" or "defect" is indicated the case materials but no information is given concerning the nature of the "factor."

97 (Other) includes any other component described in the case materials that is not listed in the above attribute list, such as, horns.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used only if the case material specifically indicates an "unknown defect" or "unknown contributing factor."

Consistency Checks:

	IF	THEN
(1L4P)	any DRIVER'S VISION OBSCURED BY equals 09,	at least one CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must equal 97.
(1L5P)	any DRIVER'S VISION OBSCURED BY equals 10,	at least one CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must equal 07 or 08 or 09.
(3D70)	CRITICAL EVENT – PRECRASH (EVENT) equals 01-04,	CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must not equal 00.
(3DB0)	any CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE equals 00 or 98 or 99,	only that one code and no other must be coded for this vehicle.
(V990)	any SEQUENCE OF EVENTS equals 61,	CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE should not equal 00.

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TRAFFICWAY DESCRIPTION

FORMAT: 1 numeric

SAS NAME: ACCIDENT.DTRAFWAY; VEHICLE.VTRAFWAY

ELEMENT VALUES:

0	Non-Trafficway Area
1	Two-Way, Not Divided
2	Two-Way, Divided, Unprotected (Painted > 4 Feet) Median
3	Two-Way, Divided, Positive Median Barrier
4	One-Way Trafficway
5	Two-Way, Not Divided With a Continuous Left-Turn Lane
6	Entrance/Exit Ramp
8	Not Reported
9	Unknown

Remarks:

Enter the value indicated in the case materials which best describes the trafficway flow just prior to this vehicle's critical precrash event. For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed. If this vehicle is in a junction just prior to its critical precrash event, the trafficway selected for classification is the one it is on before entering the junction.

0 (Non-Trafficway Area) *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.*

A trafficway may include several roadways if it is a physically divided highway. Trafficways are not physically divided unless the divider is a median, barrier, or other constructed device. **Pavement markings do qualify when they meet the definition of a median.** Refer to the definition of **03 (On Median)** under Relation to Trafficway.

A channelized lane should be considered a turn lane of the roadway it is part of, not a separate one-way roadway. Therefore, crashes occurring in a channelized lane should not be coded as a separate trafficway.

1 (Two-Way, Not Divided) is used whenever there is no median. Generally, medians are not designed to legally carry traffic. **NOTE:** Although gores separate roadways, and traffic islands (associated with channels) separate travel lanes, neither is involved in the determination of trafficway division.

5 (Two-Way, Not Divided, With a Continuous Left Turn Lane) is used whenever the trafficway has a two-way left turn lane positioned between opposing straight-through travel

lanes. It is designed to allow left turns to driveways, shopping centers, businesses, etc., while at the same time providing a separation of opposing straight-through travel lanes.

2 (Two-Way, Divided, Unprotected (Painted > 4 Feet) Median) is used whenever the trafficway is physically divided, however, the division is unprotected [e.g., vegetation, gravel, paved medians, trees, water, embankments and ravines that separate a trafficway (i.e., all non-manufactured barriers)]. NOTE: Raised curbed medians **DO NOT** constitute a positive barrier in and by themselves. The unprotected medians can be of any width, however, painted paved flush areas, must be at least 4 feet in width to constitute a median strip.

3 (Two-Way, Divided, Positive Median Barrier) is used whenever the traffic is physically divided and the division is protected by any concrete, metal, or other type of longitudinal barrier (i.e., all manufactured barriers). For underpass support structures and bridge rails acting as a barrier, use this attribute.

Traffic Barrier refers to a physical structure such as a guardrail, a concrete safety barrier or a rock wall which has the primary function of preventing cross-median travel by deflecting and redirecting vehicles along the roadway on which they were traveling. Therefore, trees, curbing, rumble strips and drain depressions are not barriers.

All traffic barriers are constructed on a median strip; therefore, if a traffic barrier exists on a divided highway, **3 (Two-Way, Divided, Positive Median Barrier)** must be used. If it is not known whether or not a barrier exists, assume one does and use **3 (Two-Way, Divided, Positive Median Barrier)** (that is, if a median is known to exist).

4 (One-Way Trafficway) is used whenever the trafficway is undivided and traffic flows in but one direction (e.g., one-way streets).

6 (Entrance/Exit Ramp) is an auxiliary or connecting roadway used for entering or exiting through-traffic lanes of a limited access roadway.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **8 (Not Reported)** in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when police indicate unknown.

Consistency Checks:

	IF	THEN
(250P)	RELATION TO TRAFFICWAY equals 03,	TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle.

IF		THEN
(740P)	RELATION TO JUNCTION (b) equals 07,	TRAFFICWAY DESCRIPTION must equal 2-3 for at least one vehicle.
(A292)	*any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*all must equal 0, 00 and SPEED LIMIT must equal 00 for this vehicle.*
(A300)	ROUTE SIGNING equals 1,	TRAFFICWAY DESCRIPTION should equal 2-3, 6 for at least one vehicle.
(A470)	TRAFFICWAY DESCRIPTION equals 1-3, 5,	TOTAL LANES IN ROADWAY should not equal 1.
(A481)	TRAFFICWAY DESCRIPTION equals 6,	TOTAL LANES IN ROADWAY should equal 1*, 8*.
(A490)	TRAFFICWAY DESCRIPTION equals 2-3, 5,	ROADWAY SURFACE TYPE should not equal 4-5, 7.
(A491)	*TRAFFICWAY DESCRIPTION equals 1, 4, 5, 6,*	*TOTAL LANES IN ROADWAY should not equal 6.*
(A492)	*TRAFFICWAY DESCRIPTION equals 2, 3, 5, 6,*	*SPEED LIMIT must not equal 00.*
(A493)	*TRAFFICWAY DESCRIPTION equals 2, 3, 5,*	*SPEED LIMIT should be greater than 15.*
(A494)	*TRAFFICWAY DESCRIPTION equals 6,*	*ROADWAY GRADE should not equal 3, 4.*
(A495)	*TRAFFICWAY DESCRIPTION equals 0,*	*the first event in SEQUENCE OF EVENTS for this vehicle should not equal 63, 64, or 69.*
(A610)	RELATION TO JUNCTION(b) equals 05,	TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle.
(A611)	TRAFFICWAY DESCRIPTION equals 6 in the first harmful event,	RELATION TO JUNCTION (b) should equal 02, 05, 17-19.
(A620)	CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 2-3,	RELATION TO TRAFFICWAY should equal 03.
(A720)	ROADWAY FUNCTION CLASS equals *01, 11*-12,	TRAFFICWAY DESCRIPTION should equal 2-3, 6 for at least one vehicle.
(A881)	RELATION TO TRAFFICWAY equals 11,	TRAFFICWAY DESCRIPTION should equal 5 for at least one vehicle.
(AM2P)	any SEQUENCE OF EVENTS equals 25 or 57,	TRAFFICWAY DESCRIPTION should equal 3, *6*.

Consistency Check (GES Only):

	IF	THEN
(A3H0)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,*	*TRAFFICWAY DESCRIPTION should not equal 4.*

TOTAL LANES IN ROADWAY

FORMAT: 1 numeric

SAS NAME: Accident.DNUM_LAN, Vehicle.VNUM_LAN

ELEMENT VALUES:

0	Non-Trafficway Area
1	One lane
2	Two lanes
3	Three lanes
4	Four lanes
5	Five lanes
6	Six lanes
7	Seven or more lanes
8	Not Reported
9	Unknown

Remarks:

Enter the value indicated in the case materials which best represents the number of travel lanes just prior to this vehicle's critical precrash event. ***For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.*** If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

0 (Non-Trafficway Area) *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.*

A roadway (through lanes only) is one part of a divided trafficway or, if undivided, the same as the through lanes of the trafficway. A lane that can be used for through or turning traffic (dual purpose) will be considered a through lane.

Only lanes open for travel should be counted. Turn lanes are therefore excluded. This also excludes continuous left-turn lanes (which are considered "turn lanes").

If traffic flows in both directions and is undivided, code the total number of lanes in both directions. If the trafficway is divided into two or more roadways, code only the number of lanes for the roadway on which this vehicle was traveling. Be aware that the case materials may indicate the total number of lanes on the divided trafficway.

The number of lanes counted does not include any that are rendered unusable by restriction of the right-of-way (e.g., closed due to construction).

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

    Code **8** (**Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when police indicate unknown.

<u>Consistency Checks:</u>

	IF	THEN
(A250)	ROADWAY FUNCTION CLASS equals 01-02, 11-13, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05,	TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
(A292)	*any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*<u>all</u> must equal 0, 00 <u>and</u> SPEED LIMIT must equal 00 for this vehicle.*
(A310)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	TOTAL LANES IN ROADWAY should not equal 1 for any vehicle.
(A470)	TRAFFICWAY DESCRIPTION equals 1-3, 5,	TOTAL LANES IN ROADWAY should not equal 1.
(A481)	TRAFFICWAY DESCRIPTION equals 6,	TOTAL LANES IN ROADWAY should equal 1*, 8*.
(A491)	*TRAFFICWAY DESCRIPTION equals 1, 4, 5, 6,*	*TOTAL LANES IN ROADWAY should not equal 6.*
(A500)	TOTAL LANES IN ROADWAY equals 3-7,	ROADWAY SURFACE TYPE should not equal 4-5, 7.
(PC50)	PRE-IMPACT LOCATION equals 2,	TOTAL LANES IN ROADWAY should not equal 1.

(U670)   *UNLIKELY: TOTAL LANES IN ROADWAY equals 7. (Note If coding a divided highway, count only the through lanes on the side of the highway where <u>this vehicle was prior to</u> its Critical Precrash Event.)*

Consistency Check (GES Only):

	IF	THEN
(A3G0)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,*	*TOTAL LANES IN ROADWAY should not equal 1.*

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SPEED LIMIT

FORMAT: 2 numeric

SAS NAME: Accident.DSPD_LIM, Vehicle.VSPD_LIM

ELEMENT VALUES:

  00 No Statutory Limit/Non-Trafficway Area
  05-80 Actual Speed Limit *(in 5 mph increments)*
  98 Not Reported
  99 Unknown

Remarks:

Enter the value indicated in the case materials that best represents the speed limit just prior to this vehicle's critical precrash event. ***For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.*** If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

> ***Note: Refer to the highway speed limit that is operational at the time and place of the crash whether physically displayed or not. Try not to confuse advisory signs on entrance/exit ramps or near intersections with the actual legal maximum speed limit. Disregard advisory or other speed signs since they do not indicate the legal speed limit. If a state has a statute that uniformly reduces the maximum allowable speed limit within or near a construction zone, then code the indicated reduced speed limit, if known.***

Acceptable speed limits are in 5 mph increments.

00 (No Statutory Limit/Non-Trafficway Area) is used when there is no posted speed limit and no law that governs the maximum speed you can drive (dirt roads, private roads open to the public). ***Also use this attribute in cases when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.***

When coding Speed Limit for roadways with two different speed limits (for north and south-bound lanes), use the speed limit for the direction of travel where the critical precrash event begins.

When a roadway has a different speed limit for different types of vehicles, code the speed limit that is applicable to passenger cars.

Example:
A rural Interstate highway has a speed limit of 65 MPH for passenger cars, but the same road has a 55 MPH speed limit for heavy trucks/buses.

Circumstance 1: A single-vehicle (passenger car) crash. Speed Limit = 65 MPH
Circumstance 2: A single-vehicle (heavy truck/bus) crash. Speed Limit = 65 MPH
Circumstance 3: A two-vehicle crash, (passenger car and heavy truck/bus) crash.
                    Speed Limit = 65 MPH

Logic:
Our statisticians feel that it would be more representative to code the Speed Limit of the majority of the traffic, namely the passenger car. In addition, they feel that by identifying the car speed limit of 65 MPH, they can then determine the truck speed limit by reviewing the state's speed limit law. (The reverse is not necessarily true.)

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **98 (Not Reported)** in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when police indicate unknown.

Values less than 15 mph are unlikely occurrences and will raise an error flag.

FARS SPECIAL INSTRUCTION:

Accurate coding of Speed Limit is extremely important. Do not rely solely on the PAR. Check with the State Highway Department as well.

When coding Speed Limit on On-Off Ramps (i.e., when the critical precrash event occurs on the ramp), consider the following:

A. When a ramp has a posted Speed Limit - a regulatory (black on white) sign, not an advisory (black on yellow) one - the posted speed should be coded.
B. When there is an advisory speed limit or no sign at all, you should:

  1. Check with your State Highway Department to see if there is an implicit speed limit for all unmarked ramps. If there is, code speed limit.
  2. If there is not; code the speed limit of the controlled access highway.

Consistency Check:

	IF	THEN
(1T0P)	SPEED LIMIT for every vehicle is greater than 55, and not equal to 99,	ROADWAY FUNCTION CLASS should not equal 15-16.
(A220)	ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A292)	*any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*all must equal 0, 00 and SPEED LIMIT must equal 00 for this vehicle.*
(A320)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A492)	*TRAFFICWAY DESCRIPTION equals 2, 3, 5, 6,*	*SPEED LIMIT must not equal 00.*
(A493)	*TRAFFICWAY DESCRIPTION equals 2, 3, 5,*	*SPEED LIMIT should be greater than 15.*
(A521)	any SEQUENCE OF EVENTS equals 46,	SPEED LIMIT *should equal 05-50, 98, or 99* for this vehicle.
(A700)	SPEED LIMIT is greater than 65 for every vehicle,	ROUTE SIGNING should equal 1-4.
(A830)	FIRST HARMFUL EVENT equals 46,	SPEED LIMIT should be less than 55 for the vehicle involved in the first harmful event.
(A900)	SPEED LIMIT equals 60, 65 for every vehicle,	ROADWAY FUNCTION CLASS should not equal 05-06, 14-16.
(A940)	*STATE NUMBER equals 11,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 55.*
(A945)	*STATE NUMBER equals 15,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 60.*
(A950)	*STATE NUMBER equals 02, 09, 10, 17, 23, 24, 25, 33, 34, 36, 39, 41, 42, 43, 44, 50, 55,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 65.*
(A955)	*STATE NUMBER equals 01, 05, 06, 12, 13, 18, 19, 20, 21, 22, 26, 27, 28, 29, 37, 45, 47, 48, 51, 53, 54,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 70.*
(A960)	*STATE NUMBER equals 04, 08, 16, 30, 31, 32, 35, 38, 40, 46, 49, 56,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 75.*

Consistency Check (GES Only):

	IF	THEN
(A3J0)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05,*	*SPEED LIMIT should not equal 01-40.*
(A965)	*PSU equals 72, 91, 9, 21, 22, 4, 1, 2, 3, 23, 24, 25, 26, 29, 30, 31, 5, 6, 7, 8, 71,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 65.*
(A970)	*PSU equals 47, 48, 79, 80, 96, 97, 41, 42, 61, 73, 93, 28, 10, 11, 12, 13, 32, 33, 92, 43, 44, 45, 46, 49, 50, 51, 62, 63, 27, 81, 82,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 70.*
(A975)	*PSU equals 76, 77, 78, 75, 94, 74, 95, 64,*	*maximum SPEED LIMIT (not including 98 or 99) should equal 75.*

ROADWAY ALIGNMENT

FORMAT: 1 numeric

SAS NAME: Accident.DALIGN, Vehicle.VALIGN

ELEMENT VALUES:

0	Non-Trafficway Area
1	Straight
2	Curve-Right
3	Curve-Left
4	Curve - Unknown Direction
8	Not Reported
9	Unknown

Remarks:

Enter the value indicated on the PAR which best represents the roadway alignment just prior to this vehicle's critical precrash event. ***For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.***

The PAR information is prioritized as follows:
1) The Narrative.
2) If a curved roadway section is shown in the diagram, code **Curve**.
3) If the roadway section shown in the diagram is straight, but only a small roadway section is depicted, use check-box if it is filled out. If the check box is not filled out or does not exist, code 1 (Straight).
4) If the roadway section on the diagram is straight and a large roadway section is depicted, code 1 (Straight).
5) If the roadway is not described in the narrative or shown in the diagram, use the checkbox information.

0 (Non-Trafficway Area) *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.*

1 (Straight) is selected if the case materials indicate this vehicle's roadway is straight.

2 (Curve Right) or **3 (Curve Left)** is selected if the case materials indicate this vehicle's roadway is curved or there is any curvature discernable on the diagram.

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4 (Curve - Unknown Direction) is selected if the case materials indicate a curve, but no curve direction (left/right) is indicated.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when police indicate unknown.

Consistency Check:

IF	THEN
(A292)	*any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*all must equal 0, 00 and SPEED LIMIT must equal 00 for this vehicle.*
(A4D0)	PRE-EVENT MOVEMENT(PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 14,	ROADWAY ALIGNMENT must equal 2-4.
(A4D1)	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 01,*	*ROADWAY ALIGNMENT should not equal 2-4.*

ROADWAY GRADE

FORMAT: 1 numeric

SAS NAME: Accident.DProfile, Vehicle.VProfile

ELEMENT VALUES:

- 0   Non-Trafficway Area
- 1   Level
- 3   Hillcrest
- 5   Uphill
- 6   Downhill
- 2   Grade, Unknown Slope
- 4   Sag (Bottom)
- 8   Not Reported
- 9   Unknown

Remarks:

Enter the value indicated on the PAR which best represents the roadway grade just prior to this vehicle's critical precrash event. ***For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.*** If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

0 (Non-Trafficway Area) *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.*

3 (Hillcrest) refers to the area of transition between an uphill and a downhill grade as in the illustration on the following page.

2 (Grade, Unknown Slope) is used if the case materials indicate a grade, but uphill/downhill is not indicated.

4 (Sag [Bottom]) is a designed transition feature between a change of grade at the bottom of a hill. It is not a dip, which is a flaw.
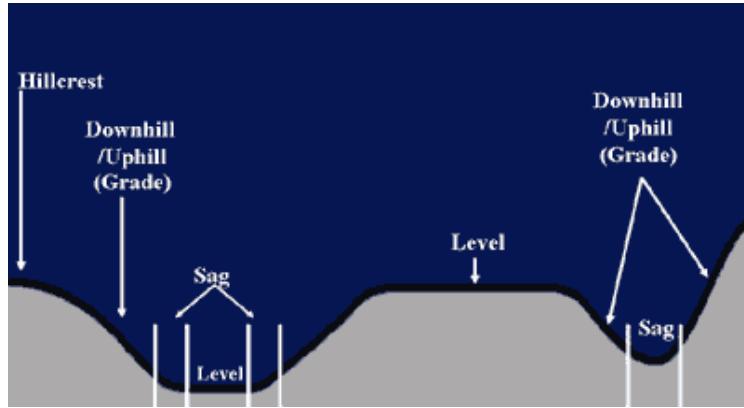
A dip on the road is not the same as a sag . A sag is a design feature whereas a dip is a flaw. The minimum length of a sag is 100 feet.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when police indicate unknown.

Consistency Check:

	IF	THEN
(1Z1P)	any SEQUENCE OF EVENTS equals 66,	ROADWAY GRADE should equal 6 for this vehicle.
(A292)	*any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*all must equal 0, 00 and SPEED LIMIT must equal 00 for this vehicle.*
(A494)	*TRAFFICWAY DESCRIPTION equals 6,*	*ROADWAY GRADE should not equal 3, 4.*

ROADWAY SURFACE TYPE

FORMAT: 1 numeric

SAS NAME: Accident.DPAVETYP, Vehicle.VPAVETYP

ELEMENT VALUES:

0	Non-Trafficway Area
1	Concrete
2	Blacktop, Bituminous, or Asphalt
3	Brick or Block
4	Slag, Gravel or Stone
5	Dirt
7	Other
8	Not Reported
9	Unknown

Remarks:

Enter the value indicated on the case materials which best represents the roadway surface type just prior to this vehicle's critical precrash event. ***For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.*** If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction.

Should be obtained from the crash report or the State Highway Department.

If the Police Accident Report (PAR) lists more than one type, choose the type with the lowest number. For example, if the PAR indicates Dirt/Gravel, then use **4 (Slag, Gravel or Stone)**.

0 (Non-Trafficway Area) *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.*

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

	IF	THEN
(A160)	ROADWAY FUNCTION CLASS equals 01-02, 04, 11-12, 13, 15,	ROADWAY SURFACE TYPE should equal 1-2, 8 or 9 for at least one vehicle.
(A170)	ROADWAY SURFACE TYPE equals 3-5 for every vehicle,	ROADWAY FUNCTION CLASS should not equal 01-03, 11-15.
(A292)	*<u>any</u> TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*<u>all</u> must equal 0, 00 <u>and</u> SPEED LIMIT must equal 00 for this vehicle.*
(A330)	ROUTE SIGNING equals 1-2,	ROADWAY SURFACE TYPE should equal 1-2, 8 for at least one vehicle.
(A490)	TRAFFICWAY DESCRIPTION equals 2-3, 5,	ROADWAY SURFACE TYPE should not equal 4-5, 7.
(A500)	TOTAL LANES IN ROADWAY equals 3-7,	ROADWAY SURFACE TYPE should not equal 4-5, 7.

ROADWAY SURFACE CONDITIONS

FORMAT: 2 numeric

SAS NAME: Accident.DSurCond, Vehicle.VSurCond

ELEMENT VALUES:

00	Non-Trafficway Area
01	Dry
02	Wet
03	Snow
10	Slush
04	Ice/Frost
06	Water (Standing, Moving)
05	Sand
11	Mud, Dirt, Gravel
07	Oil
08	Other
98	Not Reported
99	Unknown

Remarks:

Enter the value indicated on the case materials which best represents the roadway surface condition just prior to this vehicle's critical precrash event. ***For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.*** If this vehicle is in a junction just prior to its critical precrash event, the roadway selected for classification is the one it is on before entering the junction. These conditions may have been present but did not necessarily contribute to the crash.

If more than one surface condition is indicated for this vehicle select the condition that would have most affected the vehicle's traction.

00 (Non-Trafficway Area) *is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event.*

A road made of sand or dirt would be coded **01 (Dry)** under normal conditions, not **05 (Sand), 11 (Mud, Dirt, Oil)**.

02 (Wet) describes a roadway surface that is covered with water from rain or melted snow.

03 (Snow) describes a roadway surface that is covered with snow.

10 (Slush) describes a roadway surface that is covered with melting snow.

04 (Ice/Frost) includes a roadway covered with ice from freezing rain or water runoff that has pooled on the roadway and turned to ice.

06 (Water [Standing, Moving]) describes a roadway surface that is covered with water and typically localized.

FARS SPECIAL INSTRUCTION:

See Related Factors-Crash Level **05 (Surface Under Water)** to see if it applies.

05 (Sand) includes sand on the roadway as a result of sand blown by wind or sand discharged on the roadway by highway trucks.

11 (Mud, Dirt, Gravel) indicates these substances present on the surface of the roadway at the crash location, not the surface type of the roadway by design.

07 (Oil) includes fuel spilled on the roadway.

08 (Other) is used for roadway surface conditions not described above.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

	IF	THEN
(1A1P)	RELATED FACTORS-CRASH LEVEL equals 05,	ROADWAY SURFACE CONDITIONS must equal 06 for at least one vehicle.
(A040)	CRASH MONTH equals 05-09,	ROADWAY SURFACE CONDITIONS should not equal 03-04, *10.*
(A1A0)	ROADWAY SURFACE CONDITIONS equals 01 for a vehicle involved in the first harmful event,	ATMOSPHERIC CONDITIONS should not equal 02-04, 11.
(A1C0)	ROADWAY SURFACE CONDITIONS equals 01,	DRIVER'S VISION OBSCURED BY should not equal 08.

IF	**THEN**
(A510) any ATMOSPHERIC CONDITIONS equals 02-04, 11,	ROADWAY SURFACE CONDITIONS should not equal 01, 07-08, 99 for any vehicle.
(A292) *any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00,*	*all must equal 0, 00 and SPEED LIMIT must equal 00 for this vehicle.*

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TRAFFIC CONTROL DEVICE

FORMAT: 2 numeric

SAS NAME: Accident.DTrafCon, Vehicle.VTrafCon

ELEMENT VALUES:

00 No Controls

Traffic Signals
01 Traffic Control Signal (on colors) without Pedestrian Signal
02 Traffic Control Signal (on colors) with Pedestrian Signal
03 Traffic Control Signal (on colors) not known whether or not Pedestrian Signal
08 Other Highway Traffic Signal
09 Unknown Highway Traffic Signal
04 Flashing Traffic Control Signal

Regulatory Signs
20 Stop Sign
21 Yield Sign
28 Other Regulatory Sign
29 Unknown Regulatory Sign
23 School Zone Sign/Device
07 Lane Use Control Signal

40 Warning Sign
65 Railway Crossing Device
50 Person
98 Other
97 Not Reported
99 Unknown

Remarks:

Enter the attribute indicated in the case materials which best describes the traffic controls in the vehicle's environment just prior to this vehicle's critical precrash event. The roadway used for coding this element is the one this vehicle departed if it is off the roadway just prior to its critical precrash event. If this vehicle is in a junction just prior to its critical precrash event, this element is coded based on the roadway this vehicle was on before entering the junction. Code the attribute indicated in the case materials if it directly matches.

Code this element whether the device was functioning or not. If more than one device is present, code the highest device (lowest number on list) most related to the crash.

There are two exceptions:
1. One exception is **50 (Person)** which includes a law enforcement officer, crossing guard, flagman, etc. **50 (Person)** takes precedence over the entire list.
2. ***The other exception is a 28 (Regulatory Speed Limit Sign). You may have a 28 (Regulatory Speed Limit Sign) along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the 40 (Warning Sign) is more appropriate to code.***

00 (No Controls) is used if, at the time of the crash, there was no intent to control (regulate or warn) vehicle traffic. Use this attribute if statutory controls apply (e.g., state law requires that when two vehicles meet at an uncontrolled intersection, the one on the right has the right-of-way).

When a traffic control is deactivated (e.g., traffic signal that emits no signals) during certain times of the day and was deactivated at the time of the crash, code **00 (No Controls)**. A traffic control that has just been installed and not yet activated is also coded **00 (No Controls)**.

However, a traffic control that is out (e.g., due to a power failure) and was reported as such in the case materials is coded, unless a temporary control (e.g., stop sign, police officer, etc.) has been inserted, in which case the temporary control should be coded.

01 (Traffic Control Signal [on colors] without Pedestrian Signal) refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does not have a pedestrian control signal. The source of actuation is of no concern.

02 (Traffic Control Signal [on colors] with Pedestrian Signal) refers to any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. This traffic control signal does have a pedestrian control signal. The source of actuation is of no concern.

03 (Traffic Control Signal [on colors] not known whether or not Pedestrian Signal) any highway traffic signal by which traffic is alternatively directed to stop and permitted to proceed, utilizing the colors of red, yellow and green. It is unknown if this traffic control signal has a pedestrian control signal. The source of actuation is of no concern.

08 (Other Highway Traffic Signal) should be coded for traffic signals that are not covered in the preceding attributes. Use this attribute when a School Bus uses flashing lights to control traffic around the bus, regardless of any additional signs the school bus uses. For example, a school bus uses flashing lights and a stop sign on an arm to stop traffic around the school bus. This should only be used if the crash occurred during the time the sign was in effect.

09 (Unknown Highway Traffic Signal) is used with the investigating officer reported that the highway traffic signal was unknown at the time of crash.

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04 (Flashing Traffic Control Signal) usually has a single colored head and flashes. Use this attribute if it is a Highway Traffic Signal that is flashing. This includes a flashing beacon. If a flashing red beacon appears with a stop sign, use this attribute.

Guide signs do not constitute traffic controls.

You may have a Regulatory Speed Limit Sign along with another Traffic Control Device (for example, a Warning Sign for a dangerous condition in which the Warning Sign is more relevant in the crash). In this case, the Warning Sign is more appropriate to code.

Another set of questions arises from the issue of proximity of the device to the crash. Judgment must be applied in these situations. Typical signs which create such problems are:

- Speed limit signs where a party to the crash may be speeding
- "Do Not Pass" signs where a no passing zone extends for miles but is only marked at the beginning of the zone
- Pedestrians Prohibited signs at entrances to freeways but a pedestrian crash occurs on the freeway between interchanges
- And other such signs which may pertain to a significant length of road.

In these instances, if the crash occurs within reasonably close proximity of the sign and the sign type is relevant to the crash then it may be appropriate to code the sign.

If there is a question as to which type a sign is, consult the Manual of Uniform Traffic Control Devices (MUTCD). Generally, the appropriate code should be used if a party to the crash failed to heed the sign, was in a position to be controlled by the sign, or the sign has some relationship to the crash. For example, for a crash at a four-legged, two-way stop intersection where a driver fails to stop at the stop sign and collides with another vehicle, use the attribute **20 (Stop Sign)**. Conversely, at the same intersection, a driver on an approach not controlled by a stop sign loses control and strikes a utility pole. In this case, **20 (Stop Sign)** would not be appropriate.

Pavement markings are not considered as traffic control devices.

20 (Stop Sign) is a traffic sign used to control vehicular traffic, usually erected at road junctions, that instructs drivers to stop and then to proceed only if the way ahead is clear.

21 (Yield Sign) indicates that a vehicle driver must slow down and prepare to stop if necessary usually while merging into traffic on another road but needn't stop if the way is clear.

28 (Other Regulatory Sign)
Regulatory signs inform highway users of traffic laws or regulations and indicate the applicability of legal requirements that would not otherwise be apparent.

Examples of Regulatory Signs other than **20 (Stop Sign)** or **21 (Yield Sign)** are:

- Speed Limit signs

- Turn Prohibition signs
- Do Not Pass
- Do Not Enter signs
- Wrong-way
- One-way signs
- Road Closed signs
- Hazardous Cargo signs.

29 (Unknown Regulatory Sign) is used with the investigating officer reported that the regulatory sign was unknown at the time of crash.

23 **(School Zone Sign/Device)** is used when the first harmful event occurred during the time the sign was in effect. If the sign was in effect, it does not matter whether or not children were present. Some *23* **(School Zone Signs/Devices)** can be flashing, if this is the case, use this attribute before using **04 (Flashing Traffic Control Signal)**.

07 (Lane Use Control Signal) is for permanent lane control electronic devices (i.e., overhead lights or "X" indicating lane open or closed for rush hour lanes, bridges or at tollbooths).

40 (Warning Sign) is used when it is deemed necessary to warn traffic of existing or potentially hazardous conditions on or adjacent to a highway or street.

Examples of Warning Signs:
- *Work/Construction Zone related signs (Lane Shift, Uneven Surface, Workers Ahead, etc.)*
- *Changes in Horizontal Alignment signs (Hill, Curve, etc.),*
- *Road Narrows,*
- *Divided Road/Divided Road Ends,*
- *Low Clearance,*
- *Road Surface Condition signs (Bump, Slippery When Wet, etc.),*
- *Traffic Flow signs (Merge, Two-way Traffic, No Passing Zone etc.)*
- *This includes electronic warning signs such as portable signs, (i.e., attached to a vehicle), or stationary devices.*
- *Flashing lights on an approaching train.*

65 (Railway Crossing Device) is used to control or warn vehicular traffic at a railway crossing.

Examples:

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks

50 (Person) is someone, (e.g., police officer, crossing guard, flagman or officially designated person), that is in the act of controlling both vehicular and pedestrian traffic.

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98 (Other) includes: any other device, which (a) functions as a traffic control device which is not listed as an attribute of this data element and (b) is not excluded by the manual and (c) is related to the crash. Some examples are: barricades, cones, drums and object markers.

97 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

> Code **97 (Not Reported)** in these situations:
> - *A coded data block exists and it is left blank, and*
> - *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used if the investigating officer reported that the traffic control device at the time of crash was not known.

<u>**Consistency Checks:**</u>

	IF	THEN
(520F)	FIRST HARMFUL EVENT equals 10,	TRAFFIC CONTROL DEVICE must not equal 01-04, 07-09, 20-50, 98 for the vehicle involved in the first harmful event.
(610P)	TRAFFIC CONTROL DEVICE equals 00,	DEVICE FUNCTIONING must equal 0.
(640F)	TRAFFIC CONTROL DEVICE equals *23* for any vehicle,	RELATED FACTORS-CRASH LEVEL should equal 21.
(641F)	RELATED FACTORS-CRASH LEVEL equals 21,	TRAFFIC CONTROL DEVICE should not equal 00 for every vehicle.
(642F)	TRAFFIC CONTROL DEVICE equals 00 for any vehicle,	RELATED FACTORS-CRASH LEVEL should not equal 21.
(650P)	TRAFFIC CONTROL DEVICE equals 65 for any vehicle,	RAIL GRADE CROSSING IDENTIFIER must not equal 0000000.
(660P)	TRAFFIC CONTROL DEVICE is not equal to 00,	DEVICE FUNCTIONING must not equal 0.
(661P)	TRAFFIC CONTROL DEVICE equals 97,	DEVICE FUNCTIONING must equal 8.
(A1B0)	TRAFFIC CONTROL DEVICE equals 20-21 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should not equal 01, 18.
(A210)	ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0,	TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, *23*, 40, 50, 65.
(A260)	WORK ZONE equals 1-3,	TRAFFIC CONTROL DEVICE should equal 01-*29*, 40, 50 or 98 for this vehicle.
(A270)	any VIOLATIONS CHARGED equals 31-35, 37,	TRAFFIC CONTROL DEVICE should equal 01-20, 98.

	IF	**THEN**
(A440)	RELATION TO JUNCTION(b) equals 06,	TRAFFIC CONTROL DEVICE should equal 65 for any vehicle involved in the first harmful event.
(A520)	SEQUENCE OF EVENTS equals 10,	TRAFFIC CONTROL DEVICE should not equal 01-09, 20-*29*, *40*-50, 98.
(A770)	FIRST HARMFUL EVENT equals 46,	TRAFFIC CONTROL DEVICE should equal 01-04 for the vehicle involved in the first harmful event.
(A780)	FIRST HARMFUL EVENT equals 46,	TRAFFIC CONTROL DEVICE should not equal 00 for the vehicle involved in the first harmful event.
(A890)	RELATION TO JUNCTION (b) equals 01,	TRAFFIC CONTROL DEVICE should not equal 01-03 for any vehicle involved in the first harmful event.
(PB06)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 730,*	*TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-03.*
(PB09)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 141, 143, 151-158, 217 or 218,*	*TRAFFIC CONTROL DEVICE for the striking vehicle must not equal 00.*
(PB10)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 151, 156, 157, 217 or 218,*	*TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04.*
(PB11)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 143 or 154,*	*TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04, 20, 21, 28 or 29.*
(PB21)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 160,*	*TRAFFIC CONTROL DEVICE for the striking vehicle should equal 00.*

Consistency Check (GES Only):

	IF	**THEN**
(A930)	*INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03, 05,*	*TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65.*

DEVICE FUNCTIONING

FORMAT: 1 numeric

SAS NAME: Accident.DTCONT_F, Vehicle.VTCONT_F

ELEMENT VALUES:

0	No Controls
1	Device Not Functioning
2	Device Functioning - Functioning Improperly
3	Device Functioning Properly
8	Not Reported
9	Unknown

Remarks:

This data element is coded with respect to the control selected in the element Traffic Control Device.

1 (Device Not Functioning) is used when the device is not functioning at all (e.g., signal out, sign knocked down).

2 (Device Functioning - **Functioning Improperly)** is used when the device was functioning to an extent but not as intended (e.g., red signal lamp burned out, sign twisted or obscured by vegetation).

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **Not Reported** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used if the investigating officer reported that it was unknown if the traffic control device was functioning at the time of crash.

Consistency Checks:

	IF	THEN
(610P)	TRAFFIC CONTROL DEVICE equals 00,	DEVICE FUNCTIONING must equal 0.

	IF	**THEN**
(660P)	TRAFFIC CONTROL DEVICE is not equal to 00,	DEVICE FUNCTIONING must not equal 0.
(661P)	TRAFFIC CONTROL DEVICE equals 97,	DEVICE FUNCTIONING must equal 8.

DRIVER'S VISION OBSCURED BY

FORMAT: 2 numeric. Select all the apply.

SAS NAME: Vehicle.Vision.MVISOBSC

ELEMENT VALUES:

00	No Obstruction Noted
01	Rain, Snow, Fog, Smoke, Sand, Dust
02	Reflected Glare, Bright Sunlight, Headlights
03	Curve, Hill or Other Roadway Design Feature
04	Building, Billboard, Other Structure
05	Trees, Crops, Vegetation
06	In-Transport Motor Vehicle (including load)
07	Not In-Transport Motor Vehicle (parked/working)
08	Splash or Spray of Passing Vehicle
09	Inadequate Defrost or Defog System
10	Inadequate Vehicle Lighting System
11	Obstruction Interior to the Vehicle
12	External Mirrors
13	Broken or Improperly Cleaned Windshield
14	Obstructing Angles on Vehicle
95	No Driver Present / *Unknown if Driver Present*
97	Vision Obscured – No Details
98	Other Visual Obstruction
99	Unknown

Remarks:

This data element records impediments to a driver's visual field that were noted in the case materials. These "visual obstructions" can appear anywhere in the case materials. Examples include a field on the PAR (e.g., "Contributing Factors"), in the narrative section, in the violations section, or in witness statements.

00 (No Obstruction Noted) is used when the case materials give no indication of a visual obstruction for this driver.

01 (Rain, Snow, Fog, Smoke, Sand, Dust) is used when one or more of these conditions exist AND are noted to have obstructed the view of the driver. Do not use this attribute when only the vehicle windshield is described as "fogged". (See **09 (Inadequate Defrost or Defog System)** or **13 (Broken or Improperly Cleaned Windshield)**.)

02 (Reflected Glare, Bright Sunlight, Headlights) is used when one or more of these conditions are noted to have obstructed the view of the driver.

03 (Curve, Hill or Other Roadway Design Feature) is used when any of these roadway features or design elements is noted to have obstructed the view of the driver (including embankment, sag, etc.).

04 (Building, Billboard, Other Structure) is used when any of these man-made structures are noted to have obstructed the view of the driver (including traffic signs, poles, signals, etc.).

05 (Trees, Crops, Vegetation) is used when any of these natural features are noted to have obstructed the view of the driver.

06 (In-Transport Motor Vehicle [including load]) is used when a vehicle that is in motion or stopped on the roadway is noted to have obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

07 (Not In-Transport Motor Vehicle [parked, working]) is used when a vehicle that is parked in a designated parking area or space, stopped in an area off the roadway or is a working motor vehicle is noted to have obstructed the view of the driver. The vehicle may be but does not have to be a contact vehicle in the case.

08 (Splash or Spray of Passing Vehicle) is used when this condition is noted to have obstructed the view of the driver. The splash or spray can come from water or mud; however the use of this attribute does not require it to be raining at the time of the crash.

09 (Inadequate Defrost or Defog System) is used when the presence of frost or fog on the windshield was noted as being due to an inadequate system. The case materials must state specifically that the system was not operating properly. If the case material states the presence of frost or fog alone on the windshield you should use **13 (Broken or Improperly Cleaned Windshield)**.

10 (Inadequate Vehicle Lighting System) is used when the case materials indicate this driver's vision was impaired because the exterior lighting system (including head-lights, fog-lights, etc., of the driver's vehicle was deficient in some way. This would include being turned off or not operating properly. This response should not be used to describe inadequate lighting systems of other vehicles (e.g., oncoming motor vehicles) or for inadequate highway lighting.

11 (Obstruction Interior to the Vehicle) is used when the case materials indicate this driver's vision was impaired because of a feature in the interior of their vehicle (including head restraint, rear-view mirror, window stickers, sun shades, ornaments, windshield tinting).

12 (External Mirrors) is used when the case materials indicate that an exterior mirror on this driver's vehicle created a visual obstruction.

13 (Broken or Improperly Cleaned Windshield) is used when this condition is noted to have obstructed the view of the driver. The presence of frost or fog on the windshield would apply. For a "fogged" or "frosted" windshield due to an inadequate or inoperable system see **09 (Inadequate Defrost or Defog System)**.

14 (Obstructing Angles on Vehicle) is used when the case materials indicate that the size or shape of a driver's own vehicle created a visual obstruction (including trailer, vehicle height, blind spot). Not to be confused with visual obstructions from other vehicles or a vehicle's interior components such as head restraints, sun shades, etc.

95 (No Driver Present/Unknown if Driver Present) is used when there is no driver in this vehicle or when it is unknown if there is a driver present in this vehicle at the time of the crash.

97 (Vision Obscured - No Details) is used when the case materials indicate that a vision impediment exists but does not clearly indicate the nature of the impediment.

98 (Other Visual Obstruction) is used when the case materials indicate the nature of a vision impediment that cannot be attributed to one of the other attributes above. For example, an unattached trailer left on the road shoulder.

99 (Unknown) is used when the case materials specifically indicate unknown. Also use this response when hit and run drivers are involved, unless the case materials provide specific information about driver vision obscured.

Consistency Checks:

	IF	THEN
(1L2P)	any DRIVER'S VISION OBSCURED BY equals 00 or 95 or 99,	only that one code and no other must be coded for this vehicle.
(1L4P)	any DRIVER'S VISION OBSCURED BY equals 09,	at least one CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must equal 97.
(1L5P)	any DRIVER'S VISION OBSCURED BY equals 10,	at least one CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must equal 07 or 08 or 09.
(2H1F)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,	DRIVER'S VISION OBSCURED BY must equal 95.
(A1C0)	ROADWAY SURFACE CONDITIONS equals 01,	DRIVER'S VISION OBSCURED BY should not equal 08.
(PB31)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 147, 157 or 357,*	*at least one DRIVER'S VISION OBSCURED BY must equal 06 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB32)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 742,*	*at least one DRIVER'S VISION OBSCURED BY must not equal 00 or 95 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

IF	THEN
(PB33) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 156,*	*DRIVER'S VISION OBSCURED BY for the striking vehicle must not equal 06.*

DRIVER MANEUVERED TO AVOID

FORMAT: 2 numeric. Select all that apply

SAS NAME: Maneuver.MDRMANAV

ELEMENT VALUES:

00	Driver Did Not Maneuver To Avoid
01	Object
02	Poor Road Conditions (Puddle, Ice, Pothole, etc.)
03	Live Animal
04	Motor Vehicle
05	Pedestrian, Pedalcyclist or Other Non-Motorist
92	Phantom/Non-Contact Motor Vehicle
95	No Driver Present / *Unknown if Driver Present*
98	Not Reported
99	Unknown

Remarks:

This data element identifies the thing(s) the driver attempted to avoid while the vehicle was on the road portion of the trafficway, just prior to the first harmful event for this vehicle. The "road" by definition includes the roadway and shoulder/parking lane portions, when a shoulder/ parking lane is present. The source for this data is the crash report narrative or related crash report form fields as completed by the investigating officer. It is the officer's assessment. Consequently, do not consider items noted only in driver or witness statement documentation unless verified by being reported in the crash report narrative.

Code the thing(s) the driver tried to avoid whether the maneuver was successful or not (i.e., whether or not the driver was able to avoid the object, poor road condition, animal, vehicle or non-motorist).

00 (Driver Did Not Maneuver to Avoid) is used when:
- The crash report indicates that no avoidance maneuvers were taken by the driver.
- The avoidance maneuver(s) occurred after the first harmful event for the vehicle.
- The avoidance maneuver occurred when the vehicle was not on a roadway, shoulder or parking lane.

01 (Object) is used when the driver attempted to avoid a non-fixed object such as; an animal carcass, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines, debris from a previous crash, rocks that fall from an adjacent hillside, a load that fell from another vehicle, debris left from a tire blowout, etc.

02 (Poor Road Conditions [Puddle, Ice, Pothole, etc.]) is used when the driver maneuvered to avoid the location of a road condition. Treat the condition as if it were an object. Do not use this attribute if the driver lost control while traveling on/over the road condition but made no maneuver to avoid it.

03 (Live Animal) is used when the driver attempted to avoid a live animal that is stationary or moving. A dead animal carcass is considered debris and coded as **01 (Object)**.

04 (Motor Vehicle) is used when the driver attempted to avoid another <u>contact</u> motor vehicle in the crash. This includes in-transport, parked or working motor vehicles. A trailer not connected to a motor vehicle would be considered a **01 (Object).**

05 (Pedestrian, Pedalcyclist or Other Non-Motorist) is used when the driver attempts to avoid a pedestrian, pedalcyclist or other non-motorist. Other Non-motorist would include persons riding on an animal, or in an animal drawn conveyance or on a personal conveyance. A person killed in a previous crash or an unoccupied pedalcycle or personal conveyance would be considered a **01 (Object).**

92 (Phantom/Non-Contact Motor Vehicle) is used when the driver attempted to avoid another motor vehicle in the crash that was reported as a <u>non-contact</u> or phantom vehicle. This includes in-transport, parked or working motor vehicles. A trailer not connected to a motor vehicle would be considered a **01 (Object).**

95 (No Driver Present/Unknown if Driver Present) is used when there is no driver in this vehicle or when it is unknown if there is a driver present in this vehicle at the time of the crash.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **98 (Not Reported)** in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when the information about a particular vehicle's circumstances are reported as "unknown". Examples include a hit-and-run driver that is not apprehended, or a fatal crash discovered weeks after the crash occurred.

<u>**Consistency Checks:**</u>

	IF	THEN
(3BCP)	CRASH TYPE equals 34, 36, 38, 40, 54, 56, 58 or 60,	DRIVER MANEUVERED TO AVOID must not equal 00.
(9C4P)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,	DRIVER MANEUVERED TO AVOID must only equal 95.

	IF	**THEN**
(9C5P)	DRIVER MANEUVERED TO AVOID equals 95,	DRIVER PRESENCE must equal 0 *or 9*.
(AZ6P)	any DRIVER MANEUVERED TO AVOID equals 00,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 17.
(AZ7P)	any DRIVER MANEUVERED TO AVOID equals 00 or 95 or 99,	only that one code and no other must be coded for this vehicle.
(AZBP)	any DRIVER MANEUVERED TO AVOID equals 03,	CRITICAL EVENT – PRECRASH (EVENT) should equal 87-89.
(AZCP)	any DRIVER MANEUVERED TO AVOID equals 05,	CRITICAL EVENT – PRECRASH (EVENT) should equal 80-85.
(AZDP)	any DRIVER MANEUVERED TO AVOID equals 04,	CRITICAL EVENT – PRECRASH (EVENT) should equal 50-56, 59-68, 70-74 or 78.
(AZEP)	any DRIVER MANEUVERED TO AVOID equals 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 90-92.
(B10P)	ATTEMPTED AVOIDANCE MANUEVER equals 00-01,	DRIVER MANEUVERED TO AVOID should equal 00 or 95.

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DRIVER DISTRACTED BY

FORMAT: 2 numeric. Select all the apply.

SAS NAME: Distract.MDRDSTRD

ELEMENT VALUES:

00	Not Distracted
01	Looked But Did Not See
03	By Other Occupant(s)
04	By Moving Object in Vehicle
05	While Talking or Listening to Cellular Phone
06	While Dialing Cellular Phone
07	Adjusting Audio And/Or Climate Controls
09	While Using Other Device/Controls Integral to Vehicle
10	While Using or Reaching For Device/Object Brought Into Vehicle
12	Distracted by Outside Person, Object or Event
13	Eating or Drinking
14	Smoking Related
15	Other Cellular Phone Related
16	No Driver Present / *Unknown if Driver Present*
92	Distraction/Inattention, Details Unknown
96	Not Reported
97	Inattentive or Lost in Thought
98	Other Distraction
99	Unknown if Distracted

Remarks:

Record the attribute(s) which best describe this driver's attention to driving prior to the driver's realization of an impending critical event or just prior to impact if realization of an impending critical event does not occur. If this driver's vehicle has two critical crash envelopes, record the attribute(s) which best describe the driver's attention prior to the first Critical Precrash Event (i.e., prior to realization of the impending danger which the driver successfully avoided). Intoxication, Ill, Blackout, Asleep or Fatigued are not considered distractions. This information is captured under the data element Driver Condition.

00 (Not Distracted)
- When the case materials indicate that the individual was completely attentive to driving
- When the case materials do not indicate a distraction in an available field and not reporting a distraction in that field indicates **00 (Not Distracted)**.
- When the investigating officer is limited in selection and cannot select a distraction in addition to another factor relevant to crash and no other indication of distraction exists in the case materials.

- For omission of information see **96 (Not Reported)** guidance below.

    Note: If it is unknown if the device or object was brought into the vehicle or was original equipment on this vehicle, default to **10 (While Using or Reaching For Device/Object Brought Into Vehicle)**.

Intoxication, asleep, fatigue, illness and other physical impairments are not considered distractions. These conditions are captured in the Condition (Impairment) at Time of Crash *element*.

01 (Looked But Did Not See) is used when the driver is paying attention to driving, but does not see the relevant vehicle, object, etc. This attribute should be used when a driver has an opportunity to take some action prior to impact, but the driver takes no action and no other distractions apply. This situation frequently occurs when an overtaking vehicle is in the driver's "blind spot" or at intersections when a crossing vehicle is not noticed. If the driver sees the vehicle, object, etc., but does not consider it a danger, and no other distractions apply then the **00 (Not Distracted)** would be used.

03 (By Other Occupant[s]) is used when the driver was distracted by another occupant in this driver's vehicle prior to realization of impending danger. Examples of other occupant distraction include conversing with or looking at another occupant.

04 (By Moving Object in Vehicle) is used when the driver was distracted by a moving object in this driver's vehicle prior to realization of impending danger. Examples include a dropped object, a moving pet, insect or cargo.

05 (While Talking or Listening to Cellular Phone) is used when the driver is talking or listening on a cellular phone.

06 (While Dialing Cellular Phone) is used when the driver is dialing or text messaging (texting) on a cellular phone. This includes dialing or text messaging on any wireless e-mail device.

07 (Adjusting Audio or Climate Controls) is used when someone is distracted from the driving task while adjusting the air conditioner, heater, radio, cassette, using the radio, using the cassette or CD that are mounted in the vehicle.

09 (While Using Other Device/Controls Integral to Vehicle) is used when the driver is distracted while using a device in the vehicle including adjusting windows (power or manual) adjusting door locks (power or manual), adjusting side view mirrors (power or manual), adjusting rear view mirror, adjusting seat (power or manual), adjusting steering wheel and adjusting seat belt, on-board navigational devices, etc. (OEM equipment).

10 (While Using or Reaching For Device/Object Brought Into Vehicle) is used when the driver is distracted while using or reaching for a device in the vehicle including a radar detector, CDs, razors, portable CD player, headphones, a navigational device, cigarette lighter,

etc. The use of another device to light a cigarette other than the vehicle's cigarette lighter should be coded **14 (Smoking Related)**. This attribute is also used when it can not be determined if the involved device was OEM, brought into the vehicle, or a function of a cell phone (i.e. GPS).

If it is unknown if the device or object was brought into the vehicle or was original equipment on this vehicle default to brought into vehicle.

12 (Distracted By Outside Person, Object or Event) is used when the driver was distracted by an outside person, object or event prior to realization of impending danger. Examples include animals on the roadside or a previous crash. Do not use this attribute for a person, object or event that the driver has recognized and for which the driver has taken some action (e.g., avoiding a pedestrian on the roadway).

13 (Eating or Drinking) is used when the driver is eating or drinking or involved in an activity related to these actions (e.g., picking food from carton placed on passenger seat, reaching to throw out used food wrapper, etc.)

14 (Smoking Related) is used when the driver is smoking or involved in an activity related to smoking, such as lighting his cigarette, putting his ashes in the ash tray, etc. Any method of lighting the cigarette would be coded **14 (Smoking Related)**.

15 (Other Cellular Phone Related) is used when the case material indicates the driver is distracted from the driving task due to cellular phone involvement, but none of the specified codes are applicable (e.g., reaching for cellular phone, etc.). This attribute is also applied when specific details regarding cellular phone distraction / usage are not provided.

16 (No Driver Present/Unknown if Driver Present) is used when there is no driver in this vehicle or when it is unknown if there is a driver present in this vehicle at the time of the crash.

92 (Distraction/Inattention, Details Unknown) is used when distraction and/or inattention are noted in the case materials, but the specifics are unknown.

96 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **96 (Not Reported)** in these situations:
* *A coded data block exists and it is left blank, and*
* *No other information is available (e.g., narrative, diagram or case materials)*

97 (Inattentive *or* Lost in Thought) is used when the driver is thinking about items other than the driving task (daydreaming). *For general "inattention" or "distraction" see element value 92 (Distraction/Inattention, Details Unknown).*

98 (Other Distraction) is used when details regarding this driver's distraction are known but none of the specified codes are applicable.

99 (Unknown if Distracted) is used when the case materials specifically indicates unknown. Also use this response when hit-and-run drivers are involved, unless the case material provides information about driver distraction/inattention.

<u>Consistency Checks:</u>

	IF	THEN
(BJ1P)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*,	DRIVER DISTRACTED BY must equal 16.
(BJ2P)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 1,	DRIVER DISTRACTED BY must not equal 16 or blank.
(BJ3P)	UNIT TYPE equals 1, and DRIVER DISTRACTED BY equals 16,	DRIVER PRESENCE must equal 0 *or 9*.
(BJ4P)	any DRIVER DISTRACTED BY equals 03,	NUMBER OF OCCUPANTS must be greater than 01.
(BJ7P)	any DRIVER DISTRACTED BY equals 00 or 01 or 16 or 96 or 99,	only that one code and no other must be used.

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT)

FORMAT: 2 numeric

SAS NAME: Vehicle.P_Crash1

ELEMENT VALUES:

00	No Driver Present
01	Going Straight
02	Decelerating In *Road*
03	Accelerating In *Road*
04	Starting In *Road*
05	Stopped In *Road*
06	Passing Or Overtaking Another Vehicle
07	Disabled Or *"Parked"* In *Travel* Lane
08	Leaving A Parking Position
09	Entering A Parking Position
10	Turning Right
11	Turning Left
12	Making A U-Turn
13	Backing Up (Other Than For Parking Position)
14	Negotiating A Curve
15	Changing Lanes
16	Merging
17	Successful Avoidance Maneuver To A Previous Critical Event
98	Other (Specify:)
99	Unknown

Remarks:

Record the attribute that best describes this vehicle's activity prior to the driver's realization of an impending critical event or just prior to impact if the driver took no action or had no time to attempt any evasive maneuvers.

Actions taken by the driver, of this vehicle, **after realization** of an impending danger are captured in Attempted Avoidance Maneuver.

00 (No Driver Present) is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **0 (No Driver Present/Not Applicable)**.

01 (Going Straight) is used when this vehicle's path of travel was straight ahead on the roadway without any attempted or intended changes. See attribute **98 (Other)** for vehicles traveling on off-roadway locations.

02 (Decelerating In *Road*) is used when this vehicle was traveling straight ahead within the *road portion of the trafficway and was* decelerating.

03 (Accelerating In *Road*) is used when this vehicle was traveling straight ahead within the *road portion of the trafficway and was* accelerating.

04 (Starting In *Road*) is used when this vehicle was in the process of starting forward from a stopped position within the *road portion of the trafficway* (e.g., start up from traffic signal).

05 (Stopped In *Road*) is used when this vehicle was stopped momentarily, with the motor running within the *road portion of the trafficway* (e.g., stopped for traffic signal).

06 (Passing Or Overtaking Another Vehicle) is used when this vehicle was traveling straight ahead and was in the process of passing or overtaking another vehicle on the left or right.

07 (Disabled Or "*Parked*" In *Travel* Lane) is used when this vehicle was *"parked"* in a travel lane (e.g., double parked, disabled) with a driver present in the vehicle.

08 (Leaving A Parking Position) is used *when* this vehicle was entering the travel lane from a parking area adjacent to the traffic lanes.

09 (Entering A Parking Position) is used when this vehicle was leaving the travel lane to a parking area adjacent to the traffic lanes (i.e., in the process of parking).

10 (Turning Right) is used when this vehicle was moving forward and turned right, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

11 (Turning Left) is used when this vehicle was moving forward and turned left, changing lanes from one roadway to a different roadway (e.g., from or to a driveway, parking lot or intersection).

12 (Making a U-Turn) is used when this vehicle was making a U-turn on the trafficway.

13 (Backing Up [Other Than For Parking Position]) is used when this vehicle was traveling backwards within the trafficway. Do not use this attribute if the vehicle was backing into a parking space (See **09 (Entering a Parking Position)**.)

14 (Negotiating A Curve) is used when this vehicle was continuing along a *road* that curved to the right or left.

15 (Changing Lanes) is used when this vehicle was traveling straight ahead and changed travel lanes to the right or left while on the same roadway.

16 (Merging) is used when this vehicle was moving forward and merging from the left or right into a traffic lane (e.g., roadway narrows, exit/entrance ramps).

17 (Successful Avoidance Maneuver To A Previous Critical Event) is used when this vehicle responded to a previous critical event and successfully avoided an impact. However, this maneuver precipitated a subsequent critical crash envelope, which resulted in this vehicle's first impact.

98 (Other [Specify:]) is used when this vehicle's pre-event movement is known but none of the specified attributes are applicable. For example, vehicles traveling on off-roadway locations would be coded as 98 (Other). The movement must be specified in the "specify box".

> *Note: for attributes with a "Specify:" designation, a fill-in text box will open in MDE. This text box should be used to provide additional detail about the attribute selection.

99 (Unknown) is used when the vehicle's movement prior to the driver's realization of an impending critical event is unknown.

Consistency Checks:

	IF	THEN
(3B4P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10,	CRASH TYPE must not equal 44-67, 68-69, 71-73, 76-77, 79, 81-83, 86-92.
(3B5P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11,	CRASH TYPE must not equal 44-67, 69-71, 73, 77-81, 83, 86-92.
(3BDP)	CRASH TYPE equals 46-47, and ATTEMPTED AVOIDANCE MANEUVER equals 01 or 99,	PRE-EVENT MOVEMENT (PRIOR TO RECONITION OF CRITICAL EVENT) must not equal 01.
(3C00)	CRASH TYPE equals 68, 72, 76 or 82,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11 or 98.
(3C10)	CRASH TYPE equals 70, 78 or 80,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10 or 98.
(3C20)	***this vehicle is involved in the first harmful event and its*** CRASH TYPE equals 29-31,	***this vehicle's*** PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 02.
(3C30)	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 12,	CRASH TYPE should equal 98.
(3C40)	CRASH TYPE equals 46-47,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15-16.
(3C50)	CRASH TYPE equals 92,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 08-09, 13, 98-99.

IF	**THEN**
(3C60) CRASH TYPE equals 25-27, 29-31,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 05 or 07.
(3C70) PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13,	CRASH TYPE should equal 92 or 98.
(3D60) CRASH TYPE equals 46 or 47,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 01.
(9BAP) MANNER OF COLLISION equals 07 *and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 10 or 11 for either one of the vehicles involved in the first harmful event,*	CRASH TYPE should equal 44-49, 98-99 for the vehicles involved in the first harmful event.
(A430) PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-11 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should not equal 01, 18.
(A4C0) RELATION TO JUNCTION (b) equals 04,	at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) for the vehicles involved in the first harmful event should equal 10, 11, 13 or 98.
(A4D0) PRE-EVENT MOVEMENT(PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 14,	ROADWAY ALIGNMENT must equal 2-4.
(A4D1) PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 01,	*ROADWAY ALIGNMENT should not equal 2-4.*
(A61F) FIRST HARMFUL EVENT equals 08-09, 11, *15, 49,* and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to *00,* 13,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(AZ20) UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,	PRE-EVENT MOVEMENT (PRIOR TO CRITICAL EVENT) must equal 00.
(AZ30) PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(AZ50) PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	PRE-IMPACT STABILITY must equal 0.

IF		THEN
(AZ60)	PRE-IMPACT STABILITY equals 00,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
(AZ6P)	any DRIVER MANEUVERED TO AVOID equals 00,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 17.
(AZ70)	PRE-IMPACT LOCATION equals 0,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
(AZ80)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	PRE-IMPACT LOCATION must equal 0.
(AZA0)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 05 or 07,	TRAVEL SPEED should equal 000 for this vehicle.
(PB17)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 211-214 or 219,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, 13 or 97. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).*
(PB40)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 600,*	*at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, or 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB41)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 215,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08 or 09 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB42)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111, 211 or 212,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB43)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 112, 151, 213, 214, 217 or 218,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

IF	**THEN**
(PB45) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 781 or 782,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB46) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 221-225,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 01 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB49) PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 211-214 or 219.
(PB50) PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-12 or 16 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 460, 510, 781, 782, 791, 792, 794, 795, or 799.
(PB51) PERSON TYPE equals 06 or 07 and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 111, 211 or 212.
(PB52) PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/BIKE TYPING -BICYCLIST CRASH TYPE should equal 600.

IF	THEN

(PB53) *PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,*

at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 112, 151, 213, 214, 217 or 218.

(PB56) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 791, 792, 794, 795,*

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.

(V535)   ATTEMPTED AVOIDANCE MANEUVER equals 00,

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.

(V538)   JACKKNIFE equals 2,

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 04-05, 07-09 or 13 for this vehicle.

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CRITCAL EVENT – PRECRASH (CATEGORY)

FORMAT: 1 numeric

SAS NAME: none

ELEMENT VALUES:

1	This Vehicle Loss of Control Due To:
2	This Vehicle Traveling
3	Other Motor Vehicle in Lane
4	Other Motor Vehicle Encroaching into Lane
5	Pedestrian or Pedalcyclist or Other Non-Motorist
6	Object or Animal
7	*Other*
9	Unknown

Remarks:

When more than one condition applies and it cannot be determined which one had a greater effect, choose the higher listed attribute (e.g., **1 (This Vehicle Loss of Control Due To:)** takes precedence over **2 (This Vehicle Traveling)**).

1 (This Vehicle Loss of Control Due To:) is used to identify situations where the critical factor leading to the collision involved control loss of this vehicle. Control loss can be related to either mechanical failure or environmentally induced vehicle instability.

2 (This Vehicle Traveling) is used to identify situations where the critical factor leading to the collision involves the travel path of this vehicle.

3 (Other Motor Vehicle In Lane) is used to identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

4 (Other Motor Vehicle Encroaching Into Lane) is used to identify situations where the critical factor leading to the collision involves the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

5 (Pedestrian or Pedalcyclist or Other Non-Motorist) is used to identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist or other non-motorist. A pedalcyclist is defined as a person riding a pedal power conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as a person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skate board, roller blades, etc.).

6 (Object or Animal) is used to identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

7 (Other) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash are not considered as other critical precrash events. For example, use this attribute if the critical event developed from this vehicle's departure from a driveway.

9 (Unknown) is used when the critical precrash event which resulted in the collision is unknown.

<u>**Consistency Checks:**</u>

	IF	THEN

(FP6F)   *UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (CATEGORY) equals blank, case status is flawed.*

CRITICAL EVENT – PRECRASH (EVENT)

FORMAT: 2 numeric

SAS NAME: Vehicle.P_Crash2

ELEMENT VALUES:

THIS VEHICLE LOSS OF CONTROL DUE TO:
- 01   Blow out/flat tire
- 02   Stalled engine
- 03   Disabling vehicle failure (e.g., wheel fell off) (specify:)
- 04   Non-disabling vehicle problem (e.g., hood flew up) (specify:)
- 05   Poor road conditions (puddle, pothole, ice, etc.) (specify:)
- 06   Traveling too fast for conditions
- 08   Other cause of control loss (specify:)
- 09   Unknown cause of control loss

THIS VEHICLE TRAVELING
- 10   Over the lane line on left side of travel lane
- 11   Over the lane line on right side of travel lane
- 12   Off the edge of the road on the left side
- 13   Off the edge of the road on the right side
- 14   End departure
- 15   Turning left at *junction*
- 16   Turning right at *junction*
- 17   Crossing over (passing through) intersection
- 18   This vehicle decelerating
- 19   Unknown travel direction

OTHER MOTOR VEHICLE IN LANE
- 50   Other vehicle stopped
- 51   Traveling in same direction with lower or steady speed
- 52   Traveling in same direction while decelerating
- 53   Traveling in same direction with higher speed
- 54   Traveling in opposite direction
- 55   In crossover
- 56   Backing
- 59   Unknown travel direction of the other motor vehicle in lane

OTHER MOTOR VEHICLE ENCROACHING INTO LANE
- 60   From adjacent lane (same direction) over left lane line
- 61   From adjacent lane (same direction) over right lane line
- 62   From opposite direction over left lane line
- 63   From opposite direction over right lane line

64	From parking lane, median, shoulder, roadside
65	From crossing street, turning into same direction
66	From crossing street, across path
67	From crossing street, turning into opposite direction
68	From crossing street, intended path not known
70	From driveway, turning into same direction
71	From driveway, across path
72	From driveway, turning into opposite direction
73	From driveway, intended path not known
74	From entrance to limited access highway
78	Encroachment by other vehicle - details unknown

PEDESTRIAN OR PEDALCYCLIST OR OTHER NON-MOTORIST
80	Pedestrian in *road*
81	Pedestrian approaching *road*
82	Pedestrian unknown location
83	Pedalcyclist or other non-motorist in *road*
84	Pedalcyclist or other non-motorist approaching *road*
85	Pedalcyclist or other non-motorist unknown location

OBJECT OR ANIMAL
87	Animal in *road*
88	Animal approaching *road*
89	Animal - unknown location
90	Object in *road*
91	Object approaching *road*
92	Object unknown location

OTHER (SPECIFY:)
98	Other critical precrash event (specify:)

UNKNOWN:
99	Unknown

Remarks:

The selection of the Critical Precrash Category will determine what Critical Precrash Events are available to select.

> *Note: for attributes with a "Specify:" designation, a fill-in text box will open in MDE. This text box should be used to provide additional detail about the attribute selection.*

When more than one condition applies and it cannot be determined which one had a greater effect, choose the higher listed element.

This *element* identifies the critical event which made the crash imminent (i.e., something occurred which made the collision possible). Responsive actions to this situation, if any, are coded under Attempted Avoidance Maneuver.

A Critical Precrash Event is coded for each vehicle and identifies the circumstances leading to this vehicle's first impact in the crash.

Do not refer to culpability. Many crash scenarios will suggest fault, but this should be coincidental rather than by design. As an example, vehicle 1 was speeding when vehicle 2 crossed vehicle 1's path from a driveway. The situation which made the precrash event critical for vehicle 1 (since it did not lose control) was vehicle 2's movement across vehicle 1's path **and not** vehicle 1's speed.

This Vehicle Loss Of Control Due To:

01 (Blow out or flat tire) is used when a vehicle in motion loses control as the result of an immediate tire disruption. Examples include blow out, rapid air loss, tread separation, etc.

02 (Stalled engine) refers to a vehicle which is in motion and loses engine power. A stalled engine situation must precipitate a collision to be coded in this *element*. A vehicle that is stopped as the result of an engine malfunction does not take this attribute.

03 (Disabling vehicle failure [e.g., wheel fell off] [specify:]) is selected when a mechanical malfunction, such as a component of the vehicle suspension or steering system, leads to the critical reason for the collision. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

04 (Non-disabling vehicle problem [e.g., hood flew up] [specify:]) is selected when some mechanical abnormality occurred to this vehicle which leads to the critical reason for the collision. The abnormality must not be disabling damage. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

05 (Poor road conditions [puddle, pot hole, ice, etc.] [specify:]) captures control loss due to environmental conditions of the roadway. These conditions must have initiated the precrash event which resulted in the collision. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

06 (Traveling too fast for conditions) identifies this vehicle's movement relative to its surroundings in which the subsequent loss of control lead to the collision. An example is a roadway departure on a curve where the driver failed to negotiate and departed the roadway resulting in an impact. If the driver merely steered straight while in a curve and departed the roadway, then the category This Vehicle Traveling may apply.

08 (Other cause of control loss [specify:]) is selected when it was determined that this vehicle's loss of control was the primary reason which made the event critical and the above

attributes do not adequately identify the control loss condition. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

09 (Unknown cause of control loss) is selected when it is known control loss made the situation critical, but it is unknown whether the vehicle or the environment caused the control loss.

This Vehicle Traveling

These attributes identify situations where the critical factor leading to the collision involved the travel path of this vehicle.

10 (Over the lane line on left side of travel lane) is selected when this vehicle departs its lane to the left and is entering or had entered the adjoining lane or shoulder. The change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's left and is struck by a vehicle traveling within its travel lane in the opposite direction.

However, by modifying the scenario slightly, the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the left of the lead vehicle. If an animal runs into the roadway and is struck by this vehicle, then the correct choice would be **87 (Animal in *Road*)**.

11 (Over the lane line on right side of travel lane) is selected when this vehicle departs its lane to the right and is entering or had entered the adjoining lane or shoulder. To use this attribute, change of travel path by this vehicle must precipitate the critical event for the collision. As an example, this vehicle attempts to pass another vehicle on the other vehicle's right and is struck in the rear by a vehicle traveling within its travel lane in the same direction. The correct choice for this vehicle would be **10 (Over the lane line on right side of travel lane)**.

However, by modifying the scenario slightly the lane change may not always be the factor leading to the precrash event. Consider the same situation where this vehicle is passing to the right of the lead vehicle. If an animal runs into the *road* and is struck by this vehicle, then the correct choice would be **87 (Animal in *road*)**.

12 (Off the edge of the road on the left side) identifies a situation where the initial precrash event occurred beyond the left side shoulder area. This also includes departure into a median.

13 (Off the edge of the road on the right side) identifies a situation where the initial precrash event occurred beyond the right side shoulder area.

14 (End departure) is used when the vehicle departs the end of the roadway (e.g., "T" intersection).

15 (Turning left at *junction*) is used when this vehicle attempts a left turn from its roadway to another roadway or driveway. *If the critical event developed from this vehicles departure from a driveway code 98 (Other critical precrash event [specify:]).*

16 (Turning right at *junction*) is used when this vehicle attempts a right turn from its roadway to another roadway or driveway. *If the critical event developed from this vehicles departure from a driveway code 98 (Other critical precrash event [specify:]).*

17 (Crossing over (passing through) intersection) identifies this vehicle's travel as proceeding through the intersection without any planned turning.

18 (This vehicle decelerating) *is used when the vehicle is decelerating.*

19 (Unknown travel direction) is used for those occasions where this vehicle's travel made the situation critical, but it is unknown which travel direction this vehicle was moving.

Other Motor Vehicle In Lane

These attributes identify situations where the critical factor leading to the collision involved the travel of the other vehicle in the same lane as this vehicle.

50 (Other vehicle stopped) identifies a situation where the other vehicle is not in motion (i.e., stopped, parked, disabled) and in this vehicle's travel lane.

51 (Traveling in same direction with lower steady speed) is used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was traveling slower than this vehicle

52 (Traveling in same direction while decelerating) is used when the other vehicle was the lead vehicle in the same travel lane, traveling in the same direction, and was decelerating.

53 (Traveling in same direction with higher speed) is used when the speed of the other vehicle was higher than this vehicle or accelerating. The other vehicle must be overtaking this vehicle.

54 (Traveling in opposite direction) is used when the other vehicle was in this vehicle's travel lane and traveling head-on in the opposite direction of this vehicle.

55 (In crossover) is used when the other vehicle enters a crossover already occupied by this vehicle. A crossover is defined as a designated opening within a median used primarily for "u-turns".

56 (Backing) identifies a situation where the other vehicle was in the process of backing up while in this vehicle's travel lane.

59 (Unknown travel direction of other motor vehicle in lane) is used for situations where the other vehicle's activity (while in the same lane as this vehicle) precipitated the precrash event, but the travel direction and/or speed could not be determined.

Other Motor Vehicle Encroaching Into Lane

These attributes identify situations where the critical factor leading to the collision involved the other vehicle's movement into or across this vehicle's travel lane from another lane, intersection, driveway or ramp.

60 (From adjacent lane (same direction) over left lane line) is used when the other vehicle was traveling in the same direction as this vehicle and crosses the left lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its right lane line).

61 (From adjacent lane (same direction) over right lane line) is used when the other vehicle was traveling in the same direction as this vehicle and crosses the right lane line with respect to this vehicle's travel lane (i.e., other vehicle crosses its left lane line).

62 (From opposite direction over left lane line) identifies a situation where the other vehicle crosses the left lane line while traveling in the opposite direction from this vehicle.

63 (From opposite direction over right lane line) identifies a situation where the other vehicle crosses the right lane line while traveling in the opposite direction from this vehicle.

64 (From parking lane, median, shoulder, roadside) is selected when the other vehicle was departing one of these trafficway components and entering the travel lane of this vehicle.

65 (From crossing street, turning into same direction) is used when the other vehicle was turning from another roadway onto this vehicle's roadway and attempted to travel in the same direction as this vehicle.

66 (From crossing street, across path) is used when the other vehicle was continuing straight through the intersection and attempted to cross over this vehicle's roadway.

67 (From crossing street, turning into opposite direction) is used when the other vehicle was entering an intersection from another roadway and was turning or attempting to turn onto this vehicle's roadway in the opposite travel direction of this vehicle.

68 (From crossing street, intended path not known) is used when the other vehicle's entrance into the intersection was the critical factor which led to the collision, however, the other vehicle's travel direction could not be determined.

70 (From driveway, turning into same direction) is used when the other vehicle was turning from a driveway onto this vehicle's roadway and attempted to travel in the same direction as this vehicle.

71 (From driveway, across path) is used when the other vehicle was entering this vehicle's roadway from a driveway and was continuing straight across to another driveway or roadway.

72 (From driveway, turning into opposite direction) is used when the other vehicle was entering this vehicle's roadway from a driveway and was attempting to turn into the opposite travel direction of this vehicle.

73 (From driveway, intended path not known) is used to identify driveway-related precrash events where details surrounding the other vehicle's intended path are not known.

74 (From entrance to limited access highway) is used for entrance ramp situations where the other vehicle was attempting to enter (merge) onto the limited access highway that was being traveled by this vehicle.

78 (Encroachment by other vehicle details unknown) is used for situations where the other vehicle initiated the critical precrash event, but circumstances surrounding the other vehicle's encroachment are unknown.

Pedestrian or Pedalcyclist or Other Non-Motorist

These attributes identify situations where the critical factor leading to the collision for this vehicle involved a pedestrian, pedalcyclist, or other non-motorist. A pedalcyclist is defined as a person riding a pedal powered conveyance (e.g., bicycle, tricycle, etc.). A non-motorist is defined as a person riding on or in a conveyance which is not motorized or propelled by pedaling (e.g., baby carriage, skate board, roller blades, etc.).

80 (Pedestrian in *road*) is used when a pedestrian was present (e.g., sitting, standing, walking or running, etc.) in the *road*.

81 (Pedestrian approaching *road*) identifies situations where a pedestrian was within the trafficway and moving toward the *road* or attempting to enter the *road*, but was not on the *road*.

82 (Pedestrian unknown location) is used when it was determined the presence or action of a pedestrian was the critical factor which lead to this vehicle's collision, but the location or action of the pedestrian was not known.

83 (Pedalcyclist or other non-motorist in *road*, [specify:]) is selected when a pedalcyclist or other non-motorist was present in the *road* (irrespective of relative motion). *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

84 (Pedalcyclist or other non-motorist approaching *road* [specify:]) identifies situations where the pedalcyclist or other non-motorist was within the trafficway and moving toward the *road* or attempting to enter the *road*, but was not on the *road*. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

85 (Pedalcyclist or other non-motorist unknown location [specify:]) is used when it was determined the presence or action of a pedalcyclist or other non-motorist was the critical factor which led to this vehicle's collision, but the action of the pedalcyclist or other non-motorist was not known. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

Object or Animal

These attributes identify situations where the critical factor leading to the collision for this vehicle involved an object or animal.

87 (Animal in *road*) is used when an animal was present (i.e., stationary or moving) in the *road*.

88 (Animal approaching *road*) identifies situations where an animal was within the trafficway and moving toward the *road* or attempting to enter the *road*, but not on the *road*.

89 (Animal - unknown location) is used when it was determined the presence or action of an animal was the critical factor which led to this vehicle's collision, but the action of the animal was not known.

90 (Object in *road*) is used when an object was present in the *road*. An object is defined as being either fixed or non-fixed (only non-fixed objects are captured in this attribute).

91 (Object approaching *road*) identifies situations where an object was within the trafficway and moving toward the *road*, but not on the *road*.

92 (Object unknown location) is selected when it was determined the presence or movement of an object was the critical factor which led to this vehicle's collision, but details surrounding the location of the object were not known.

Other (specify:)

These attributes identify situations where the critical factor leading to the collision for this vehicle was not previously listed.

98 (Other Critical Precrash Event [specify:]) is used when a critical factor not previously listed resulted in the collision for this vehicle. Previous impacts in the crash **are not** considered as "other critical precrash events".   For example, use this code if the critical event developed from this vehicle's departure from a driveway. *(See "Note: for attributes with "specify:" designation at the beginning of Remarks section for this element.)*

Unknown:

99 (Unknown) is used when the critical precrash event that resulted in the collision is not known.

Consistency Checks:

	IF	THEN
(3B9P)	CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14.
(3D00)	CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
(3D10)	CRASH TYPE equals 50-67, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 51-53, 60-61, 65-66, 70-71, 80-85 or 87-92.
(3D40)	CRASH TYPE equals 00,	CRITICAL EVENT – PRECRASH (EVENT) should equal 98.
(3D70)	CRITICAL EVENT – PRECRASH (EVENT) equals 01-04,	CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must not equal 00.
(3E00)	CRITICAL EVENT – PRECRASH (EVENT) equals 65-68 or 70-73 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should not equal 01 or 18.
(42AP)	NUMBER OF MOTOR VEHICLES FORMS SUBMITTED equals 001, and RELATION TO TRAFFICWAY equals 02, 04, 06-08, and ATTEMPTED AVOIDANCE MANEUVER equals 00 or 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 01-06, ***08-14*** or 19.
(671F)	the only harmful event in the SEQUENCE OF EVENTS for this vehicle equals 02 or 04,	CRITICAL EVENT – PRECRASH (EVENT) must equal 98.
(AZ2P)	CRITICAL EVENT – PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14.
(AZ5P)	CRITICAL EVENT – PRECRASH (EVENT) equals 70-73 for a vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should equal 04 ***or 08***.
(AZBP)	any DRIVER MANEUVERED TO AVOID equals 03,	CRITICAL EVENT – PRECRASH (EVENT) should equal 87-89.

IF	**THEN**
(AZCP) any DRIVER MANEUVERED TO AVOID equals 05,	CRITICAL EVENT – PRECRASH (EVENT) should equal 80-85.
(AZDP) any DRIVER MANEUVERED TO AVOID equals 04,	CRITICAL EVENT – PRECRASH (EVENT) should equal 50-56, 59-68, 70-74 or 78.
(AZEP) any DRIVER MANEUVERED TO AVOID equals 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 90-92.
(B13P) CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT-PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
(B15P) CRITICAL EVENT – PRECRASH (EVENT) equals 91, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01 and the vehicle is involved in the first harmful event,	CRASH TYPE should equal 15.
(B16P) CRITICAL EVENT – PRECRASH (EVENT) equals 90, and ATTEMPTED AVOIDANCE MANEUVER equals 01, and the vehicle is involved in the first harmful event,	CRASH TYPE should equal 12 or 15.
(BZ10) CRITICAL EVENT – PRECRASH (EVENT) equals 53,	AREAS OF IMPACT-INITIAL DAMAGE AREA should not equal 12 for this vehicle.
(BZ20) CRITICAL EVENT – PRECRASH (EVENT) equals 51-52,	AREAS OF IMPACT-INITIAL DAMAGE AREA should not equal 06 for this vehicle.
(BZ30) CRITICAL EVENT – PRECRASH (EVENT) equals 06,	SPEED RELATED should equal 1 for this vehicle.
(BZ40) *CRITICAL EVENT - PRECRASH (EVENT) equals 01,*	*at least one SEQUENCE OF EVENTS must equal 61 for this vehicle.*
(BZ50) *CRITICAL EVENT - PRECRASH (EVENT) equals 12,*	*at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.*
(BZ60) *CRITICAL EVENT - PRECRASH (EVENT) equals 13,*	*at least one SEQUENCE OF EVENTS must equal 63 for this vehicle.*
(BZ70) *CRITICAL EVENT - PRECRASH (EVENT) equals 14,*	*at least one SEQUENCE OF EVENTS must equal 63 or 64 for this vehicle.*

(FP7F) *UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (EVENT) equals blank, case status is flawed.*

Precrash Event Scenarios for Different Rear-End Collision Situations

Two Vehicle Collisions

			Trail Vehicle	Lead Vehicle
1)	Both vehicles in motion. Leading vehicle, traveling at steady speed, is struck from behind by trailing vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash (Category)	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash (Event)	Traveling in same direction with lower steady speed	Traveling in same direction with higher speed
2)	Both vehicles traveling at same speed. Lead vehicle decelerates and trailing vehicle continues at initial speed. Trailing vehicle eventually applies brakes before striking the lead vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash (Category)	Other motor vehicle in lane	This vehicle traveling
		Critical Precrash (Event)	Traveling in same direction while decelerating	This vehicle decelerating
3)	Both vehicles traveling at same speed. Lead vehicle stops and is immediately struck by trailing vehicle.	Pre-Event Movement	Going straight	Going straight
		Critical Precrash (Category)	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash (Event)	Traveling in same direction while decelerating	Traveling in same direction with higher speed
4)	Lead vehicle is stopped on roadway and is struck by a trailing vehicle.	Pre-Event Movement	Going straight	Stopped in traffic
		Critical Precrash (Category)	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash (Event)	Other vehicle stopped	Traveling in same direction with higher speed
5)	Lead and trailing vehicle stopped on roadway. Lead vehicle backs into trailing vehicle.	Pre-Event Movement	Stopped in traffic lane	Stopped in traffic lane
		Critical Precrash (Category)	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash (Event)	Backing	Other vehicle stopped

Three Vehicle Collisions

			Trail Vehicle	Middle Vehicle	Lead Vehicle
6)	Two vehicles stopped in traffic, struck by decelerating trailing vehicle	Pre-Event Movement	Decelerating	Stopped in traffic	Stopped in traffic
		Critical Precrash (Category)	Other motor vehicle in lane	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash (Event)	Other vehicle stopped	Traveling in same direction while decelerating	Traveling in same direction with higher speed
7)	Lead vehicle stopped in traffic, middle vehicle decelerating, trailing vehicle strikes middle vehicle which strikes lead vehicle.	Pre-Event Movement	Going straight	Decelerating	Stopped in traffic
		Critical Precrash (Category)	Other motor vehicle in lane	Other motor vehicle in lane	Other motor vehicle in lane
		Critical Precrash (Event)	Traveling in same direction while decelerating	Traveling in same direction with higher speed	Traveling in same direction with higher speed

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ATTEMPTED AVOIDANCE MANEUVER

FORMAT: 2 numeric

SAS NAME: Vehicle.P_Crash3

ELEMENT VALUES:

00	No Driver Present
01	No Avoidance Maneuver
02	Braking (No Lockup)
03	Braking (Lockup)
04	Braking (Lockup Unknown)
05	Releasing Brakes
06	Steering Left
07	Steering Right
08	Braking and Steering Left
09	Braking and Steering Right
10	Accelerating
11	Accelerating and Steering Left
12	Accelerating and Steering Right
98	Other actions (specify:)
99	Unknown

Remarks:

Attempted avoidance maneuvers are movements/actions taken by the driver, within a critical crash envelope, in response to a Critical Precrash Event. See **Precrash Data Overview** for an expanded discussion on precrash definitions. Attempted avoidance maneuvers occur after the driver has realization of an impending danger. This element assesses what the driver's action(s) was in response to his/her realization.

Most crashes have only one critical crash envelope and thus only one Critical Precrash Event; however, multiple critical crash envelopes with their respective Critical Precrash Events, can exist.

This *element* may be used independently: (1) of any maneuvers associated with this driver's Crash Type, and (2) this vehicle's first associated crash event.

Select the attribute which best describes the actions taken by the driver in response to the Critical Precrash Event, within the critical crash envelope that occurred just prior to this vehicle's impact. When there was a known action (e.g., braking), but you cannot determine whether there was more than one action (e.g., braking and steering left), default to the known action (e.g., braking).

---

00 (No Driver Present) is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **0 (No Driver Present/Not Applicable)**.

01 (No Avoidance Maneuver) is selected whenever the driver did not attempt any evasive (pre-impact) maneuvers.

02 (Braking [no lockup]) is selected when there is *braking but* no indication *of lock* up. *Use this attribute when there are no indications of skid marks.*

03 (Braking [lockup]) is selected when there is *braking and an* indication *of lock* up. *Use this attribute when there are indications of skid marks.*

98 (Other Actions, (Specify:)) is used when the Police Accident Report indicates the driver took certain avoidance actions, but none of the specified attributes apply. This value also applies when there are reported movements / actions taken by the driver with no information provided about the driver's specific actions. (e.g., "The driver of Vehicle 2 attempted to avoid the collision, but was unsuccessful").

> **Note: for attributes with a "Specify:" designation, a fill-in text box will open in MDE. This text box should be used to provide additional detail about the attribute selection.*

99 (Unknown) is used when it cannot be determined from any section of the PAR if the driver attempted an avoidance maneuver.

<u>**Consistency Checks:**</u>

	IF	THEN
(3BDP)	CRASH TYPE equals 46-47, and ATTEMPTED AVOIDANCE MANEUVER equals 01 or 99,	PRE-EVENT MOVEMENT (PRIOR TO RECONITION OF CRITICAL EVENT) must not equal 01.
(3D00)	CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
(3D10)	CRASH TYPE equals 50-67, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 51-53, 60-61, 65-66, 70-71, 80-85 or 87-92.
(42AP)	NUMBER OF MOTOR VEHICLES FORMS SUBMITTED equals 001, and RELATION TO TRAFFICWAY equals 02, 04, 06-08, and ATTEMPTED AVOIDANCE MANEUVER equals 00 or 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 01-06, *08-14* or 19.

	IF	**THEN**
(AZ2P)	CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14.
(AZ30)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(B10P)	ATTEMPTED AVOIDANCE MANUEVER equals 00-01,	DRIVER MANEUVERED TO AVOID should equal 00 or 95.
(B13P)	CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT-PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
(B15P)	CRITICAL EVENT-PRECRASH (EVENT) equals 91, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01 and the vehicle is involved in the first harmful event,	CRASH TYPE should equal 15.
(B16P)	CRITICAL EVENT-PRECRASH (EVENT) equals 90, ATTEMPTED AVOIDANCE MANEUVER equals 01 and the vehicle is involved in the first harmful event,	CRASH TYPE should equal 12 or 15.
(V533)	CRASH TYPE equals 03, 08, 38, 40, 58 or 60,	ATTEMPTED AVOIDANCE MANEUVER must not equal 00 or 01.
(V535)	ATTEMPTED AVOIDANCE MANEUVER equals 00,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
(VH10)	PRE-IMPACT LOCATION equals 0,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(VH20)	ATTEMPTED AVOIDANCE MANEUVER equals 00,	PRE-IMPACT LOCAION must equal 0.

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PRE-IMPACT STABILITY

FORMAT: 1 numeric

SAS NAME: Vehicle.PCrash4

ELEMENT VALUES:

    0   No Driver Present
    1   Tracking
    2   Skidding Longitudinally Rotation Less Than 30 Degrees
    3   Skidding Laterally Clockwise Rotation
    4   Skidding Laterally Counter-Clockwise Rotation
    7   Other Vehicle Loss-of-Control (Specify:)
    9   Precrash Stability Unknown

Remarks:

The purpose of this *element* is to assess the stability of the vehicle **after** the critical event, but before the impact. The stability of the vehicle prior to an avoidance action is not considered except in the following situation:

A vehicle that is out of control (e.g., yawing clockwise) prior to an avoidance maneuver is *coded* as **7 (Other vehicle loss-of-control [specify:])** only if an avoidance action was taken in response to an impending danger.

Thus, this *element* focuses upon this vehicle's dynamics after the critical event.

0 (No Driver Present) is pre-coded for in-transport motor vehicles when the element Driver Presence is coded as **0 (No Driver Present/Not Applicable)**.

1 (Tracking) is used when there is no brake lockup and the vehicle continued along its intended path without rotation. Stopped, slowing, turning or accelerating to avoid a rear-end collision are examples.

2 (Skidding longitudinally rotation less than 30 degrees) is selected when there is brake lockup or whenever tire marks are apparent without brake lockup (braking or non-braking) and rotation is less than 30 degrees clockwise or counterclockwise. If there is no information to support rotation greater than or equal to 30 degrees, then use this attribute.

3 (Skidding laterally clockwise rotation) is selected when the vehicle rotates clockwise, relative to the driver's seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (i.e., steers right), but the vehicle rotates clockwise.

4 (Skidding laterally counterclockwise rotation) is selected when the vehicle rotates counterclockwise, relative to the driver's seating position. The vehicle must rotate 30 degrees or more. This attribute also applies when the driver attempts a steering input (i.e., swerves left), but the vehicle rotates counterclockwise.

7 (Other vehicle loss-of-control [specify:]) is selected when a driver loses control of a vehicle prior to the critical event.

> ***Note:** for attributes with a "Specify:" designation, a fill-in text box will open in MDE. This text box should be used to provide additional detail about the attribute selection.

9 (Precrash stability unknown) is selected when the stability of the vehicle, after the Critical Event, cannot be determined.

Consistency Checks:

	IF	THEN
(3BEP)	CRASH TYPE equals 01 or 06,	PRE-IMPACT STABILITY **should** not equal 2-4 or 7.
(3D50)	PRE-IMPACT STABILITY equals 1,	CRASH TYPE should not equal 02, 07, 34, 36, 54 or 56.
(AZ50)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	PRE-IMPACT STABILITY must equal 0.
(AZ60)	PRE-IMPACT STABILITY equals 00,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
(VB60)	PRE-IMPACT STABILITY equals 0,	PRE-IMPACT LOCATION must equal 0.
(VB70)	PRE-IMPACT STABILITY is not equal to 0,	PRE-IMPACT LOCATION must not equal 0.
(VBA0)	PRE-IMPACT LOCATION equals 1,	PRE-IMPACT STABILITY should equal 1-2.

PRE-IMPACT LOCATION

FORMAT: 1 numeric

SAS NAME: Vehicle.PCrash5

ELEMENT VALUES:

0	No Driver Present
1	Stayed in Original Travel Lane
2	Stayed on Roadway, but Left Original Travel Lane
3	Stayed on Roadway, Not Known if Left Original Travel Lane
4	Departed Roadway
5	Remained off Roadway
6	Returned to Roadway
7	Entered Roadway
9	Unknown

Remarks:

The purpose of this *element* is to assess the location of the vehicle **after** the critical event, but before the impact. Select the attribute which best describes the location of the vehicle (i.e., perimeter of the vehicle from the case diagram).

0 (No Driver Present) is used when there is no driver in this vehicle.

1 (Stayed in original travel lane) is selected when the vehicle remained within the boundaries of its initial travel lane.

2 (Stayed on roadway but left original travel lane) is selected when the perimeter of the vehicle departed its initial travel lane; however, the vehicle remained within the boundaries of the roadway (travel lanes).

3 (Stayed on roadway, not known if left original travel lane) is selected when it cannot be ascertained whether the vehicle remained within its initial travel lane. To use this attribute, the vehicle must have remained within the boundaries of the roadway.

4 (Departed roadway) is selected when the vehicle departed the roadway as a result of a precrash motion. The roadway departure must not be related to the post-impact trajectory of a crash within the roadway. ***Use this attribute for vehicles crossing a median into oncoming traffic.***

5 (Remained off roadway) the precrash motion occurred outside the boundaries of the roadway. This includes traveling on the shoulders, within the median, on the roadside, or off the trafficway.

6 (Returned to roadway) is selected when the vehicle was on the roadway, went off the roadway and then returned to the *same* roadway during precrash motion.

7 (Entered roadway) is selected when the vehicle was not previously on the roadway and then the vehicle enters the roadway during precrash motion.

9 (Unknown) the precrash motion of the vehicle cannot be determined.

Consistency Checks:

	IF	THEN
(AZ70)	PRE-IMPACT LOCATION equals 0,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
(AZ80)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	PRE-IMPACT LOCATION must equal 0.
(PC20)	RELATION TO TRAFFICWAY equals 04-06 or 08,	PRE-IMPACT LOCATION of the vehicle(s) involved in the first harmful event should equal 0, 4-5 or 9.
(PC30)	PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 4, 5,	RELATION TO TRAFFICWAY should not equal 01 or 11.
(PC40)	PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 1-3, 6,	RELATION TO TRAFFICWAY should equal 01 or 11.
(PC50)	PRE-IMPACT LOCATION equals 2,	TOTAL LANES IN ROADWAY should not equal 1.
(VB60)	PRE-IMPACT STABILITY equals 0,	PRE-IMPACT LOCATION must equal 0.
(VB70)	PRE-IMPACT STABILITY is not equal to 0,	PRE-IMPACT LOCATION must not equal 0.
(VBA0)	PRE-IMPACT LOCATION equals 1,	PRE-IMPACT STABILITY should equal 1-2.
(VH10)	PRE-IMPACT LOCATION equals 0,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(VH20)	ATTEMPTED AVOIDANCE MANEUVER equals 00,	PRE-IMPACT LOCATION must equal 0.

CRASH TYPE

FORMAT: 2 numeric

SAS NAME: Vehicle.Acc_Type

ELEMENT VALUES:
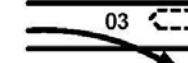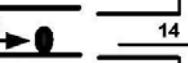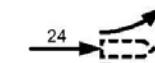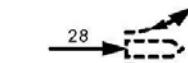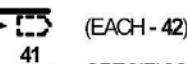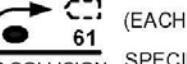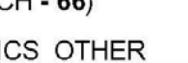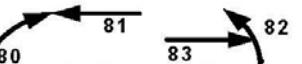
      As assigned by the selection on the next screens
- 00   No Impact
  - 01-93
- 98   Other Crash Type
- 99   Unknown

Remarks:

The Crash Type is a numeric value assigned by selecting the **Crash Category** and the **Crash Configuration** on the next screens/pages. The number can be directly entered or edited here, however, the two-step process of selecting the Crash Category And Crash Configuration is preferred to visualize the crash scenario.

The first harmful event may include a collision between a vehicle and some object, accompanied by property damage or human injury. The object may be another vehicle, a person, an animal, a fixed object, the road surface or the ground. If the first collision is a rollover, the impact is with the ground or road surface. The collision may also involve plowing into soft ground, if severe vehicle deceleration results in damage or injury. A road departure without damage or injury is <u>not</u> defined as a harmful event.
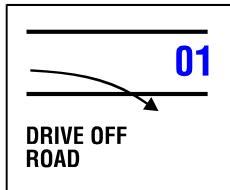
Cate-gory	Config-uration	CRASH TYPES (includes intent)				
I Single Driver	**A** Right Roadside Departure	01 DRIVE OFF ROAD	02 CONTROL/ TRACTION LOSS	03 AVOID COLLISION WITH VEH., PED., ANIM.	04 SPECIFICS OTHER	05 SPECIFICS UNKNOWN
	B Left Roadside Departure	06 DRIVE OFF ROAD	07 CONTROL/ TRACTION LOSS	08 AVOID COLLISION WITH VEH., PED., ANIM.	09 SPECIFICS OTHER	10 SPECIFICS UNKNOWN
	C Forward Impact	11 PARKED VEH.	12 STA OBJECT	13 PEDESTRIAN/ ANIMAL	14 END DEPARTURE / 15 SPECIFICS OTHER	16 SPECIFICS UNKNOWN
II Same Trafficway Same Direction	**D** Rear End	20 21 22 23 STOPPED 21, 22, 23	24 25 26 27 SLOWER 25, 26, 27	28 29 30 31 DECEL. 29, 30, 31	(EACH - 32) SPECIFICS OTHER	(EACH - 33) SPECIFICS UNKNOWN
	E Forward Impact	34 35 CONTROL/ TRACTION LOSS	36 37 CONTROL/ TRACTION LOSS	38 39 AVOID COLLISION WITH VEH.	40 41 AVOID COLLISION WITH OBJECT	(EACH - 42) SPECIFICS OTHER / (EACH - 43) SPECIFICS UNKNOWN
	F Angle, Sideswipe	44 45	46 45 47		(EACH - 48) SPECIFICS OTHER	(EACH - 49) SPECIFICS UNKNOWN
III Same Trafficway Opposite Direction	**G** Head-On	50 51	(EACH - 52) SPECIFICS OTHER	(EACH - 53) SPECIFICS UNKNOWN		
	H Forward Impact	54 55 CONTROL/ TRACTION LOSS	56 57 CONTROL/ TRACTION LOSS	58 59 AVOID COLLISION WITH VEH.	60 61 AVOID COLLISION WITH OBJECT	(EACH - 62) SPECIFICS OTHER / (EACH - 63) SPECIFICS UNKNOWN
	I Angle, Sideswipe	64 65 Lateral Moves	(EACH - 66) SPECIFICS OTHER	(EACH - 67) SPECIFICS UNKNOWN		
IV Change Trafficway Vehicle Turning	**J** Turn Across Path	68 69 Initial Opposite Directions	70 71 73 72 Initial Same Directions		(EACH - 74) SPECIFICS OTHER	(EACH - 75) SPECIFICS UNKNOWN
	K Turn Into Path	76 77 79 78 Turn Into Same Direction	80 81 83 82 Turn Into Opposite Direction		(EACH - 84) SPECIFICS OTHER	(EACH - 85) SPECIFICS UNKNOWN
V Intersect Paths	**L** Straight Paths	87 Struck on the Right 86 Striking from the Right	88 89 Struck on the left Striking from the Left		(EACH - 90) SPECIFICS OTHER	(EACH - 91) SPECIFICS UNKNOWN
VI Misc.	**M** Backing, Etc.	92 Backing Veh.	93 Other Veh. or Object		98 OTHER CRASH TYPE 99 UNKNOWN CRASH TYPE 00 NO IMPACT	

Category I. Single Driver

Configuration A. Right Roadside Departure

The vehicle departed the right side of the road with the first harmful event occurring off the road.

### 01 Right Roadside Departure: Drive Off Road
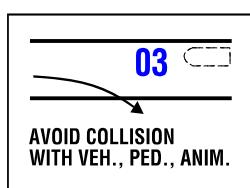
Use **Right Roadside Departure: Drive Off Road** when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

02 Right Roadside Departure: Control/Traction Loss

Use **Right Roadside Departure: Control/Traction** when there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions). If doubt exists, use **Right Roadside Departure, Drive Off Road**.

03 Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal

Use **Right Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal** when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and non-motorists are included here.

04 Right Roadside Departure: Specifics Other

Use **Right Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also use "Specifics Other" for crashes involving a driverless in-transport vehicle.
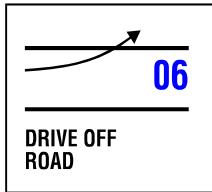
05 Right Roadside Departure: Specifics Unknown

Use **Right Roadside Departure: Specifics Unknown** if the vehicle departed the right side of the road for unknown reasons.
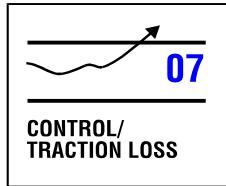
Configuration B. Left Roadside Departure

06 Left Roadside Departure: Drive Off Road
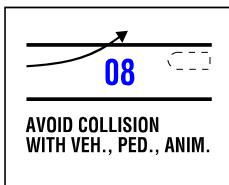
Use **Left Roadside Departure: Drive Off Road** when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.)

## 07 Left Roadside Departure: Control/Traction Loss

Use **Left Roadside Departure: Control/Traction Loss** if there is evidence that the vehicle lost traction or "got away" from the driver in some other way (e.g., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions.) If doubt exists, use **Left Roadside Departure, Drive Off Road**.

08 Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal

Use **Left Roadside Departure: Avoid Collision With Vehicle, Pedestrian, Animal** when the vehicle departed the road to avoid something on the road. Phantom vehicle situations, pedestrians, bicyclists, and other cyclists and non-motorists are included here.

09 Left Roadside Departure: Specifics Other

Use **Left Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also, use "Specifics Other" for crashes involving a driverless in-transport vehicle.

## 10 Left Roadside Departure: Specifics Unknown
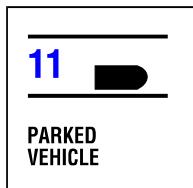
Use **Left Roadside Departure: Specifics Unknown** if the vehicle departed the left side of the road for unknown reasons.

Configuration C. Forward Impact
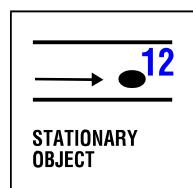
The vehicle struck an object on the road or off the end of a trafficway while moving forward.

11 Forward Impact: Parked Vehicle
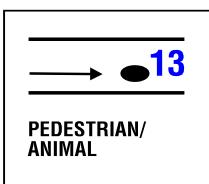
Use **Forward Impact: Parked Vehicle** if the crash involves impact with a parked vehicle on either side of the road.

### 12 Forward Impact: Stationary Object
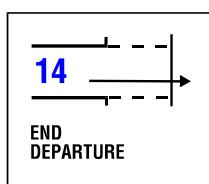
Use **Forward Impact: Stationary Object** if the crash involves impact with a stationary object on either side of the road.

13 Forward Impact: Pedestrian/Animal

Use **Forward Impact: Pedestrian/Animal** if the first harmful event involves impact with a pedestrian or animal on either side of the road. Pedestrians, bicyclists, and other cyclists and non-motorists are included here. Vehicle plane of contact is NOT a consideration.

14 Forward Impact: End Departure

Use **Forward Impact: End Departure** when the vehicle ran off the end of the road and crashed into something.

15 Forward Impact: Specifics Other
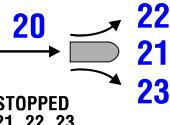
Use **Forward Impact: Specifics Other** for impacted (striking or struck) trains and non-stationary objects on the road. Also use "Specifics Other" for crashes involving a driverless in-transport vehicle.

### 16 Forward Impact: Specifics Unknown

16

SPECIFICS UNKNOWN
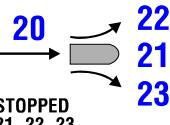
Use **Forward Impact: Specifics Unknown** when the PAR indicates a single driver was involved in a forward impact collision, but no further classification is possible.

Category II. Same Trafficway, Same Direction

Configuration D. Rear-End
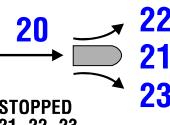
The front of the overtaking vehicle impacted the rear of the other vehicle. Note, even if the rear-impacted vehicle had started to make a turn, code here (not in Category IV - Change in Trafficway, Vehicle Turning).

20 Rear-End: Stopped

**20** **22** **21** **23** **STOPPED 21, 22, 23**
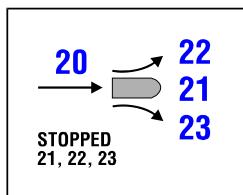
Use **Rear-End: Stopped** for a vehicle that impacts another vehicle from the rear when the impacted vehicle was stopped in the trafficway.

21 Rear-End: Stopped, Straight

**20** **22** **21** **23** **STOPPED 21, 22, 23**
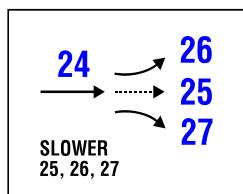
Use **Rear-End: Stopped, Straight** for a rear-impacted vehicle that was stopped in the trafficway, and was intending to proceed straight ahead.

22 Rear-End: Stopped, Left

**20** **22** **21** **23** **STOPPED 21, 22, 23**
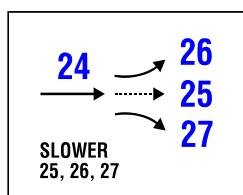
Use **Rear-End: Stopped, Left** for a rear-impacted vehicle that was stopped in the trafficway, intending to make a left turn.

23 Rear-End: Stopped, Right
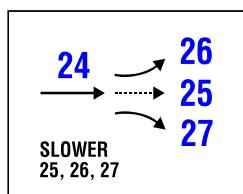
Use **Rear-End: Stopped, Right** for a rear-impacted vehicle that was stopped in the trafficway, intending to make a right turn.

24 Rear-End: Slower
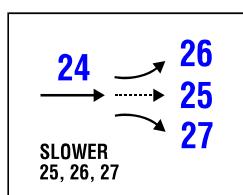
Use **Rear-End: Slower** for a vehicle that impacts another vehicle from the rear when the impacted vehicle was going slower than the striking vehicle.

25 Rear-End: Slower, Going Straight
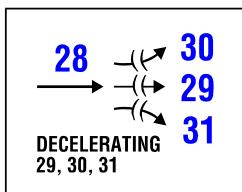
Use **Rear-End: Slower, Going Straight** for a rear-impacted vehicle that was going slower than the other vehicle while proceeding straight ahead.

26 Rear-End: Slower, Going Left
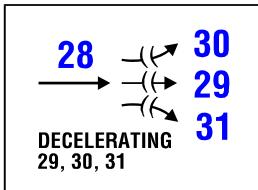
Use **Rear-End: Slower, Going Left** for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn left.

27 Rear-End: Slower, Going Right
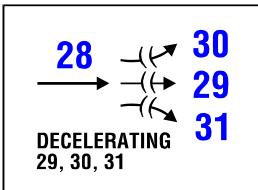
Use **Rear-End: Slower, Going Right** for a rear-impacted vehicle that was going slower than the other vehicle while intending to turn right.

28 Rear-End: Decelerating (Slowing)
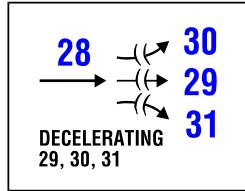
|	
28 ↗ **30** → **29** ↘ **31** DECELERATING 29, 30, 31	Use **Rear-End: Decelerating (Slowing**) for a vehicle which impacts another vehicle from the rear when the impacted vehicle was slowing down.

29 Rear-End: Decelerating (Slowing), Going Straight

Use **Rear-End: Decelerating (Slowing), Going Straight** for a rear-impacted vehicle that was slowing down while proceeding straight ahead.

30 Rear-End: Decelerating (Slowing), Going Left

Use **Rear-End: Decelerating (Slowing), Going Left** for a rear-impacted vehicle that was slowing down while intending to turn left.

31 Rear-End: Decelerating (Slowing), Going Right

Use **Rear-End: Decelerating (Slowing), Going Right** for a rear-impacted vehicle that was slowing down while intending to turn right.

32 Rear-End: Specifics Other

EACH: **32**

SPECIFICS OTHER

Use **Rear-End: Specifics Other** for rear-end collisions which cannot be described in "20-31." Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

33 Rear-End: Specifics Unknown

EACH: **33**
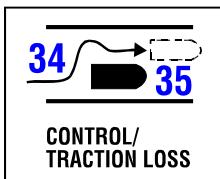
SPECIFICS UNKNOWN

Use **Rear-End: Specifics Unknown** when the PAR indicates a rear-end collision occurred, but no further classification is possible.

Configuration E. Forward Impact
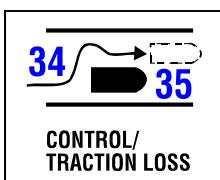
The front of the overtaking vehicle impacted the rear of the other vehicle, following a steering maneuver around a noninvolved vehicle or object.

34 Forward Impact: Control/Traction Loss
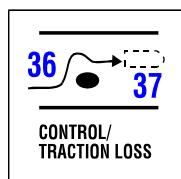
Use **Forward Impact: Control/Traction Loss** for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

35 Forward Impact: Control/Traction Loss
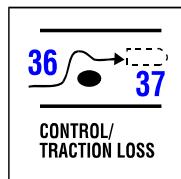
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a non-involved vehicle) while both are traveling on the same trafficway in the same direction.

36 Forward Impact: Control/Traction Loss
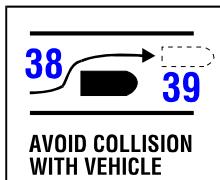
Use **Forward Impact: Control/Traction Loss** for a vehicle that's frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.

37 Forward Impact: Control/Traction Loss
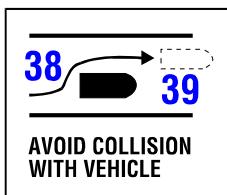
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while both are traveling on the same trafficway in the same direction.
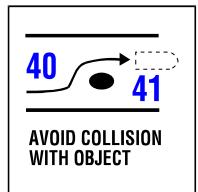
38 Forward Impact: Avoid Collision with Vehicle
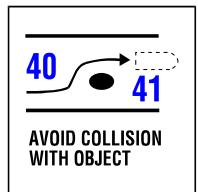
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

39 Forward Impact: Avoid Collision with Vehicle

Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

40 Forward Impact: Avoid Collision with Object

Use **Forward Impact: Avoid Collision with Object** for a vehicle that struck the rear of another vehicle with its front plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

41 Forward Impact: Avoid Collision with Object

Use **Forward Impact: Avoid Collision with Object** for a vehicle that was impacted by the frontal area of another vehicle that was maneuvering to avoid a collision with an object, when loss of control or traction was not a factor, and both were traveling on the same trafficway, in the same direction.

42 Forward Impact: Specifics Other

Use **Forward Impact: Specifics Other** (for both vehicles) for a forward impact collision that occurred while both vehicles were traveling on the same trafficway, in the same direction, and the striking vehicle was attempting to avoid a vehicle or an object that cannot be described by "34 - 40."

Also, use this code for crashes involving a driverless in-transport vehicle that would otherwise qualify for this configuration.

43 Forward Impact: Specifics Unknown

Use **Forward Impact: Specifics Unknown** when the PAR indicates that a forward impact collision occurred while both vehicles were traveling on the same trafficway and in the same direction, but no further classification was possible.

Configuration F. Sideswipe/Angle

The two vehicles are involved in an impact involving the side of one or both vehicles.

The following four attributes, **Sideswipe/Angle, straight ahead on left**, **Sideswipe/Angle, straight ahead on left/right**, **Sideswipe/Angle, changing lanes to the right** and **Sideswipe/Angle, changing lanes to the left** identify relative vehicle positions (left versus right) and lane of travel intentions (straight ahead versus changing lanes). From these four codes, four combinations are permitted. They are:

1. **44 (Sideswipe/Angle, straight ahead on left)** and **45 (Sideswipe/Angle, straight ahead on left/right).**
2. **46 (Sideswipe/Angle, changing lanes to the right)** and **45 (Sideswipe/Angle, straight ahead on left/right).**
3. **45 (Sideswipe/Angle, straight ahead on left/right)** and **44 (Sideswipe/Angle, changing lanes to the left).**
4. **46 (Sideswipe/Angle, changing lanes to the right)** and **47 (Sideswipe/Angle, changing lanes to the left).**

When used in combination, these codes refer to a sideswipe or angle collision that involved a vehicle to the left of a vehicle to the right where:
1. neither vehicle (**Sideswipe/Angle, straight ahead on left** and **Sideswipe/Angle, straight ahead on left/right**) intended to change its lane;
2. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, straight ahead on left/right**) was not intending to change its lane;
3. the vehicle on the left (**Sideswipe/Angle, straight ahead on left/right**) was not intending to change its lane, and the vehicle on the right (**Sideswipe/Angle, changing lanes to the left**) was changing lanes to the left, and
4. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, changing lanes to the left**) was changing lanes to the left.
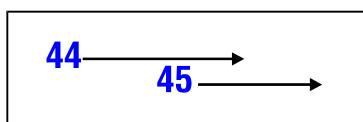
In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or
2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left.

Select the appropriate combination depending upon:
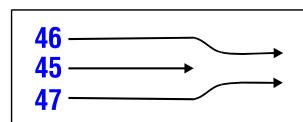
1. their positions (i.e., left versus right) and
2. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

44 Sideswipe/Angle: Straight Ahead on Left
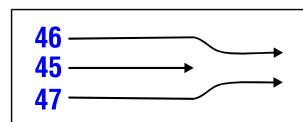
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

45 Sideswipe/Angle: Straight Ahead on Left/Right
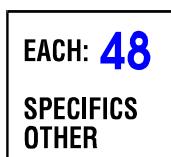
See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

46 Sideswipe/Angle: Changing Lanes to the Right

See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

47 Sideswipe/Angle: Changing Lanes to the Left

See discussion under Configuration F. Sideswipe/Angle, above for an explanation of when this attribute applies.

48 Sideswipe/Angle: Specifics Other

Use **Sideswipe/Angle: Specifics Other** if one vehicle was behind the other prior to a sideswipe/angle collision occurring while both vehicles were traveling on the same trafficway and in the same direction.

For example, use this code when two vehicles are on the same trafficway and going the same direction, and one loses control and is struck in the side by the front of the other vehicle. However, if one vehicle rotates such that the impact is front to front, then use code "98" (Other crash type).

Use **Sideswipe/Angle: Specifics Other** for crashes involving a driverless in-transport vehicle.
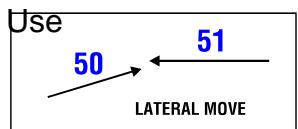
49 Sideswipe/Angle: Specifics Unknown

EACH: **49**

SPECIFICS UNKNOWN
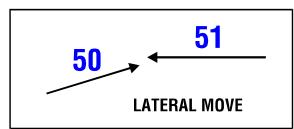
Use **Sideswipe/Angle: Specifics Unknown** for sideswipe/angle collisions that occur while both vehicles are traveling on the same trafficway and in the same direction, when no further classification is possible.

Category III. Same Trafficway, Opposite Direction

Configuration G. Head-On

The frontal area of one vehicle impacted the frontal area of another.

50 Head-On: Lateral Move (Left/Right)

Use 50 → 51 LATERAL MOVE

Head-On: Lateral Move (Left/Right) for a vehicle that LEAVES ITS LANE [moves laterally (sideways)] immediately before colliding head-on with another vehicle, when the vehicles are traveling on the same trafficway in opposite directions.

51 Head-On: Lateral Move (Going Straight)

50 → 51 LATERAL MOVE

Use **Head-On: Lateral Move (Going Straight)** for a vehicle that collides head-on with another vehicle which has IMMEDIATELY LEFT ITS LANE (moved laterally), when the vehicles are traveling on the same trafficway in opposite directions.

52 Head-On: Specifics Other

EACH: **52**

SPECIFICS OTHER

Use **Head-On: Specifics Other** for a head-on collision that cannot be described by "50-51", when the vehicles are traveling on the same trafficway in opposite directions. Clarification: Enter "52" for both vehicles involved in a head-on collision when one is traveling the wrong way on a one way roadway.

Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

53 Head-On: Specifics Unknown
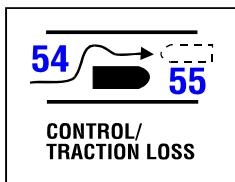
EACH: **53**

SPECIFICS OTHER

Use **Head-On: Specifics Unknown** when the PAR indicates a head-on collision occurred between two vehicles traveling on the same trafficway in opposite directions, when no further classification is possible.

Configuration H. Forward Impact
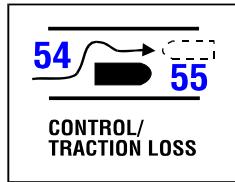
The frontal area of one vehicle impacted the frontal area of another following a steering maneuver around a noninvolved vehicle or an object.

54 Forward Impact: Control/Traction Loss
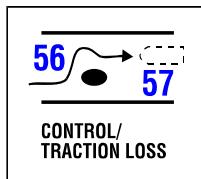
Use **Forward Impact: Control/Traction Loss** for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

55 Forward Impact: Control/Traction Loss
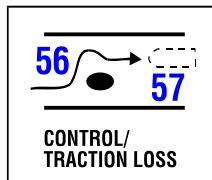
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with a third vehicle) while the vehicles are traveling on the same trafficway in opposite directions.

56 Forward Impact: Control/Traction Loss

Use **Forward Impact: Control/Traction Loss** for a vehicle whose frontal area impacts another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

57 Forward Impact: Control/Traction Loss
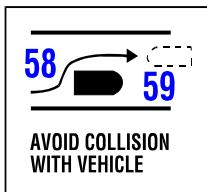
Use **Forward Impact: Control/Traction Loss** for a vehicle that is impacted by the frontal area of another vehicle due to loss of control or traction (during a maneuver to avoid a collision with an object) while the vehicles are traveling on the same trafficway in opposite directions.

58 Forward Impact: Avoid Collision with Vehicle
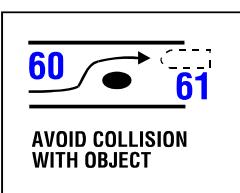
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle whose frontal area impacts another vehicle while maneuvering to avoid a collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

59 Forward Impact: Avoid Collision with Vehicle
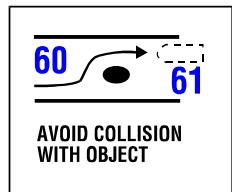
Use **Forward Impact: Avoid Collision with Vehicle** for a vehicle that was impacted by the frontal area of another vehicle which was maneuvering to avoid collision with a non-involved vehicle, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

60 Forward Impact: Avoid Collision with Object
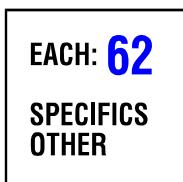
Use **Forward Impact: Avoid Collision with Object** for a vehicle that struck the front of another vehicle with the frontal plane while maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

61 Forward Impact: Avoid Collision with Object

Use **Forward Impact: Avoid Collision with Object** for a vehicle that was impacted by the frontal area of another vehicle that was maneuvering to avoid collision with an object, when loss of control or traction was not a factor, and the vehicles were traveling on the same trafficway, in opposite directions.

62 Forward Impact: Specifics Other

Use **Forward Impact: Specifics Other** for forward impact collisions occurring while the vehicles were traveling on the same trafficway in opposite directions that cannot be described by "54-61". Enter "Specifics Other" for crashes involving a "driverless in-transport vehicle."

63 Forward Impact: Specifics Unknown
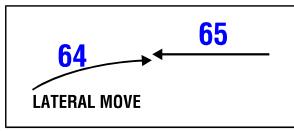
Use **Forward Impact: Specifics Unknown** when the PAR indicates a forward impact collision occurred while the vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.

Configuration I. Sideswipe/Angle
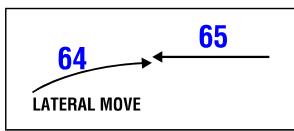
The two vehicles are involved in an impact involving the side of one or both vehicles.

64 Sideswipe/Angle: Lateral Move (Left/Right)
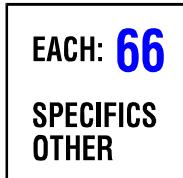
Use **Sideswipe/Angle: Lateral Move (Left/Right)** identifies the vehicle which infringed upon the other vehicle (code "65") in a Category III, Configuration I collision; i.e., enter "64" for the vehicle which left its lane (moved laterally) leading to the collision.

65 Sideswipe/Angle: Lateral Move (Going Straight)

Use **Sideswipe/Angle: Lateral Move (Going Straight)** for the vehicle that was infringed upon by the other vehicle (code "64") in a Category III, Configuration I collision.

66 Sideswipe/Angle: Specifics Other

Use **Sideswipe/Angle: Specifics Other** for sideswipe/angle collisions occurring while both vehicles were traveling on the same trafficway in opposite directions that cannot be described by "64-65". Enter "Specifics Other" for crashes involving a "driverless in-transport vehicle." *However, if one vehicle rotates such that the impact is front to front or front to rear, and did not result from a steering maneuver around a noninvolved vehicle or an object (category H) then use code 98 (Other Crash Type).*

67 Sideswipe/Angle: Specifics Unknown
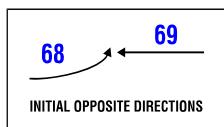
Use **Sideswipe/Angle: Specifics Unknown** when the PAR indicates a sideswipe/angle collision occurred while both vehicles were traveling on the same trafficway in opposite directions, but no further classification is possible.
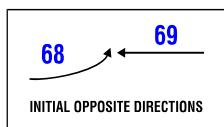
Category IV. Changing Trafficway, Vehicle Turning

Configuration J. Turn Across Path
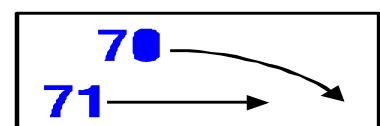
The two vehicles were initially on the same trafficway when one vehicle tried to turn onto another trafficway and pulled in front of the other vehicle. Vehicles making a "U" turn are identified in Category VI. Miscellaneous.

68 Turn Across Path: Initial Opposite Directions (Left/Right)
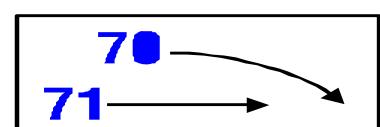
Use **Turn Across Path: Initial Opposite Directions (Left/Right)** identifies the vehicle which turned across the path of another vehicle (**Turn Across Path: Initial Opposite Directions [Going Straight]**) in a Category IV, Configuration J collision, in which the vehicles were initially traveling in opposite directions.

69 Turn Across Path: Initial Opposite Directions (Going Straight)
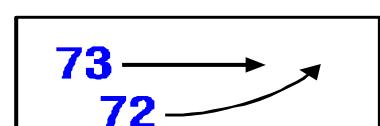
Use **Turn Across Path: Initial Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Across Path: Initial Opposite Directions [Left/Right]**) across its Path, and in which the vehicles were initially traveling in opposite directions.

70 Turn Across Path: Initial Same Directions (Turning Right)
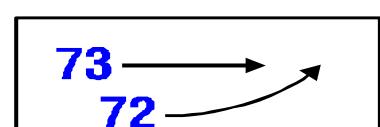
Use **Turn Across Path: Initial Same Directions (Turning Right)** for a vehicle that turned right, across the path of another vehicle (**Turn Across Path: Initial Same Directions [Going Straight]**), when both vehicles were initially traveling in the same direction.

71 Turn Across Path: Initial Same Directions (Going Straight)

Turn Across Path: Initial Same Directions (Going Straight) for a vehicle whose path was crossed by a vehicle turning right (**Turn Across Path: Initial Same Directions (Turning Right)**, when both vehicles were initially traveling in the same direction.

72 Turn Across Path: Initial Same Directions (Turning Left)

Use **Turn Across Path: Initial Same Directions (Turning Left)** for a vehicle that turned left, across the path of another vehicle (**Turn Across Path: Initial Same Directions [Going Straight]**), when both vehicles were initially traveling in the same direction.

73 Turn Across Path: Initial Same Directions (Going Straight)

Use **Turn Across Path: Initial Same Directions (Going Straight)**" for a vehicle whose path was crossed by a vehicle turning left (**Turn Across Path: Initial Same Directions [Turning Left]**), when both vehicles were initially traveling in the same direction.

74 Turn Across Path: Specifics Other

EACH: **74**

SPECIFICS
OTHER

Use **Turn Across Path: Specifics Other** for collisions in which one vehicle turned across another's path, which cannot be described by "68-72". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.

75 Turn Across Path: Specifics Unknown

EACH: **75**

SPECIFICS
UNKNOWN
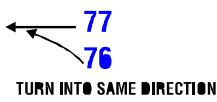
Use **Turn Across Path: Specifics Unknown** when the PAR indicates one vehicle turned across another's path, causing a collision, but no further classification is possible.

Configuration K. Turn Into Path

The two vehicles were initially on different trafficways when one attempted to turn into the same trafficway as the other vehicle.
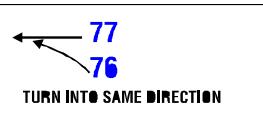
Note, the focus of this configuration is on the turning maneuver from one trafficway to another and not on the vehicles' plane of contact.

76 Turn Into Same Direction (Turning Left)

77
76
TURN INTO SAME DIRECTION
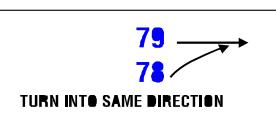
Use **Turn Into Same Direction (Turning Left)** for a vehicle that turned left, into the path of another vehicle (**Turn Into Same Direction [Going Straight]**), so that both vehicles were traveling in the same direction at the time of the collision.

77 Turn Into Same Direction (Going Straight)
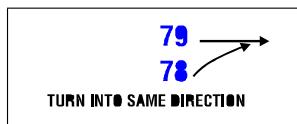
77
76
TURN INTO SAME DIRECTION

Use **Turn Into Same Direction (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Same Direction [Turning Left]**) turned left, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

78 Turn Into Same Direction (Turning Right)

79
78
TURN INTO SAME DIRECTION
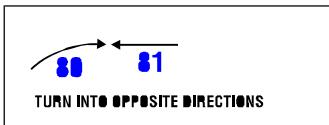
Use **Turn Into Same Direction (Turning Right)** for a vehicle that turned right, into the path of another vehicle (**Turn Into Same Direction [Going Straight]**), so that both vehicles were traveling in the same direction at the time of the collision.

79 Turn Into Same Direction (Going Straight)
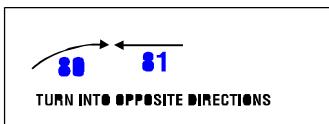
Use **Turn Into Same Direction (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Same Direction [Turning Right]**) turned right, into its path, so that both vehicles were traveling in the same direction at the time of the collision.

80 Turn Into Opposite Directions (Turning Right)

Use **Turn Into Opposite Directions (Turning Right)** for a vehicle that turned right, into the path of another vehicle (**Turn Into Opposite Directions [Going Straight]**), so that the vehicles were traveling in opposite directions at the time of the collision.

81 Turn Into Opposite Directions (Going Straight)

Use **Turn Into Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Opposite Directions [Turning Right]**) turned right, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

82 Turn Into Opposite Directions (Turning Left)

Use **Turn Into Opposite Directions (Turning Left)** for a vehicle that turned left, into the path of another vehicle (**Turn Into Opposite Directions [Going Straight]**), so that the vehicles were traveling in opposite directions at the time of the collision.

Turn Into Opposite Directions (Turning Left) is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this situation with "Configuration L - Straight Paths." The driver's intended path is the prime concern.

83 Turn Into Opposite Directions (Going Straight)

Use **Turn Into Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Into Opposite Directions [Turning Left]**) turned left, into its path, so that the vehicles were traveling in opposite directions at the time of the collision.

84 Turn Into Path: Specifics Other

<table>
<tr><td>EACH: **84**

SPECIFICS OTHER</td><td>Use **Turn Into Path: Specifics Other** for collisions in which one vehicle turned across another's path, which cannot be described by "76-83". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.</td></tr>
</table>

85 Turn Into Path: Specifics Unknown

<table>
<tr><td>EACH: **85**

SPECIFICS UNKNOWN</td><td>Use **Turn Into Path: Specifics Unknown** when the PAR indicates one vehicle turned into another's path, causing a collision, but no further classification is possible.</td></tr>
</table>

Category V. Intersecting Paths (Vehicle Damage)

Configuration L. Straight Paths

The two vehicles were proceeding (or attempting to proceed) straight ahead.

86 Straight Paths: Striking from the Right
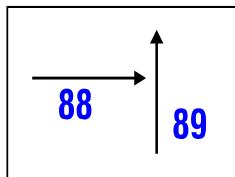
<table>
<tr><td>87
86</td><td>Use **Straight Paths: Striking from the Right** for a vehicle that strikes the right side of another vehicle (code "87") from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.</td></tr>
</table>
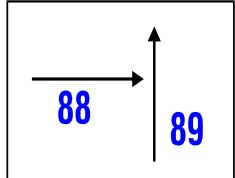
87 Straight Paths: Struck on the Right

<table>
<tr><td>87
86</td><td>Use **Straight Paths: Struck on the Right** for a vehicle that is struck on the right side by another vehicle (**Straight Paths: Striking from the Right**) from the right when both vehicles were going straight at the time of the collision, i.e., right side damage to 87, front damage to 86.</td></tr>
</table>

88 Straight Paths: Striking from the Left

Use **Straight Paths: Striking from the Left** for a vehicle that strikes another vehicle (**Straight Paths: Struck on the Left**) from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

89 Straight Paths: Struck on the Left

Use **Straight Paths: Struck on the Left** for a vehicle that is struck on the left side by another vehicle (**Straight Paths: Striking from the Left**) from the left when both vehicles were going straight at the time of the collision, i.e., left side damage to 89, front damage to 88.

90 Straight Paths: Specifics Other

Use **Straight Paths: Specifics Other** for collisions in which two vehicles, both going straight, collide when their paths intersect, which cannot be described by "86-89". Enter "Specifics Other" for crashes involving a driverless in-transport vehicle.
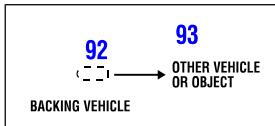
91 Straight Paths: Specifics Unknown

Use **Straight Paths: Specifics Unknown** when the PAR indicates two vehicles, both going straight, collided when their paths intersected, but no further classification is possible.
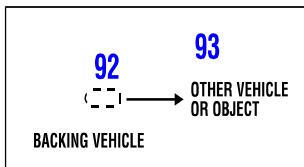
Category VI. Miscellaneous

Configuration M. Backing, Etc.

One of the two vehicles involved was a backing vehicle, regardless of its location on the trafficway or the damage location on the vehicles.
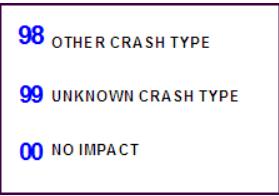
Any crash configuration that cannot be described in Category I. through V. is included here.

92 Backing, Etc.: Backing Vehicle
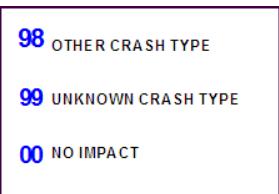
Use **Backing, Etc.: Backing Vehicle** for a backing vehicle which was involved with another vehicle (code 93) or object.

93 Backing, Etc.: Other Vehicle or Object
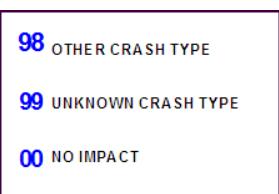
Use **Backing, Etc.: Other Vehicle or Object** for the vehicle that was involved with the backing vehicle (code 92).

98 Other Crash Type

Other Crash Type is used for those events and collisions that do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road; U-turns; crashes initiated by objects set in motion by an in-transport motor vehicle; third or subsequent vehicles involved in a crash; or the second involved vehicle, when the first harmful event involves a vehicle-to-object collision or a non-collision.

99 Unknown Crash Type

Use **Unknown Crash Type** when the crash category or configuration is unknown.

00 No Impact

No Impact identifies the non-collision events fire, immersion, gas inhalation, jackknife, injured in vehicle, pavement surface irregularity, other non-collision, thrown or falling object, cargo equipment loss or shift, or fell/jumped from vehicle. Rollovers on the road should be coded **Other Crash Type.**

The following crash types require clarification:

No impact identifies non-collision events (i.e., fire, immersion, gas inhalation, jackknife, non-collision injury, other non-collision or non-collision - no details). Rollovers on the road should be coded as **Other Crash Type**.

Right roadside departure, drive off road and **Left roadside departure, drive off road** are used when the vehicle departed the road under a controlled situation (e.g., the driver was distracted, fell asleep, intentionally departed, etc.).

Right roadside departure, control/traction loss and **Left roadside departure, control/traction loss** are used if there is some evidence that the vehicle lost traction or in some other manner "got away" from the driver (i.e., the vehicle spun off the road as a result of surface conditions, oversteer phenomena or mechanical malfunctions). If doubt exists, use **Right roadside departure, drive off road** or **Left roadside departure, drive off road** respectively.

Right roadside departure; avoid collision with vehicle, pedestrian, animal and **Left roadside departure; avoid collision with vehicle, pedestrian, animal** are used when the vehicle departed the road as a result of avoiding something in the road. "Phantom" situations are included here.

Right roadside departure, specifics other and **Left roadside departure, specifics other** are used for any other stationary or nonstationary objects if the avoidance characteristics of codes "03" or "08" are present.

Forward impact, parked vehicle, **Forward impact, stationary object**, and **Forward impact, pedestrian/animal** involves an impact with an object that can be located on either side of the road.

Forward impact, stationary object includes a hole in the road, an overhead object (e.g., overpass) or an object projecting over the road edge (e.g., support column of elevated railway).

Forward impact, pedestrian/animal is used when a pedestrian, non-motorist or animal is involved with the first harmful event. Vehicle plane of contact is not a consideration.

Forward impact, specifics other is used for impacted (striking or struck) trains and nonstationary objects on the road.

Sideswipe/Angle, straight ahead on left, **Sideswipe/Angle, straight ahead on left/right**, **Sideswipe/Angle, changing lanes to the right**, and **Sideswipe/Angle, changing lanes to the left** identify relative vehicle positions (left versus right) and lane of travel intentions (straight ahead versus changing lanes).

From these four codes, four combinations are permitted. They are:

1. "44" and "45",
2. "46" and "45",
3. "45" and "47", and
4. "46" and "47".

When used as a combination these codes refer to a sideswipe or angle collision which involved a vehicle to the left of a vehicle to the right where:

1. neither vehicle (codes "44" and "45") intended to change its lane;

2. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "45") was not intending to change its lane;

3. the vehicle on the left (code "45") was not intending to change its lane, and the vehicle on the right (code "47") was changing lanes to the left; and

4. the vehicle on the left (code "46") was changing lanes to the right, and the vehicle on the right (code "47") was changing lanes to the left.

In addition, when:

1. the right sides of the two vehicles impact following a 180 degree rotation of the vehicle on the right, or

2. the left sides of the two vehicles impact following a 180 degree rotation of the vehicle on the left; select the appropriate combination ("44-45", "46-45", "45-47" or "46-47") depending upon:

3. their positions (i.e., left versus right), and

4. the intended lane of travel (straight ahead versus changing lanes) of their drivers.

Sideswipe/Angle, specifics other is used if one vehicle was behind the other prior to their Category II, Configuration F collision. For example, use this code when two vehicles are on the same trafficway and going the same direction, and one loses control and is struck in the side by the front of the other vehicle. However, if one vehicle rotates such that the impact is front to front, then use code "98" (Other crash type).

Sideswipe/Angle, lateral move-infringing vehicle identifies the vehicle that infringed upon the other (code 65) in a Category III, Configuration I collision.

Codes 68 through 85 (**Turn Across Path and Turn Into Path**) are used in Configurations J and K where the vehicle's action is the controlling factor, and the plane of contact is irrelevant.

Left Turn Into Opposite Direction is used when the driver's vehicle was in the act of making a left turn (e.g., from a driveway, parking lot or intersection). Do not confuse this situation with Configuration L. Straight Paths. The driver's intended path is the prime concern.

Codes 86 through 89 (**Straight Paths**) must not be confused with crash types in Configuration K. Turn Into Path. For these codes the vehicles are proceeding (or attempting to proceed) straight ahead, usually at a junction.

Other Crash Type is used for those events and collisions that do not reasonably fit any of the specified types. This code includes (but is not limited to): rollovers on the road; U-turns; crashes initiated by objects set in motion by an in-transport motor vehicle; third or subsequent vehicles involved in a crash; or the second involved vehicle when the first harmful event involved a vehicle-to-object collision.

Consistency Checks:

	IF	THEN
(253P)	RELATION TO TRAFFICWAY equals 03,	CRASH TYPE should equal 06-10, 98 or 99 for the in-transport vehicles involved in the first harmful event.
(3B1P)	CRASH TYPE equals 21-23,	TRAVEL SPEED must equal 000 for this vehicle.
(3B2P)	CRASH TYPE equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60,	AREA OF IMPACT-INITIAL DAMAGE AREA must equal 12 for this vehicle.
(3B3P)	CRASH TYPE equals 21-23, 25-27, 29-31, 35, 37, 39 or 41,	AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 6 for this vehicle.
(3B4P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10,	CRASH TYPE must not equal 44-67, 68-69, 71-73, 76-77, 79, 81-83, 86-92.
(3B5P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11,	CRASH TYPE must not equal 44-67, 69-71, 73, 77-81, 83, 86-92.
(3B6P)	CRASH TYPE equals 87,	AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 01-05, 81-83 for this vehicle.
(3B7P)	CRASH TYPE equals 89,	AREAS OF IMPACT-INTIAL DAMAGE AREA must equal 07-11, 61-63 for this vehicle.
(3B9P)	CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14.
(3BAP)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0,	CRASH TYPE must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, 92-93 or 98.

IF	**THEN**
(3BCP) CRASH TYPE equals 34, 36, 38, 40, 54, 56, 58 or 60,	DRIVER MANEUVERED TO AVOID must not equal 00.
(3BDP) CRASH TYPE equals 46-47, and ATTEMPTED AVOIDANCE MANEUVER equals 01 or 99,	PRE-EVENT MOVEMENT (PRIOR TO RECONITION OF CRITICAL EVENT) must not equal 01.
(3BEP) CRASH TYPE equals 01 or 06,	PRE-IMPACT STABILITY *should* not equal 2-4 or 7.
(3C00) CRASH TYPE equals 68, 72, 76 or 82,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11 or 98.
(3C10) CRASH TYPE equals 70, 78 or 80,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10 or 98.
(3C20) CRASH TYPE equals 29-31,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 02.
(3C30) PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 12,	CRASH TYPE should equal 98.
(3C40) CRASH TYPE equals 46-47,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15-16.
(3C50) CRASH TYPE equals 92,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 08-09, 13, 98-99.
(3C60) CRASH TYPE equals 25-27, 29-31,	PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 05 or 07.
(3C70) PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13,	CRASH TYPE should equal 92 or 98.
(3D00) CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
(3D10) CRASH TYPE equals 50-67, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 51-53, 60-61, 65-66, 70-71, 80-85 or 87-92.
(3D40) CRASH TYPE equals 00,	CRITICAL EVENT – PRECRASH (EVENT) should equal 98.
(3D50) PRE-IMPACT STABILITY equals 1,	CRASH TYPE should not equal 02, 07, 34, 36, 54 or 56.
(3D60) CRASH TYPE equals 46 or 47,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 01.

	IF	**THEN**

(3D60)   CRASH TYPE equals 46 or 47,   PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 01.

(426P)   MANNER OF COLLISION equals 02,   CRASH TYPE must not equal 64-67 for the vehicles involved in the first harmful event.

(427P)   MANNER OF COLLISION equals 06,   CRASH TYPE must not equal 20-43 or 50-53 for the vehicles involved in the first harmful event.

(428P)   CRASH TYPE equals 20-91,   NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.

(429P)   NUMBER OF VEHICLE FORMS SUBMITTED equals 001,   CRASH TYPE must equal 00, 01-16, 92, 98-99.

(77AP)   CRASH TYPE equals 14,   RELATION TO JUNCTION (b) must not equal 02.

(77BP)   CRASH TYPE equals 68-91,   RELATION TO JUNCTION (b) should not equal 01.

(77CP)   CRASH TYPE equals 14,   RELATION TO JUNCTION (b) should equal 01, 03, *19*.

(9BAP)   MANNER OF COLLISION equals 07 *and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 10 or 11 for either one of the vehicles involved in the first harmful event,*   CRASH TYPE should equal 44-49, 98-99 for the vehicles involved in the first harmful event.

(9BCP)   MANNER OF COLLISION equals 08,   CRASH TYPE should equal 64-67, 98-99 for the vehicles involved in the first harmful event.

(9BDP)   MANNER OF COLLISION equals 01,   CRASH TYPE should not equal 44-49 for the vehicles involved in the first harmful event.

(A3C0)   FIRST HARMFUL EVENT equals 02-07,16, 44 51, 72,   CRASH TYPE must equal 00 for the vehicle involved in the first harmful event.

(A3D0)   FIRST HARMFUL EVENT equals 01-07, 16, 44, 51, 72,   CRASH TYPE must not equal 20-91.

(A3E0)   CRASH TYPE equals 13,   FIRST HARMFUL EVENT must equal 08, 09, 11, 15 or 49.

(A480)   CRASH TYPE equals 00,   FIRST HARMFUL EVENT must equal 02-07, 16, 44, 51, 72.

(A4A0)   CRASH TYPE equals 01-16,   FIRST HARMFUL EVENT must not equal 12.

	IF	**THEN**
(A4B0)	CRASH TYPE equals 01-11 or 14,	RELATION TO TRAFFICWAY should not equal 01 or 11.
(A4BP)	FIRST HARMFUL EVENT equals 54 or 55,	CRASH TYPE must equal 98 for the vehicles involved in the first harmful event.
(A4DP)	CRASH TYPE equals 20-91,	FIRST HARMFUL EVENT must equal 12.
(A60F)	FIRST HARMFUL EVENT equals 14,	CRASH TYPE should equal 01-11, 92, 98-99 for the in-transport vehicle involved in the first harmful event.
(A61F)	FIRST HARMFUL EVENT equals 08-09, 11, *15, 49,* and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to *00,* 13,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(A620)	CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 2-3,	RELATION TO TRAFFICWAY should equal 03.
(A62F)	FIRST HARMFUL EVENT equals 18 or 43, and RELATION TO TRAFFICWAY equals 01 or 11,	CRASH TYPE should equal 12 or 15 for the vehicle involved in the first harmful event.
(A63F)	FIRST HARMFUL EVENT equals 01,	CRASH TYPE should equal 01-10, 98-99 for the vehicle involved in the first harmful event.
(A64F)	CRASH TYPE equals 99,	FIRST HARMFUL EVENT should equal 99.
(A8A0)	CRASH TYPE equals 12,	RELATION TO TRAFFICWAY should equal 01 or 11.
(AZ2P)	CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14.
(B13P)	CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRITICAL EVENT-PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
(B15P)	CRITICAL EVENT-PRECRASH (EVENT) equals 91, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01,	CRASH TYPE should equal 15.
(B16P)	CRITICAL EVENT-PRECRASH (EVENT) equals 90, ATTEMPTED AVOIDANCE MANEUVER equals 01 and the vehicle is involved in the first harmful event,	CRASH TYPE should equal 12 or 15.

IF		THEN
(BZ80)	*MANNER OF COLLISION equals 00,*	*CRASH TYPE must equal 00, 01-16, 92, 98, 99 for the vehicle in the first harmful event.*
(BZ90)	*CRASH TYPE equals 01-05,*	*at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.*
(BZ91)	*CRASH TYPE equals 06-10,*	*at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 64.*
(FA1F)	CRASH TYPE for all in-transport vehicles not involved in the first harmful event must equal 98.	
(FP2F)	*UNIT TYPE equals 1, and CRASH TYPE equals blank, case status is flawed.*	
(V533)	CRASH TYPE equals 03, 08, 38, 40, 58 or 60,	ATTEMPTED AVOIDANCE MANEUVER must not equal 00 or 01.
(V700)	ROLLOVER equals 2,	CRASH TYPE should equal 01-10, 14, 98 or 99 for this vehicle.
(V79P)	ROLLOVER equals 2, and FIRST HARMFUL EVENT equals 01,	CRASH TYPE must equal 01-10, 14-15 or 98 for the vehicle involved in the first harmful event.

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VEHICLE NUMBER – PERSON LEVEL (MV OCCUPANT)

FORMAT: 3 numeric

SAS NAME: Vehicle.VEH_NO

ELEMENT VALUES:

001-999

Remarks:

001-999 is used for motor vehicle occupants (In-Transport, Parked/Stopped Off Roadway/ Working Motor Vehicles and Motor Vehicles in Motion Outside the Trafficway). This is the number assigned to the vehicle this person occupied.

Consistency Check:

IF	THEN
(CSI5) VEHICLE NUMBER at the Person Level is greater than 000,	VEHICLE NUMBER at the Person Level must equal a VEHICLE NUMBER at the Vehicle Level.

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PERSON NUMBER

FORMAT: 3 numeric

SAS NAME: Person.PER_NO

ELEMENT VALUES:

001-999   Assigned Number/ Computer Assigned

Remarks:

Person Level (Motor Vehicle Occupant) must be numbered consecutively beginning with "001" for each motor vehicle occupant. Drivers do not have to be "001." Numbers must not be skipped.

Person Level (Not a Motor Vehicle Occupant) must be numbered consecutively beginning with "001" for persons not in motor vehicles. Numbers must not be skipped.

Consistency Check:

IF	**THEN**

(CSI6)   For each VEHICLE NUMBER, PERSON NUMBERS must be consecutive, beginning with 001 and with no gaps.

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<u>AGE</u>

<u>**FORMAT:**</u> 3 numeric

<u>**SAS NAME:**</u> Person.Age

<u>**ELEMENT VALUES:**</u>

	Blank
000	Less than One Year
001-120	Actual Age*
998	Not Reported
999	Unknown

<u>Remarks:</u>

The person's age at the time of the crash is recorded with respect to the person's last birthday. Age is recorded in years.

998 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **998 (Not Reported)** in these situations:
* *A coded data block exists and it is left blank, and*
* *No other information is available (e.g., narrative, diagram or case materials)*

* Values greater than "094" are unlikely occurrences, and they will raise an error flag.
*Values greater than "120" are not permitted.

<u>FARS SPECIAL INSTRUCTION:</u>

For drivers, verify age with data on Licensing File. Licensing data takes precedence over crash report data.

<u>Consistency Checks:</u>

IF	THEN
(5W0P) RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.
(7P0F) PERSON TYPE equals 01,	AGE must not be less than 002.
(8P0P) PERSON TYPE equals 01, and AGE is less than 008,	BODY TYPE must not equal 01-12, 14-17, 19-22, 28-33, 39-42, 45, 48-52, *55,* 58-67, 71-72, 78-83, 89, 92-93.

	IF	**THEN**
(8P1P)	PERSON TYPE equals 01, and AGE is less than 008,	BODY TYPE should equal 88, 91.
(9L0F)	PERSON TYPE equals 01, and RELATED FACTORS-DRIVER LEVEL equals 12,	SEX must equal 2, and AGE must be greater than 012.
(D060)	NON-CDL LICENSE STATUS equals 1-4, 6, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 1-8, and PERSON TYPE equals 01,	AGE should not be less than 015.
(D620)	NON-CDL LICENSE TYPE equals 7,	AGE (for the driver) should equal 014-016.
(D630)	NON-CDL LICENSE TYPE equals 2,	AGE (for the driver) should equal 015-017.
(D640)	AGE equals 014-017, and PERSON TYPE equals 01,	NON-CDL LICENSE TYPE should equal 2, 7.
(D650)	AGE equals 018-120, and PERSON TYPE equals 01,*and NON-CDL LICENSE STATUS does not equal 0,*	NON-CDL LICENSE TYPE should equal 1.
(P010)	PERSON TYPE equals 01,	AGE should not be less than 012.
(P020)	PERSON TYPE equals 02-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 04, 10-12,	AGE should be less than 010, or equal to 999.
(P180)	PERSON TYPE equals 01, and AGE is less than 009,	BODY TYPE should not equal 90.
(U120)	UNLIKELY: AGE should not be greater than 094*, unless equal to 998, 999.*	
(U360)	*HIT-AND-RUN equals 0, 8 or 9,*	AGE should not equal *999.*

SEX

FORMAT: 1 numeric

SAS NAME: Person.Sex

ELEMENT VALUES:

1   Male
2   Female
8   Not Reported
9   Unknown

Remarks:

Self-Explanatory.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

Consistency Checks:

	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.
(9L0F)	PERSON TYPE equals 01, and RELATED FACTORS-DRIVER LEVEL equals 12,	SEX must equal 2, and AGE must be greater than 012.
(U340)	*HIT-AND-RUN equals 0, 8 or 9*,	SEX should not equal *9*.

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PERSON TYPE

__FORMAT:__ 2 numeric

__SAS NAME:__ Person.PER_TYP

__ELEMENT VALUES:__

    01   Driver of a Motor Vehicle In-Transport
    02   Passenger of a Motor Vehicle In-Transport
    03   Occupant of a Motor Vehicle Not In-Transport
    09   Unknown Occupant Type in a Motor Vehicle In-Transport

__Remarks:__

An involved person in a crash must maintain Person Type during the crash. Once the unstabilized situation begins, a driver, passenger or non-motorist/non-occupant cannot change Person Type until the accident stabilizes.

If a person is entering or exiting a vehicle before the unstabilized situation begins, try to determine if the person has successfully changed type before control is lost. (e.g., a pedestrian getting into an automobile that begins to move, a passenger stepping off of a bus as it begins to pull away, etc.).

Attributes 01, 02 and 09 are used for occupants of a motor vehicle in-transport. This includes occupants of motor vehicles that are in motion outside the trafficway.

__09 (Unknown Occupant Type in a Motor Vehicle In-Transport)__ is used when it cannot be determined if the person was the driver or passenger, but it is known that the person was an occupant of a motor vehicle in-transport.

__Consistency Checks:__

	IF	THEN
(2M0F)	PERSON TYPE equals 01,	SEATING POSITION must not equal 21-55.
(2P0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION must equal 8.
(2Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-02, 04, 08, 10, 17, 31-33, 39-41, 45, 48-49, 90-91,	SEATING POSITION must not equal 31-50.

	IF	**THEN**

(3H0F)   DRIVER PRESENCE equals 1,   there must be one and only one Person Level form for that vehicle with PERSON TYPE equal to 01, or there must be no Person Level form for that vehicle with PERSON TYPE equal to 01 and at least two Person Level forms for that vehicle with PERSON TYPE equal to 09.

(3M0F)   PERSON TYPE equals 01,   RESTRAINT SYSTEM/HELMET USE must not equal 04, 10-12.

(3P0F)   PERSON TYPE equals 03-08, 10, 19   INJURY SEVERITY should not equal 6.

(3Q0F)   PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-16, 17, 19-20, 22, 28-33, 39, 41-42, 50-52, *55,* 58-59, 65, 80-83, 88-92, 97,   SEATING POSITION must not equal 50.

(4H0F)   DRIVER PRESENCE equals 0, 9,   there must not be a Person Level form for that vehicle with PERSON TYPE equal to 01.

(4Q0F)   PERSON TYPE equals 02-03, 09, and BODY TYPE equals 80-83, 88-89,   SEATING POSITION must not equal 12, 14-19, 22-50.

(4Q1F)   PERSON TYPE equals 02-03, and BODY TYPE equals 21,   SEATING POSITION must not equal 50, 52.

(570F)   FIRST HARMFUL EVENT equals 05-06,   at least one PERSON TYPE equal to 01-03, 09 must have INJURY SEVERITY equal to 1-5 or blank.

(5M0F)   PERSON TYPE equals 01,   all RELATED FACTORS-PERSON LEVEL must equal 00.

(5N0F)   PERSON TYPE equals 02,   RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.

(5Q0F)   PERSON TYPE equals *02*, and BODY TYPE equals 50-52, *55,* 58-59,   SEATING POSITION must not equal *11, 21*-50, 99.

(5Z0F)   SEQUENCE OF EVENTS equals 08,   at least one person must have PERSON TYPE equal to 05, 10.

(6Q0F)   PERSON TYPE equals 02-03, 09, and BODY TYPE equals 60-67, 71-72, 78-79,   SEATING POSITION must not equal 31-49.

(7M0F)   PERSON TYPE equals 03, and SEATING POSITION does not equal 11,   RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.

(7P0F)   PERSON TYPE equals 01,   AGE must not be less than 002.

	IF	**THEN**
(7Q0F)	PERSON TYPE equals 09, and BODY TYPE equals 50-52, *55,* 58-59,	SEATING POSITION must not equal 12-50, 52-54.
(7Z0F)	any SEQUENCE OF EVENTS equals 05-06,	at least one occupant of this vehicle (PERSON TYPES 01-02, 09) must have INJURY SEVERITY equal to 1-5, or blank.
(8P0P)	PERSON TYPE equals 01, and AGE is less than 008,	BODY TYPE must not equal 01-12, 14-17, 19-22, 28-33, 39-42, 45, 48-52, *55,* 58-67, 71-72, 78-83, 89, 92-93.
(8P1P)	PERSON TYPE equals 01, and AGE is less than 008,	BODY TYPE should equal 88, 91.
(9A5P)	PERSON TYPE equals 03,	UNIT TYPE must equal 2-4.
(9B7P)	UNIT TYPE equals 2-4,	PERSON TYPE of all occupants of this vehicle must equal 03.
(CL0P)	PERSON TYPE equals 09,	RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-52, 56-70, 72-78, 80-83, 91.
(D060)	NON-CDL LICENSE STATUS equals 1-4, 6, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 1-8, and PERSON TYPE equals 01,	AGE should not be less than 015.
(D090)	VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE REPORTED DRUG INVOLVEMENT should equal 1.
(D640)	AGE equals 014-017, and PERSON TYPE equals 01,	NON-CDL LICENSE TYPE should equal 2, 7.
(D650)	AGE equals 018-120, and PERSON TYPE equals 01,*and NON-CDL LICENSE STATUS does not equal 0,*	NON-CDL LICENSE TYPE should equal 1.
(FP0F)	PERSON TYPE is blank, case status is flawed.	
(P010)	PERSON TYPE equals 01,	AGE should not be less than 012.
(P01F)	PERSON TYPE equals 01-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 01-04, 08, 10-12, and BODY TYPE does not equal 80-89,	EJECTION should equal 0 *or 7*.
(P020)	PERSON TYPE equals 02-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 04, 10-12,	AGE should be less than 010, or equal to 999.
(P030)	PERSON TYPE equals 01,	SEATING POSITION should not equal 12-19.

IF	**THEN**
(P040) PERSON TYPE equals 02, 09,	SEATING POSITION should not equal 11.
(P071) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	ALCOHOL TEST STATUS should not equal *9*, and ALCOHOL TEST TYPE should not equal *99*, and ALCOHOL TEST RESULT should not equal *99*.
(P072) PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.
(P073) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	DRUG TEST STATUS should not equal *9* and any DRUG TEST TYPE should not equal *9*, and any DRUG TEST RESULTS should not equal *999*.
(P130) BODY TYPE equals 60-67, 71-72, 78-79, and PERSON TYPE equals 01, 03, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 1.
(P180) PERSON TYPE equals 01, and AGE is less than 009,	BODY TYPE should not equal 90.

INJURY SEVERITY

FORMAT: 1 numeric

SAS NAME: Person.Inj_Sev

ELEMENT VALUES:

0	No Injury (O)
1	Possible Injury (C)
2	Non-incapacitating Evident Injury (B)
3	Incapacitating Injury (A)
4	Fatal Injury (K)
5	Injured, Severity Unknown
6	Died Prior to Crash*
9	Unknown

Remarks:

Enter the police reported injury severity for this person (i.e., occupant, pedestrian or non-motorist). Most jurisdictions use the KABCO injury coding scheme.

K = Killed
A = Incapacitating Injury
B = Non-incapacitating Injury
C = Possible Injury
O = No Injury

If the police report contains a detailed description of the injuries but does not translate the injuries into the KABCO codes, use the police method for doing so. For example, injuries that are considered to be of an incapacitating nature are classified as "A", Non-incapacitating-evident injuries are classified as "B", and possible injuries are "C". Property damage only (i.e., no injury) is classified as "O".

As a general rule, if the PAR is "blank" where the injury severity is assessed and the person was at the scene during the police investigation, enter 0 (No Injury [O]). If the PAR is "blank" and the person was not present during the police investigation, enter 9 (Unknown).

1 (Possible Injury) is any injury reported or claimed that is not a fatal injury, incapacitating injury or non-incapacitating evident injury. This includes: momentary unconsciousness, claim of injuries not evident, limping, complaint of pain, nausea and hysteria.

2 (Non-incapacitating Evident Injury) is any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury

occurred. This includes: lump on head, abrasions, bruises and minor lacerations. This does not include limping (the injury cannot be seen). (See **1 (Possible Injury)**).

3 (Incapacitating Injury) is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. This includes: severe lacerations, broken or distorted limbs, skull or chest injuries, abdominal injuries, unconsciousness at or when taken from the crash scene, and unable to leave the crash scene without assistance. This does not include momentary unconsciousness. (See **1 (Possible Injury)**).

4 (Fatal Injury) must only be used if the death occurred within thirty consecutive 24-hour time periods from the time of the crash. Every effort should be made to determine that the Death Date was within thirty consecutive 24-hour time periods from the Crash Time.

6 (Died Prior To Crash) *refers to non-motor vehicle fatalities that are involved in a motor vehicle crash; e.g., a heart attack victim, a homicide victim, a suicide or person involved in a legal intervention that is involved in a motor vehicle traffic crash.*

This attribute is used only if the police explicitly states the person died prior to the crash and the police report indicates the person died as a result of natural causes (e.g., heart attack), disease, drug overdose or alcohol poisoning, suicide, homicide and legal intervention.

This attribute also applies if the police report indicates that the person died as a result of natural causes (e.g., heart attack) or disease but is silent about the time of on-set or if on-set is the result of injuries sustained in the crash.

In suicide incidents, use the following criteria:

1. If the only fatality is the suicide victim and it can be ascertained that the crash was a suicide, do not code the case.
2. If other fatalities occur, code the case as appropriate. The suicide victim's Injury Severity should be coded **6 (Died Prior to Crash)** if the death occurred at the time of the crash (or prior) or **0 (No Injury)** if the death occurred after the crash.

This attribute does not apply if the police report specifically states that the cause of death is a result of crash-related injury or that on-set occurred after the crash.

* This value is an unlikely occurrence and will raise an edit flag

FARS SPECIAL INSTRUCTION:

Each case must have at least one Person Level form with Injury Severity attribute **4 (Fatal injury)**.

See Definition: ANSI D16.1; 2.3.1 and 2.3.2

Consistency Checks:

	IF	**THEN**
(1R0P)	SEATING POSITION equals 51, and BODY TYPE equals 50-52, **55,** 58-59,	INJURY SEVERITY must not equal 0, 9.
(1R1P)	If DIED AT SCENE/EN ROUTE equals 7-8,	INJURY SEVERITY must equal 4.
(1U1F)	INJURY SEVERITY equals 4,	DEATH DATE must not equal 88888888.
(1U2F)	INJURY SEVERITY equals 4,	DEATH TIME must not equal 8888.
(2U1F)	INJURY SEVERITY is not equal to 4,	DEATH DATE must equal 88888888.
(2U2F)	INJURY SEVERITY is not equal to 4,	DEATH TIME must equal 8888.
(2U3F)	INJURY SEVERITY equals 3,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 0.
(3P0F)	PERSON TYPE equals 03-08, 10, 19,	INJURY SEVERITY should not equal 6.
(4V1F)	INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
(570F)	FIRST HARMFUL EVENT equals **05-06,**	at least one PERSON TYPE equal to 01-03, 09 must have INJURY SEVERITY equal to 1-5, or blank.
(7E0P)	INJURY SEVERITY equals 4,	DEATH CERTIFICATE NUMBER must NOT equal 0000-00-000000.
(7E1P)	INJURY SEVERITY equals 4,	RACE must not equal 00.
(7E2P)	INJURY SEVERITY equals 4,	HISPANIC ORIGIN must not equal 00.
(7E3P)	INJURY SEVERITY does not equal 4,	RACE AND HISPANIC ORIGIN must equal 00.
(7F0P)	DEATH CERTIFICATE NUMBER is not blank or 0000-00-000000,	INJURY SEVERITY must equal 4.
(7F1P)	RACE equals 00,	INJURY SEVERITY must not equal 4.
(7F2P)	HISPANIC ORIGIN equals 00,	INJURY SEVERITY must not equal 4.
(7F3P)	RACE is not equal to 00, and HISPANIC ORIGIN is not equal to 00,	INJURY SEVERITY must equal 4.
(7R0P)	FATAL INJURY AT WORK equals 0-1, 9,	INJURY SEVERITY must equal 4.
(7W0P)	FATAL INJURY AT WORK equals 8,	INJURY SEVERITY must not equal 4.
(7Z0F)	**any** SEQUENCE OF EVENTS equals 05-06,	at least one occupant of this vehicle (PERSON TYPES 01-02, 09) must have INJURY SEVERITY equal to 1-5, or blank.
(FP8F)	**INJURY SEVERITY is blank, case status is flawed.**	
(P071)	PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	ALCOHOL TEST STATUS should not equal **9**, ALCOHOL TEST TYPE should not equal **99**, and ALCOHOL TEST RESULT should not equal **99**.

IF	THEN
(P072) PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.
(P073) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	DRUG TEST STATUS should not equal *9* and any DRUG TEST TYPE should not equal *9*, and any DRUG TEST RESULTS should not equal *999*.
(P090) TRANSPORTED TO MEDICAL FACILITY BY equals 1-6,	INJURY SEVERITY should not be blank, 0, 9.
(P092) TRANSPORTED TO MEDICAL FACILITY BY equals 0,	INJURY SEVERITY should not equal 3.
(P130) BODY TYPE equals 60-67, 71-72, 78-79, and PERSON TYPE equals 01, 03, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 1.
(P1A0) AGE is less than 012 and not blank and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 0.
(P300) POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0-1.
(P53P) INJURY SEVERITY equals 0-3, 5-6,	DIED AT SCENE/EN ROUTE must equal 0.
(U160) UNLIKELY: INJURY SEVERITY equals 6.	
(U350) *INJURY SEVERITY equals 1-6,*	*UNLIKELY: SEATING POSITION equals 98.*

Consistency Check (GES Only):

IF	THEN
(P1B0) *no BODY TYPE equals 60-79, and INJURY SEVERITY equals 4 for at least one occupant of a vehicle where BODY TYPE equals 01-49, and VEHICLE REMOVAL equals 2,*	*STRATUM should equal 1.*

Consistency Check (FARS Only):

IF	THEN
(4U0F) Each original submission must have at least one Person Level form with INJURY SEVERITY coded 4.	

SEATING POSITION

FORMAT: 2 numeric

SAS NAME: Person.Seat_Pos

ELEMENT VALUES:

11	Front Seat, Left Side
12	Front Seat, Middle
13	Front Seat, Right Side
18	Front Seat, Other
19	Front Seat, Unknown
21	Second Seat, Left Side
22	Second Seat, Middle
23	Second Seat, Right Side
28	Second Seat, Other
29	Second Seat, Unknown
31	Third Seat, Left Side
32	Third Seat, Middle
33	Third Seat, Right Side
38	Third Seat, Other
39	Third Seat, Unknown
41	Fourth Seat, Left Side
42	Fourth Seat, Middle
43	Fourth Seat, Right Side
48	Fourth Seat, Other
49	Fourth Seat, Unknown
50	Sleeper Section of Cab (Truck)
51	Other Passenger in enclosed passenger or cargo area
52	Other Passenger in unenclosed passenger or cargo area
53	Other Passenger in passenger or cargo area, unknown whether or not enclosed
54	Trailing Unit
55	Riding on Exterior of Vehicle
98	Not Reported
99	Unknown

Remarks:

Seating Position is determined by the location of the occupant in relation to the seat row and the forward longitudinal axis of the vehicle.

More than one person may be assigned the same seating position; however, this is allowed only when a person is sitting on someone's lap (e.g., child on mother's lap).

If the PAR does not specifically state that one person was on the lap of another, then see the discussion below under **18 (Front Seat, Other), 28 (Second Seat, Other), 38 (Third Seat, Other)** and **48 (Fourth Seat, Other)**.

In seating rows designated for only two passengers, use **11 (Front Seat, Left Side), 13 (Front Seat, Right Side), 21 (Second Seat, Left Side), 23 (Second Seat, Right Side), 31 (Third Seat, Left Side), 33 (Third Seat, Right Side), 41 (Fourth Seat, Left Side), 43 (Fourth Seat, Right Side)** or **51 (Other Passenger in enclosed passenger or cargo area).**

11 (Front Seat, Left Side) is used if there is an assumed driver of a hit-and-run vehicle unless evidence indicates a different position for the person or persons.

18 (Front Seat, Other), 28 (Second Seat, Other), 38 (Third Seat, Other) and **48 (Fourth Seat, Other)** are used to record the position of someone sitting on the floor or lying across the seat. In addition, enter these attributes when two or more persons are sitting abreast of one another in the same seating location (as opposed to on or in someone's lap), since only one occupant can be assigned the seat's position. If the PAR provides enough specific information, *and only one person was using a restraint*, then assign the seat position to the person using the restraint, If no restraint was used, *or both people were sharing a restraint*, then assign the seat position to the older person.

18 (Front Seat, Other) is used if the only seat in the front seating area is a driver's seat (e.g., bucket, pedestal, etc.), and the occupant was in the area but not in the seat. This situation could occur because of vehicle design or seat removal. The same logic applies to other seat areas.

50 (Sleeper Section of Cab [Truck]) is used if the occupant's vehicle is a medium or heavy truck and has a cab sleeper, and this occupant is in the sleeper section at the time of the crash.

51 (Other Passenger in enclosed passenger or cargo area) is used when an occupant is in the fifth or higher numbered seat row, in an enclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. This attribute is also used for bus passengers in undetermined seating (not driver).

Enter **52 (Other Passenger in unenclosed passenger or cargo area)** when an occupant is in the fifth or higher numbered seat area, in an unenclosed area where no defined seating exists or using a fold-down type seat in its folded-down position. Examples include passenger riding in an open pickup bed, top of open double-decker bus, etc.
If seating in the vehicle is longitudinal rather than lateral, use the basic idea of a vehicle interior being divided laterally into roughly equal thirds and visualize lateral rows of seats to determine what seat position is the best descriptor.

For rearward facing seats, use the basic idea described in the previous paragraph to describe the occupant's seat position.

If a seat row has more than three designated seat positions, the occupants should have their positions assigned as usual for the left and right positions, while the two center positions would be entered as **Other** (i.e., **18 (Front Seat, Other)**, **28 (Second Seat, Other), 38 (Third Seat, Other)**; **48 (Fourth Seat, Other)** or **51 (Other Passenger in enclosed passenger or cargo area)**) depending upon the seat row.

For motorcycles, enter the driver **11 (Front Seat, Left Side)**; sidecar passenger **13 (Front Seat, Right Side)**; passenger behind the driver **21 (Second Seat, Left Side)** and passenger on the lap of the driver (in front of) **11 (Front Seat, Left Side)**.

54 (Trailing Unit) is used when an occupant is in or on a trailing unit (i.e., Vehicle Trailing, for this occupant's vehicle must be coded ≥ 1, one or more trailing units).

55 (Riding on Exterior of Vehicle) is used when an occupant is riding on a fender, the boot of a convertible, etc.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

    Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*
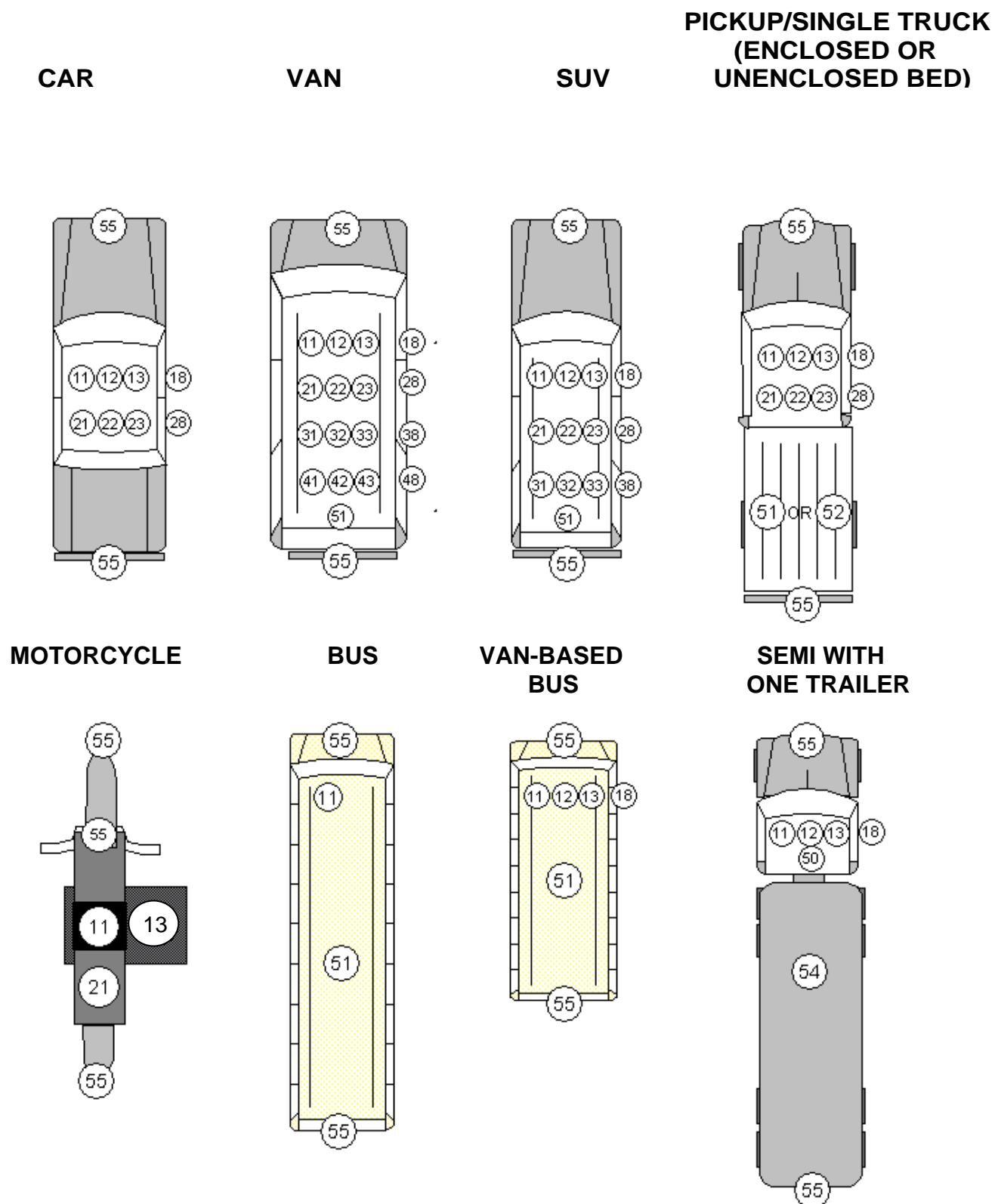
99 (Unknown) is used if the investigating officer indicates that this occupant's seating position is unknown.

Consistency Checks:

	IF	THEN
(1Q0F)	PERSON TYPE equals 01, and BODY TYPE equals 80-83, 88-89,	SEATING POSITION must not equal 12-55, 99.
(1R0P)	SEATING POSITION equals 51, and BODY TYPE equals 50-52, *55,* 58-59,	INJURY SEVERITY must not equal 0, 9.
(2M0F)	PERSON TYPE equals 01,	SEATING POSITION must not equal 21-55.
(2Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-02, 04, 08, 10, 17, 31-33, 39-41, 45, 48-49, 90-91,	SEATING POSITION must not equal 31-50.
(3Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-16, 17,19-20, 22, 28-33, 39, 41-42, 50-52, *55,* 58-59, 65, 80-83, 88-92, 97,	SEATING POSITION must not equal 50.
(3R0P)	AIR BAG DEPLOYED does not equal 00, *98 or 99,*	SEATING POSITION should not equal *12,* 22, 32, 41-55.

	IF	**THEN**
(3S0P)	SEATING POSITION equals 55,	EJECTION must equal 8.
(4Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 80-83, 88-89,	SEATING POSITION must not equal 12, 14-19, 22-50.
(4Q1F)	PERSON TYPE equals 02-03, and BODY TYPE equals 21,	SEATING POSITION must not equal 50, 52.
(4R0P)	SEATING POSITION equals 54,	VEHICLE TRAILING must not equal 0.
(5Q0F)	PERSON TYPE equals *02*, and BODY TYPE equals 50-52, *55,* 58-59,	SEATING POSITION must not equal *11, 21*-50, 99.
(6Q0F)	PERSON TYPE equals 02-03, 09, and BODY TYPE equals 60-67, 71-72, 78-79,	SEATING POSITION must not equal 31-49.
(7M0F)	PERSON TYPE equals 03, and SEATING POSITION does not equal 11,	RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.
(7Q0F)	PERSON TYPE equals 09, and BODY TYPE equals 50-52, *55,* 58-59,	SEATING POSITION must not equal 12-50, 52-54.
(BP0P)	MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88- 93, 97, and SEATING POSITION equals *11, 13*, 18, 19,	AIR BAG DEPLOYED should not equal 00.
(P030)	PERSON TYPE equals 01,	SEATING POSITION should not equal 12-19.
(P040)	PERSON TYPE equals 02, 09,	SEATING POSITION should not equal 11.
(P060)	SEATING POSITION equals *18, 28, 38, 48, 50-55,*	RESTRAINT SYSTEM/HELMET USE should not equal 01, 03.
(P210)	AIR BAG DEPLOYED equals 28,	SEATING POSITION should equal 13.
(P230)	SEATING POSITION equals 21, 23, 28-29, 31, 33, 38 or 39, and BODY TYPE equals 50-97,	AIR BAG DEPLOYED *should* equal 00.
(P260)	SEATING POSITION equals 18-19,	AIR BAG DEPLOYED *should* equal 00, 99.
(P290)	AIR BAG DEPLOYED equals 01-03, 07-09, 20, 28, and BODY TYPE equals 01-49, and MODEL YEAR equals 1998 or newer,	SEATING POSITION should equal 11, 13, 21, 23, 31 or 33.
(P320)	SEATING POSITION equals 22, 23, 31-*53*, *55,*	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.
(P330)	RESTRAINT SYSTEM/HELMET USE equals 00,	SEATING POSITION should equal 50-55.
(P340)	*SEATING POSITION equals 50, 52-55,*	*RESTRAINT SYSTEM/HELMET USE should equal 00.*

	IF	**THEN**

(U130)   UNLIKELY: SEATING POSITION equals 41-43, 48.

(U350)   ***INJURY SEVERITY equals 1-6,***   UNLIKELY: SEATING POSITION equals 98.

(V320)   BODY TYPE equals 50-52, ***55,*** 58-66, 71-79, and SEATING POSITION does not equal 11, ***13, 98,***   AIR BAG DEPLOYED should equal 00.

(V950)   VEHICLE MODEL YEAR is less than 1994, and SEATING POSITION equals 31, 33, 39,   RESTRAINT SYSTEM/HELMET USE should not equal 01, 03, and BODY TYPE should equal 12, 15-16, 19-21.

CAR **VAN** **SUV** **PICKUP/SINGLE TRUCK (ENCLOSED OR UNENCLOSED BED)**

MOTORCYCLE **BUS** **VAN-BASED BUS** **SEMI WITH ONE TRAILER**

* For van-based buses, use the actual seating position if known, or use code "51" for the 2nd, 3rd & 4th rows, if actual seating position is not known.

RESTRAINT SYSTEM/HELMET USE

FORMAT: 2 numeric

SAS NAME: Person.REST_USE

ELEMENT VALUES:

00	Not Applicable
07	None Used – Motor Vehicle Occupant
03	Shoulder and Lap Belt Used
01	Shoulder Belt Only Used
02	Lap Belt Only Used
08	Restraint Used - Type Unknown
10	Child Restraint System - Forward Facing
11	Child Restraint System - Rear Facing
12	Booster Seat
04	Child Restraint Type Unknown
05	DOT-Compliant Motorcycle Helmet
16	Other Helmet
17	No Helmet
97	Other
98	Not Reported
99	Unknown

Remarks:

This element records the restraint equipment in use by the occupant, or the helmet in use by a motorcyclist, at the time of the crash.

Code this element regardless of whether the vehicle is equipped with manual systems, automatic belts or harnesses, air bags, or any combination of these. Whether the restraint was manual or automatic will be determined via the VIN. Even if the VIN is unknown, use this rule.

The child restraints/booster seats take precedence over the belt use. For a child in a child restraint system not using the 5-point harness or in a booster not using the belt restraint code the child restraint system or booster and indicate mis-use.

00 (Not Applicable) is used when the case material indicates that no restraint was available in the seat position of this occupant***. Use this attribute for persons who are riding in the sleeper section of the cab of a truck, for persons who are riding on the exterior of the vehicle, and for persons in unenclosed cargo areas, such as a bed of a pickup truck.***

07 (None Used – Motor Vehicle Occupant) is used when the case materials indicate that the occupant did not use a restraint. In order to code this value, the case materials first have to indicate that there was a restraint available and that the occupant of that seat position did not use the available restraint. In the case of a motorcycle occupant without a helmet, use **17 (No Helmet)**.

03 (Shoulder and Lap Belt Used) is used when the occupant restraint system consists of both the shoulder belt and lap belt portions and is connected to a buckle.

01 (Shoulder Belt Only Used) is used for a two-part occupant restraint system and only the shoulder belt portion is connected to a buckle.

> Example:
> You are coding a driver in the vehicle that is indicated by the PAR to have an automatic shoulder harness and a manual belt. The police state that the shoulder harness was used at the time of the crash, but the lap belt was not. Code as **01 (Shoulder Belt Only Used)**.

02 (Lap Belt Only Used) is used when the occupant is using a lap safety belt either because the motor vehicle is equipped only with a lap belt or because the shoulder belt is not in use.

Note: The presence of an air bag system does not mean that there are no active belts present. In fact, most air bag equipped vehicles also have some belt restraint system installed in the seat positions protected by the air bags.

08 (Restraint Used – Type Unknown) is used when the investigating officer indicates that some type of restraint was in use but the type of restraint is not clear.

The attribute scheme on some PARs may offer a choice, such as "seatbelt/harness" or "lap/shoulder" but does not distinguish between "lap belt only," "shoulder belt only," or "combination lap and shoulder belt." If your PAR has such a coding scheme and the officer checks. e.g.; "seat belt/harness," then the attribute should be **08 (Restraint Used - Type Unknown)** unless the narrative clarifies which type of restraint was used.

10 (Child Restraint System - Forward Facing) is used when a child passenger is seated in a forward facing child safety seat. This does not imply correct use or placement of the seat.

11 (Child Restraint System - Rear Facing) is used when a child passenger is seated in a rearward facing child safety seat. This does not imply correct use or placement of the seat.

12 (Booster Seat) is used when a child passenger is seated in a "belt-positioning seat" that positions a child on a vehicle seat to improve the fit of the child in a lap and shoulder seat belt system.

04 (Child Restraint Type Unknown) is used when the investigating officer indicates that some type of child restraint was in use, but the type of restraint is not clear.

05 (DOT-Compliant Motorcycle Helmet) is a motorcycle helmet that is compliant with Federal Motor Vehicle Safety Standards. Indication of a DOT sticker alone is not sufficient to code this attribute. It must be specifically indicated to be "DOT-Compliant" in the case materials to code this attribute, otherwise use **16 (Other Helmet)**.

16 (Other Helmet) is used when the case materials indicate that a motorcycle helmet was used but it could not be determined if it was a **05 (DOT-Compliant Helmet).**

17 (No Helmet) is used when the investigating officer indicates that the occupant of a motorcycle was not wearing a helmet or wearing a helmet not designed for motorcyclists (e.g. bicycle helmet).

97 (Other) is used when the case materials indicated that some other type of restraint not listed was being used at the time of the crash.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

> Code **98 (Not Reported)** in these situations:
> - *A coded data block exists and it is left blank, and*
> - *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when the investigating officer indicates that the restraint system or helmet use was unknown at the time of the crash.

FARS SPECIAL INSTRUCTION:

Prior to 2007, this data element was called "Restraint" System Use before being changed to "Protection System Use." In 2010, this element was changed to Restraint System/Helmet Use to align with MMUCC.

Guidelines When Police and EMS/M.E. Differ:

Occasionally, information from EMS personnel or medical examiners (M.E.) includes statements about protection/restraint use or presence. If these people were in a position to have information when the investigating officer(s) could not (e.g., EMS arrived and removed victims from vehicles before police arrived or the medical examiner reports definite indications of belt usage), then the EMS/M.E. assessment may override the PAR assessment of Restraint System/Helmet Use. **Make sure to note the arrival times of Police and EMS before making a decision.**

Rules of thumb are as follows, unless you have information to the contrary:

If the M.E./EMS report that a restraint was used but the PAR/Police report "NOT USED" or "UNKNOWN," then accept the EMS/M.E. assessment. On the other hand, if the M.E./EMS

report "NOT USED" but the PAR/Police report that a restraint was used, then try to verify the police assessment that a restraint was used. If the PAR/Police report that a restraint was used or was not used but the M.E./EMS report "UNKNOWN," then accept the Police assessment.

Consistency Checks:

	IF	THEN
(2R0P)	RESTRAINT SYSTEM/HELMET USE equals *00*-04, *07*-12,	BODY TYPE must not equal 80-83, 88-89, 90-91.
(2R1P)	ANY INDICATION OF MIS-USE OF RESTRAINT/HELMET USE equals 1,	RESTRAINT SYSTEM/HELMET USE must equal 01-05, 08-16, 97.
(2S1P)	*RESTRAINT SYSTEM/HELMET USE equals 7,*	*ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE must equal 0.*
(2S0P)	RESTRAINT SYSTEM/HELMET USE equals 05, 16,	AIR BAG DEPLOYED should equal 00.
(3M0F)	PERSON TYPE equals 01,	RESTRAINT SYSTEM/HELMET USE must not equal 04, 10-12.
(981P)	*BODY TYPE equals 80-83, 88-89, 90-91,*	*RESTRAINT SYSTEM/HELMET USE must equal 05, 16, 17, 97, 98, 99.*
(982P)	*BODY TYPE does not equal 80-83, 88-89, 90-91,*	*RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.*
(D570)	any VIOLATIONS CHARGED equals 83,	not all occupants of this vehicle should have RESTRAINT SYSTEM/HELMET USE equal 01-05, 08, 10-12, 16.
(P01F)	PERSON TYPE equals 01-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 01-04, 08, 10-12, and BODY TYPE does not equal 80-89,	EJECTION should equal 0 *or 7*.
(P020)	PERSON TYPE equals 02-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 04, 10-12,	AGE should be less than 010, or equal to 999.
(P050)	EJECTION equals 1,	RESTRAINT SYSTEM/HELMET USE should not equal 01-04, 08, 10-12.
(P060)	SEATING POSITION equals *18, 28, 38, 48, 50-55,*	RESTRAINT SYSTEM/HELMET USE should not equal 01, 03.
(P310)	EJECTION equals 1-3, and BODY TYPE does not equal 90, 91, 97,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.
(P320)	SEATING POSITION equals 22, 23, 31-*53*, *55,*	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.
(P330)	RESTRAINT SYSTEM/HELMET USE equals 00,	SEATING POSITION should equal 50-55.
(P340)	*SEATING POSITION equals 50, 52-55,*	*RESTRAINT SYSTEM/HELMET USE should equal 00.*
(U170)	UNLIKELY: RESTRAINT SYSTEM/HELMET USE equals 01.	

IF	THEN
(V050) RESTRAINT SYSTEM/HELMET USE equals 05, 16, 17,	BODY TYPE *must* equal 80-83, 88-91.
(V950) VEHICLE MODEL YEAR is less than 1994, and SEATING POSITION equals 31, 33, 39,	RESTRAINT SYSTEM/HELMET USE should not equal 01, 03, and BODY TYPE should equal 12, 15-16, 19-21.

Consistency Checks (FARS Only):

IF	THEN
(U520) UNLIKELY: RESTRAINT SYSTEM/HELMET USE equals 98.	

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ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE

FORMAT: 1 numeric

SAS NAME: Person.REST_MIS

ELEMENT VALUES:

   0   No
   1   Yes

Remarks:

0 (No) is used when the case materials indicate that the restraints or helmet use were not mis-used.   Also, included in **0 (No)** is Unknown. If the investigating officer states that the restraints were being used but it couldn't be determined if they were mis-used use this attribute

1 (Yes) is used when the case materials indicate that the restraints or helmet use were mis-used at the time of the crash.

Examples:
- The investigating officer states in the crash report that the driver of Vehicle 1 had the shoulder belt portion of the seatbelt behind his back.
- The investigating officer states the operator of the motorcycle had the helmet on backwards.
- The investigating officer states in the crash report that two persons were secured in one restraint.
- *The investigating officer states the child was in a booster seat but not using the vehicles restraint system.*
- *The investigating officer states the child restraint system was properly secured however the child was not using the 5-point harness system.*
- *The investigating officer states the child restraint system was not properly secured in the vehicle.*

An indication of **1 (Yes)** requires a positive response in the case materials, if not default to **0 (No)**.

Consistency Checks:

	IF	THEN
(2R1P)	ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM /HELMET USE equals 1,	RESTRAINT SYSTEM/HELMET USE must equal 01-05, 08-16, 97.
(2S1P)	*RESTRAINT SYSTEM/HELMET USE equals 7,*	*ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE must equal 0.*

AIR BAG DEPLOYED

FORMAT: 2 numeric

SAS NAME: Person.AIR_BAG

ELEMENT VALUES:

00	Not Applicable
01	Deployed-Front
02	Deployed-Side (door, seatback)
03	Deployed-Curtain (roof)
07	Deployed-Other (knee, air belt, etc.)
08	Deployed-Combination
09	Deployment-Unknown Location
20	Not Deployed
28	Switched Off
98	Not Reported
99	Deployment Unknown

Remarks:

This element is used to record air bag availability and deployment for this person as reported in the case materials. Code this element regardless of the motor vehicle's Body Type or the age of the motor vehicle.

00 (Not Applicable) is used when the case materials indicate there was no air bag available for this person. Examples include any of the following terms.
- Not Applicable, No Air bag, Not Equipped, Not Present, None, Not available/Unavailable, Not Installed

20 (Not Deployed) is used only if the available information indicates the vehicle is equipped with an air bag (air bags) for this occupant's position, but it (they) did not deploy in this crash.

01 (Deployed-Front), 02 (Deployed-Side), 03 (Deployed-Curtain), 07 (Deployed-Other), 08 (Deployed-Combination), and **09 (Deployment-Unknown Location)** are used only if you have indication in the available information that an air bag deployed for this occupant's seat position (not for others in the vehicle.) There may be multiple air bags available for this occupant's seat position. **01 (Deployed-Front)**, **02 (Deployed-Side)** and **03 (Deployed-Curtain)** are used if case materials indicate that at least one air bag deployed for this person from only one of these directions. **08 (Deployed-Combination)** is used if case materials indicate that air bags deployed from more than one direction (e.g., SIDE and FRONT) for this seat position. **09 (Deployment-Unknown Location)** is used if an air bag did deploy for this person, but the origin of the air bag is not known.

28 (Switched Off) is used when the case materials indicate that any air bag for this occupant's position was manually switched off and did not deploy. This attribute takes precedence over all other codes for this seating position.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Deployment Unknown) is used if the investigating officer indicates that deployment of an air bag was unknown.

<u>**Consistency Checks:**</u>

	IF	THEN
(2S0P)	RESTRAINT SYSTEM/HELMET USE equals 05, 16,	AIR BAG DEPLOYED should equal 00.
(2U0P)	BODY TYPE equals 80-83, 88-91,	AIR BAG DEPLOYED should equal 00.
(3R0P)	AIR BAG DEPLOYED does not equal 00, *98 or 99,*	SEATING POSITION should not equal *12,* 22, 32, 41-55.
(BP0P)	MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88-93, 97, and SEATING POSITION equals *11, 13,* 18, 19,	AIR BAG DEPLOYED should not equal 00.
(P210)	AIR BAG DEPLOYED equals 28,	SEATING POSITION should equal 13.
(P230)	SEATING POSITION equals 21, 23, 28-29, 31, 33, 38 or 39, and BODY TYPE equals 50-97,	AIR BAG DEPLOYED *should* equal 00.
(P260)	SEATING POSITION equals 18-19,	AIR BAG DEPLOYED *should* equal 00, 99.
(P290)	AIR BAG DEPLOYED equals 01-03, 07-09, 20, 28, and BODY TYPE equals 01-49, and MODEL YEAR equals 1998 or newer,	SEATING POSITION should equal 11, 13, 21, 23, 31 or 33.
(V320)	BODY TYPE equals 50-52, *55,* 58-66, 71-79, and SEATING POSITION does not equal 11, *13, 98,*	AIR BAG DEPLOYED should equal 00.

EJECTION

FORMAT: 1 numeric

SAS NAME: Person.Ejection

ELEMENT VALUES:

0	Not Ejected
1	Totally Ejected
2	Partially Ejected
3	Ejected - Unknown Degree
7	Not Reported
8	Not Applicable
9	Unknown if Ejected

Remarks:

Ejection refers to occupants being totally or partially thrown from the vehicle (including the bed of pickup trucks) during the course of the crash. This includes occupants of jeeps, go carts, snowmobiles, three- or four-wheel ATVs. Note: This variable excludes occupants of motorcycles.

Partial ejection refers to those instances where some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment.

0 (Not Ejected) is used if the case materials specifically so state for a given occupant. Use this attribute for occupants of a hit-and-run vehicle, unless the case materials specifically indicate that an ejection occurred.

If the case materials do not show the ejection status of uninjured drivers or passengers and there is no other information about ejection, e.g., in the narrative/diagram, then use **7 (Not Reported)**.

1 (Totally Ejected) is used when the occupant's body is entirely outside the vehicle but may be in contact with the vehicle. This includes occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates).

2 (Partially Ejected) refers to those instances where some part but not all of an occupant's body is, at some time during the crash sequence, outside the occupant compartment. This does not apply to occupants who are not initially in the seating compartment of the vehicle (e.g., pickup beds, boot of a convertible and persons riding on open tailgates), since any ejection for them is coded as **1 (Totally Ejected)**.

3 (Ejected - Unknown Degree) is used when the case materials indicate that an occupant is ejected but fails to discriminate between total and partial ejection.

7 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **7 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

8 (Not Applicable) is used for persons who are riding on the exterior of a vehicle *or for* motorcycle occupants. Exterior of the vehicle includes running boards, roof, fenders and bumpers, but not the bed of pickup trucks, open tail gate or boot of a convertible.

Enter **9 (Unknown if Ejected)** when the case materials specifically indicate unknown.

Consistency Checks:

	IF	THEN
(2P0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION must equal 8.
(3S0P)	SEATING POSITION equals 55,	EJECTION must equal 8.
(4S0P)	BODY TYPE equals 80-82, 83, 88-89,	EJECTION must equal 8.
(6S0P)	EJECTION equals 1,	EXTRICATION must not equal 1, 9.
(BA0P)	EJECTION equals 0, 8,	EJECTION PATH must equal 0.
(BB0P)	EJECTION equals 1-3, 9,	EJECTION PATH must equal 1-9, or blanks.
(BC0P)	EJECTION PATH equals 1-9,	EJECTION must equal 1-3, *7 or* 9.
(P01F)	PERSON TYPE equals 01-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 01-04, 08, 10-12, and BODY TYPE does not equal 80-89,	EJECTION should equal 0 *or 7*.
(P050)	EJECTION equals 1,	RESTRAINT SYSTEM/HELMET USE should not equal 01-04, 08, 10-12.
(P310)	EJECTION equals 1-3, and BODY TYPE does not equal 90, 91, 97,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.

EJECTION PATH

FORMAT: 1 numeric

SAS Name: Person.EJ_PATH

ELEMENT VALUES:

0   Not Ejected/Not Applicable
1   Through Side Door Opening
2   Through Side Window
3   Through Windshield
4   Through Back Window
5   Through Back Door/Tailgate Opening
6   Through Roof Opening (sun-roof, convertible top down)
7   Through Roof (convertible top up)
8   Other Path (e.g., back of pick-up truck)
9   Unknown/Unknown Path

Remarks:

If no information is provided in the crash reports, assume that EJECTION is not applicable. Use the following table as a guideline:

Ejection Path Guidelines	
Path	**Guideline**
1. Through side door opening	all side doors
2. Through side window	all side windows, bus side windows
3. Through windshield	front windshield only
4. Through back window	standard rear window, back window of bronco, van
5. Through back door/tailgate opening	station wagon tailgate, back door of truck, back door of bronco, van
6. Through roof opening	(sun-roof, convertible top down) t-top, targa top
7. Through roof	(convertible top up)
8. Other path	(back of pick-up truck) torn-off roof, car cut in half
9. Unknown/Unknown Path	driver's side, unspecified; passenger's side unspecified.

Consistency Checks:

	IF	THEN
(BA0P)	EJECTION equals 0, 8,	EJECTION PATH must equal 0.
(BB0P)	EJECTION equals 1-3, 9,	EJECTION PATH must equal 1-9, or blanks.
(BC0P)	EJECTION PATH equals 1-9,	EJECTION must equal 1-3, *7 or* 9.
(BE0P)	BODY TYPE equals 80-83, 88-89,	EJECTION PATH must equal 0.
(BF0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION PATH must equal 0.

EXTRICATION

Format: 1 numeric

SAS Name: Person.EXTRICAT

ELEMENT VALUES:

    0   Not Extricated or Not Applicable
    1   Extricated
    9   Unknown

Remarks:

If no information is provided in the crash reports, assume that EXTRICATION is not applicable.

Extrication refers to the use of equipment or other force to remove persons from the vehicles; i.e., more than just lifting or carrying person out of wreckage. If the police officer uses the word "extricated" to indicate occupant removal, then this is sufficient information to use **1 (Extricated)** even if no mention of equipment is made. The only exception to this is if the analyst knows the officer used the term "extrication" incorrectly. However, if the officer uses the term "pinned" or "wedged" or something similar, then the officer must indicate that equipment was used to remove the occupant.

9 (Unknown) is to be used when the officer states that the occupant is "pinned" or "wedged," etc., and suggests that the occupant may have been removed with force, but does not make it clear whether equipment was used or not.

This field is not applicable to motorcycle riders or to non-motorists.

Consistency Checks:

	IF	THEN
(5S0P)	BODY TYPE equals 80-83, 88-89,	EXTRICATION must equal 0.
(6S0P)	EJECTION equals 1,	EXTRICATION must not equal 1, 9.
(9P0F)	PERSON TYPE equals 04-08, 10, 19,	EXTRICATION must not equal 1, 9.

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POLICE REPORTED ALCOHOL INVOLVEMENT

FORMAT: 1 numeric

SAS NAME: Person.DRINKING

ELEMENT VALUES:

0	No (Alcohol Not Involved)
1	Yes (Alcohol Involved)
8	Not Reported
9	Unknown (Police Reported)

Remarks:

This data element reflects only the judgment of law enforcement as to whether alcohol was involved or not for this person.

The phrase "alcohol involved" means that alcohol is present in the person or presumed to be present by the police. Consequently, this data element may not agree with the alcohol test results for this person. Involvement is not an indication that alcohol was in any way a cause of the crash.

If the case materials indicate that open or unopened alcoholic beverages were found in the vehicle, then this information does not by itself constitute involvement unless the police indicate that this was the basis for a determination of involvement. If the case materials indicate that a preliminary breath test (PBT) was given and the officer's judgment contradicts the preliminary test, the officer's judgment will be the determining factor.

0 (No [Alcohol Not Involved]) applies if the judgment of law enforcement is that alcohol is not present.

In some circumstances it is possible for the police to give sufficient information in the report fields (such as contributing circumstances, driver/pedestrian condition, alcohol presence or use, alcohol test, etc.) or narrative to indicate that they believe alcohol is not involved without specifically mentioning "no" alcohol. In such cases, use **0 (No [Alcohol Not Involved])**. However, if there is any question that the officer's position on alcohol involvement is "no alcohol" because of lack of information, then use **8 (Not Reported).**

1 (Yes [Alcohol Involved]) applies only if the judgment of the law enforcement is that alcohol was present. For example, the police indicate alcohol involvement via:
- a specific data element on the police report form such as Driver Condition,
- the police charge the driver with an alcohol-related offense,
- the police mention in the narrative section of the report that the person had been drinking,

- the police report has a positive BAC test result (BAC>.00).

Some PARs have a block labeled "Alcohol/Drugs." If use is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol is present. If the police report indicates that a driver was charged with DWI/DUI (driving while intoxicated, driving while impaired or driving under the influence), and no clarification is offered to indicate if the DWI/DUI was alcohol related or other drug related (e.g., a specific data element; mentioned in the narrative section; BAC results), then assume alcohol presence.

8 (Not Reported) applies when law enforcement makes no mention of alcohol involvement in either narrative or data fields. For example, there is a specific location on the police report for assessment of alcohol but the investigating officer fails to make either a positive or negative assessment by leaving the field blank. Also use **8 (Not Reported)** if no block exists on the PAR for reporting alcohol presence and no other information is available.

There are instances when the police do not indicate in the PAR whether alcohol was involved or not, but they do mention that a test was given or ordered. For example, the police may only say that an evidential test was ordered for a driver without indicating that they suspected alcohol or providing a result. The use of passive alcohol sensors (PAS) may also be mentioned as used by the police, without mention of the result. Use **8 (Not Reported)** for these instances.

9 (Unknown [Police Reported]) applies when law enforcement indicates in either narrative or data fields that alcohol involvement is "unknown" for this person. In general, crash reports have blocks to indicate either positive or negative alcohol involvement. However if a crash report has a provision for the investigating officer to respond "unknown involvement," then enter this attribute. Also enter this attribute for hit-and-run drivers or passengers unless clear evidence to the contrary exists.

FARS SPECIAL INSTRUCTION:

Important Guidelines:

- Do not change the coding of this element because a positive alcohol test is obtained form the coroner, medical examiner or state toxicology lab. A positive or negative BAC test submitted from the toxicology lab or coroner directly to the FARS analyst is not evidence of the officer's judgment.

- The police accident report, including any supplemental reports or direct contact with the police are the only valid sources.

When Police-Reported Alcohol Involvement is **8 (Not Reported)** or **9 (Unknown [Police Reported])**, Method of Alcohol by Police Determination attributes "1-8" are allowed. However, this should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

<u>Consistency Checks:</u>

	IF	**THEN**
(4X4F)	any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 09,	POLICE REPORTED ALCOHOL INVOLVEMENT (P16), or POLICE REPORTED DRUG INVOLVEMENT (P19) *should* equal 1 for this person.
(8S0P)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 9,	POLICE REPORTED ALCOHOL INVOLVEMENT must equal 0-1, 8-9.
(D090)	VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE REPORTED DRUG INVOLVEMENT should equal 1.
(P072)	PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.
(P110)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 1-5, 8,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 1.
(P200)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 8-9,	METHOD OF ALCOHOL DETERMINATION BY POLICE should equal 9.
(P300)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0-1.

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METHOD OF ALCOHOL DETERMINATION BY POLICE

FORMAT: 1 numeric

SAS NAME: Person.ALC_DET

ELEMENT VALUES:

1	Evidential Test (breath, blood, urine)
2	Preliminary Breath Test (PBT)
3	Behavioral
4	Passive Alcohol Sensor (PAS)
5	Observed
8	Other (e.g., Saliva test)
9	Not Reported

Remarks:

This variable is coded for each person involved in the crash. The Police Accident Report (PAR) and supplements are the source of information.

The purpose of this variable is to record the method by which the police made the determination as to whether alcohol was involved or not.

It is used primarily when the Police-Reported Alcohol Involvement variable is coded as **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])**.

Whenever Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])**, try to find out how the police knew this. When Police-Reported Alcohol Involvement is **1 (Yes [Alcohol Involved])**, try to determine how the police knew this.

If Police-Reported Alcohol Involvement is **8 (Not Reported)** or **9 (Unknown [Police Reported])**, then Method of Alcohol Determination by Police is **8 (Not Reported)**. If more than one method is used by the police to determine alcohol involvement choose the method the police refer to when they record their assessment. If more than one method is used and they do not state which method was the basis for their alcohol determination, code the highest-ranking method used from the hierarchy (the highest ranking is "1"; the lowest is "5").

1 (Evidential Test [breath, blood, urine]) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** and the police indicate that they ordered an evidential test and their determination of alcohol involvement was based on the results of that test.

An evidential test can be a breath test on a state-approved breath test device, a blood test, or a urine test. No other tests are considered evidential.

The key in coding evidential test as the basis for the police alcohol assessment is the ordering of the test by the police. A routine test performed by a coroner or medical examiner that was not ordered by the police is not considered as evidential for the purposes of the variable.

2 (Preliminary Breath Test [PBT]) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** <u>and</u> the police indicate that alcohol involvement was based upon the results of a preliminary breath test, or PBT. Preliminary breath testing devices are not yet considered evidential tests, but merely as tools for the police to help them determine whether alcohol is present or not. Many PBTs only indicate whether alcohol is present in the breath by pass (green) or fail (red) lights. Other PBTs indicate the approximate BAC in numbers. Some PBTs are of evidential quality in some States. But if the device was used only as a preliminary test and not the evidential test, then this value should be coded.

The key to coding this is the definite indication **<u>by the police</u>** that a PBT **<u>was used</u>** and was the basis (or the clinching evidence) that a driver had been drinking or not.

3 (Behavioral) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** <u>and</u> the police indicate that the basis for that alcohol assessment was the behavior by the driver during a field sobriety test.

Examples of field sobriety tests include the gaze nystagmus test, walking in a straight line, one leg stand, etc.

<u>Do not confuse 3 (Behavioral) with 5 (Observed).</u>

4 (Passive Alcohol Sensor [PAS]) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** <u>and</u> the police indicate that alcohol involvement was based upon the results of a passive alcohol sensor, or "sniffer."

The PAS devices available and in use by police are devices that look like flashlights and when held within 6 inches of the driver's mouth will detect alcohol in the breath while the driver is talking. The PAS is not considered an evidential test nor a PBT. It is not really a test, but a detector or an extension of the police officer's senses. The PAS devices are usually PASS/FAIL indicators with a red light indicating alcohol on the breath.

The key to coding this attribute is the indication by the police that a PAS was used and was the basis for coding **0 (No)** or **1 (Yes)** for Police-Reported Alcohol Involvement.

5 (Observed) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** <u>and</u> the police indicate that the basis for their alcohol assessment was some observation of the driver. <u>Do Not Confuse</u> **5 (Observed)** with **3 (Behavioral)**.

Examples of observations would be:

- smelling alcohol on the driver's breath
- staggering, slurring of speech
- the driver admitting he had been drinking
- other observations described by the police that would not be considered field sobriety tests

Be careful not to simply assume that this is the appropriate code when some other method may have been used (e.g., breath test, PBT, PAS).

8 (Other [e.g., Saliva test]) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** and the police indicate that the basis for alcohol determination was something other than the codes "1, 2, 3, 4 and 5" described above.

Examples of Other methods include:
1. results of a saliva test
2. results of other tissue tests

The key to coding this data element is the description by the police of some other method of alcohol determination that does not fall into codes "1-5."

See the paragraph below on Witness Statements.

9 (Not Reported) is coded if Police-Reported Alcohol Involvement is **8 (Not Reported)** or **9 (Unknown [Police Reported])**. It is also coded if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** and there is no indication in the police report or any documents as to how the police made the alcohol assessment.
See the paragraph below on Witness Statements.

Witness Statements:

Witness Statements may or may not be used by the police to make a determination of alcohol involvement. If the police did use witness statements alone to make a determination of alcohol involvement, use **8 (Other)**.

If the police mention, but did not use witness statements and there is no other indication of how a determination was made, use **9 (Not Reported)**.

There are instances when the police do not indicate in the PAR whether alcohol was involved or not, but they do mention that a test was given or ordered.

FOR EXAMPLE: The police may only say that an evidential test was ordered for a driver without indicating that they suspected alcohol or what the result was. The use of passive alcohol sensors (PAS) may also be mentioned as used by the police, without mention of the result.

Code 1-8 may be used for Method Of Alcohol Determination by Police when Police-Reported Alcohol Involvement is coded as **8 (Not Reported)** or **9 (Unknown [Police Reported])**, if this fits the case.

This should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

Consistency Checks:

	IF	THEN
(8S0P)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 9,	POLICE REPORTED ALCOHOL INVOLVEMENT must equal 0-1, 8-9.
(P110)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 1-5, 8,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 1.
(P200)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 8-9,	METHOD OF ALCOHOL DETERMINATION BY POLICE should equal 9.

ALCOHOL TEST

FORMAT: 3 sets, 1 set, 1 numeric, 2 sets, 2 numeric

SAS NAME: Person.ALC_STATUS, Person.ATST_TYP, Person.ALC_RES

ELEMENT VALUES:

GES	FARS	
		Subfield 1 – Test Status
0	0	Test Not Given
1	1	Test Refused
2	2	Test Given
8	8	Not Reported
9	9	Unknown if Tested
		Subfield 2 – Test Type
00	00	Test Not Given
01	01	Blood
02	02	Breathalyzer "BAC"
10	10	Preliminary Breath Test (PBT)
03	03	Urine
XX	04	Vitreous
XX	05	Blood Plasma/Serum
XX	06	Blood Clot
XX	07	Liver
08	08	Other Test Type
98	98	Unknown Test Type
95	95	Not Reported
99	99	Unknown if Tested
		Subfield 3 – Test Result
00-93	00-93	Actual Value
94	94	.94 or Greater
96	96	Test Not Given
97	97	AC Test Performed, Results Unknown
98	98	Positive Reading With No Actual Value
95	95	Not Reported
99	99	Unknown if Tested

Remarks:

For alcohol tests that were initiated but not completed because of a contaminated or insufficient sample, code:
- *Test Status as 2 (Test Given)*

- *the applicable Test Type,*
- *and code Test Results as 97(Test Performed, Results Unknown).*

Subfield 1 – Test Status indicates whether or not a test was performed on this person to detect the presence of alcohol.

0 (Test Not Given) is used when the case materials indicate an alcohol test was not given.

> *Most states' practice is that "live" non-drivers are not routinely tested for alcohol. Consequently, for live non-drivers MDE will auto-fill Test Status, Test Type, and Test Result as Test Not Given. If you happen to obtain an alcohol test result for a "live" non-driver, enter Test Status as Test Given and the appropriate test type and results.*

1 (Test Refused) is used when the case materials indicate an alcohol test was refused.

2 (Test Given) is used when the case materials indicate an alcohol test was given.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Subfield 2 – Test Type identifies the type of test that was administered to this person as indicated in the case materials.

If more than one type of test is performed on the same person, a Blood Test is preferred over other tests. The exception is if you have information that casts clear doubt on the validity or reliability of the Blood Test when you have results from a test of another type. For example, the blood test was spoiled or contaminated. In such a case, record the Test Type for the test with the valid result. Other situations where this may occur include information that:

- the test was performed on a live victim unreasonably long after the crash; or
- the lab, coroner, or medical examiner expresses doubt in their result from a blood test.

*Note: The attributes Vitreous, Blood Plasma/Serum, Blood Clot, and Liver are not included in GES as the source document (e.g. Coroner Report, Toxicology Screening) where these Test Types would be used are not available in a GES sampled PAR.

01 (Blood) is used when the case materials indicate this was the type of test used to obtain a BAC.

Note that there are test types for **01 (Blood)**, **05 (Blood Plasma/Serum)** and **06 (Blood Clot)**. If the Coroner, Medical Examiner, or State Lab reports that the test was a "blood" test (whole blood), this most likely does not refer to Blood Plasma or Blood Clot, but you should try to verify this. If the test was performed on blood, or if you know the results are already converted to a BLOOD ALCOHOL CONCENTRATION (BAC), then code TEST TYPE as **01 (Blood)**.

Breath is used when the case materials indicate this was the type of test used to obtain a BAC.

Breath is used if you have a result from an evidential breath test (a breath test performed on a State-approved breath test device). Usually, results from a Preliminary Breath Test (PBT) device are not considered evidential. Some PBTs are of evidential quality in some States; but if the device was used only as a preliminary test and not an evidential test, then do not use code "02."

03 (Urine) is used when the case materials indicate this was the type of test used to obtain a BAC.

08 (Other Test Type) is used when the case materials indicate a type of test used to obtain a BAC was recorded as "Other" or is indicated to be of a type other than the available attributes.

10 (Preliminary Breath Test [PBT]) is used when the case materials indicate this was the type of test used to obtain a BAC and no other test is available. Update Test Type and corresponding Result if a PBT is followed by an evidential test, other than a PBT. A breath, blood or urine test will take precedence over a PBT result unless you have information that casts clear doubt on the validity or reliability of the Evidential Test <u>AND</u> you have a valid PBT result to record.

- Example 1: You only receive a PBT with an actual value
  - Code Test Type "10 – PBT" and Test Result "the actual value received"

- Example 2 –: You only receive a PBT with a "negative" result returned
  - Code Test Type "10 – PBT" and Test Result "00"

- Example 3: You only receive a PBT with "positive" result, but no actual value
  - Code Test Type "10 – PBT" and Test Result code "98 – Positive Reading With No Actual Value"

- Example 4: You receive a PBT with an actual value of .10% and a blood test (whole blood) from the lab of .08%
  - Code Test Type "01 – Blood" and Test Result .08

- Example 5: You receive a PBT with an actual value of .10% and a breathalyzer test both from the police of .08%
  - Code Test Type "02 – Breathalyzer (BAC)" and Test Result .08

- Example 6: You receive a PBT with an actual value of .10% from the police and a blood test (whole blood) from the state lab indicating a "contaminated" sample.
    - Code Test Type "10 – PBT" and Test Result .01

98 (Unknown Test Type) is used when the case materials indicate a test was given but do not specify the type of test.

95 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **95 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Subfield 3 – Test Result records the actual value reported from a test performed on this person to detect the presence of alcohol.

A TEST RESULT of .01 is a low probability and will raise an error flag. Any BAC test result reported in 3 decimal places should be truncated, not rounded. For example, a reported BAC of **.**099 becomes **.**09. The reason for truncating is that the accuracy of most testing devices is only reliable to two decimal places, so the third decimal place is meaningless.

97 (AC Test Performed, Results Unknown) refers to alcohol content tests that were performed but the results are reported as unknown or *pending and* are unobtainable (*includes* a "Contaminated Sample" or "Insufficient Sample"). AC Test Performed, Results Unknown can be used for any Test Type.

> *FARS SPECIAL INSTRUCTION:*
>
> *As a general coding guideline, <u>do not</u> prematurely use Test Result "AC Test Performed, Results Unknown." It is recommended that you leave the information blank for drivers and non-motorists until the test results are received from the state lab, coroner or police. You need to be reasonably certain that you will never receive the test results to use attribute "97" at the time of the initial coding and case entry.*

95 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **95 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

FARS SPECIAL INSTRUCTION:

Prior to 2009, the Alcohol Test Result code "95" represented an alcohol test result that was not provided because the test was refused. This situation was identified using the element value "95 – Test Refused". This element value was dropped in 2009 and the code "95" was reintroduced in 2010 as the element value "95 – Not Reported".

99 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

98 (Positive Reading With No Actual Value) can be used for any Test Type code where the result is indicated to be positive without a numeric value to record. This should only be used when a final test result is returned as "positive" with no actual result to record. This can occur when a screening test is used and it is the only test result available. Some PBTs only indicate whether alcohol is present in the breath by positive (green) or negative (red) lights. Other PBTs indicate the approximate BAC in numbers. **98 (Positive Reading With No Actual Value)** should be used when a PBT result only indicates "positive" for alcohol, with no actual BAC value. A negative PBT result should be interpreted as .00.

Before recording this value make sure that this is the <u>final</u> test result and no actual value was available from a follow-up confirmatory test.

FARS SPECIAL INSTRUCTION:

Prior to 2006, this attribute read "**PBT Positive Reading with No Actual Value**" and was used strictly for recording test results for Preliminary Breath Test devices.

State Law versus Practice: You may be aware that your State laws require testing of certain classes of crash victims. However, you may also know that the practice in your State is that the law is not observed. In such cases, you are not bound only by what the law says. You may consider State practices in your coding decisions.

Example 1: Your state law may require all fatalities to be tested for BAC, but you know that this does not happen in your State and you are unable to locate alcohol test information for this person:

- In such a case, you cannot rely on the law for your coding decisions. Therefore, you should use **99 (Unknown If Tested)** rather than **97 (AC Test Performed, Results Unknown)**, or **96 (Test Not Given)**. (Test Status equals **9 (Unknown if Tested)** and Test Type equals **99 (Unknown if Tested)**).

Example 2: Most states' practice is that "<u>live</u>" non-drivers are not routinely tested for alcohol. Consequently, for live non-drivers when there is no mention of a test ordered by the police in the Police Accident Report (PAR):

- Code Test Status as **0 (Test Not Given)** and MDE will auto-fill Test Type as **00 (Test Not Given)** and Test Result as **96 (Test Not Given)**. However, if you happen to obtain an alcohol test result later, you may enter the appropriate test type and results.

Computed Estimates of BACs:
An expert may calculate an estimate of what the BAC would have been at the time of the crash (i.e., toxicologist uses the lapse time from crash and the victim's weight to calculate the BAC). You may accept these results if the following are all true:

- Results were reported by someone with the authority in your state to make this determination; and
- the result is considered official in your state; and
- you can support the result with official documentation or it is reported on the PAR (may vary from state-to-state).

Consistency Checks:

	IF	THEN
(5T6P)	If ALCOHOL TEST STATUS equals 2, and ALCOHOL TEST TYPE equals 98,	ALCOHOL TEST RESULTS must equal 00-94, 97-98.
(5T7P)	ALCOHOL TEST STATUS equals 0, 1,	ALCOHOL TEST TYPE must equal 00, and ALCOHOL TEST RESULT must equal 96.
(5T8P)	ALCOHOL TEST STATUS equals 9,	ALCOHOL TEST TYPE **must equal 99,** and ALCOHOL TEST RESULT must equal 99.
(5T9P)	ALCOHOL TEST STATUS equals 2,	ALCOHOL TEST TYPE must equal 01-10, 98, and ALCOHOL TEST RESULT must equal 00-94, 97-98.
(5TCP)	ALCOHOL TEST STATUS equals 8,	ALCOHOL TEST TYPE must equal 95 and ALCOHOL TEST RESULT must equal 95.
(P071)	PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	ALCOHOL TEST STATUS should not equal **9**, ALCOHOL TEST TYPE should not equal **99**, and ALCOHOL TEST RESULT should not equal **99**.
(P074)	*PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,*	*ALCOHOL TEST STATUS must not equal 8, ALCOHOL TEST TYPE must not equal 95, and ALCOHOL TEST RESULT must not equal 95.*
(P080)	ALCOHOL TEST RESULTS should not equal 34-94.	
(P300)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0-1.

POLICE REPORTED DRUG INVOLVEMENT

FORMAT: 1 numeric

SAS NAME: Person.DRUGS

ELEMENT VALUES:

    0   No (Drugs Not Involved)
    1   Yes (Drugs Involved)
    8   Not Reported
    9   Unknown

Remarks:

This data element reflects only the judgment of law enforcement as to whether drugs were involved or not for this person.

The phrase "drug involvement" means that drugs are present in the person or presumed to be present by the police. This includes prescription and over-the-counter medications, as well as illicit substances (e.g., marijuana, cocaine, heroin, etc.). It is not an indication that the drug usage was in any way a cause of the crash.

If case materials indicate that drugs were found in the vehicle, then this information does not by itself constitute involvement unless the police indicate that this was the basis for a determination of involvement.

Some PARs have a block labeled "Alcohol/Drugs." If use is indicated, and it cannot be determined which was used (e.g., narrative, arrest/charged section, etc.), then assume alcohol, not drugs. If the police report indicates that a driver was charged with DWI (driving while intoxicated or driving while impaired) and no clarification is offered to indicate if the DWI was alcohol related or drug related (e.g., a specific data element, mentioned in the narrative section, BAC results), then interpret as alcohol presence .

0 (No [drugs not involved]) applies if the judgment of law enforcement is that drugs are not present.

In some circumstances it is possible for the police to give sufficient information in the report fields (such as contributing circumstances, driver/pedestrian condition, substance use, drug test, etc.) or narrative to indicate that they believe drugs are not involved without specifically mentioning no drugs. In such cases, you may use **0 (No [drugs not involved])**. However, if there is any question that the officer's position on drug involvement is No because of a lack of information, then it is best to use **8 (Not Reported)**.

1 (Yes [drugs involved]) applies only if the police assessment is that drugs were present. For example the police indicate drug involvement via:

- a specific data element on the police report form such as Driver Condition,
- the police charge the driver with an drug related offense,
- the police mention in the narrative section of the report that the person had been under the influence of a drug
- the police report has a positive test result reported for drugs

8 (Not Reported) applies when law enforcement makes no mention of drug involvement in either narrative or data fields. For example, there is a specific location on the police report for assessment of drugs but the investigating officer fails to make either a positive or negative assessment by leaving the field blank. Also use **8 (Not Reported)** if no block exists on the PAR for reporting drug presence and no other information is available.

There are instances when law enforcement do not indicate in the PAR whether drugs were involved or not, but they do mention that a test was given or ordered. For example, the police may only say that an evidential test was ordered for a driver without indicating that they suspected drugs or providing a result. Use **8 (Not Reported)** for these instances.

9 (Unknown [Police Reported]) applies when law enforcement indicate in either narrative or data fields that drug involvement is "unknown" for this person. In general, police reports have blocks to indicate either positive or negative drug involvement. However, if a crash report has a provision for the investigating officer to respond "unknown involvement," then enter this attribute. Also enter this attribute for hit-and-run drivers unless clear evidence to the contrary exists.

FARS SPECIAL INSTRUCTION:

Important Guidelines:

- Do not change the coding of this element because a positive drug test is obtained from the coroner, medical examiner or state toxicology lab. A positive or negative test result submitted from the toxicology lab or coroner directly to the FARS analyst is not evidence of the officer's judgment.

- The crash report, including any supplemental reports or direct contact with law enforcement, are the only valid sources.

When Police Reported Drug Involvement is **8 (Not Reported)** or **9 (Unknown)**, all Method of Drug Determination attributes are allowed. However, this should only happen when the method is stated by the police, but the involvement is not mentioned at all or stated as unknown.

Consistency Checks:

	IF	**THEN**
(4X4F)	any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 09,	POLICE REPORTED ALCOHOL INVOLVEMENT (P16), or POLICE REPORTED DRUG INVOLVEMENT (P19) *should* equal 1 for this person.
(BQ0P)	METHOD OF DRUG DETERMINATION BY POLICE equals 8,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8-9.
(BR0P)	METHOD OF DRUG DETERMINATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8.
(D090)	VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE REPORTED DRUG INVOLVEMENT should equal 1.
(P140)	POLICE REPORTED DRUG INVOLVEMENT equals 8-9,	METHOD OF DRUG DETERMINATION BY POLICE should equal 8.
(P150)	POLICE REPORTED DRUG INVOLVEMENT equals 1,	DRUG TEST RESULTS should not equal 000.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.
(P170)	METHOD OF DRUG DETERMINATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT should equal 0, 1.

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METHOD OF DRUG DETERMINATION BY POLICE

FORMAT: 1 numeric

SAS NAME: Person.DRUG_DET

ELEMENT VALUES:

  1   Evidential Test (Blood, Urine)
  2   Drug Recognition Technician (DRT) determination
  3   Behavioral
  7   Other
  8   Not Reported

Remarks:

None.

Consistency Checks:

	IF	THEN
(BQ0P)	METHOD OF DRUG DETERMINATION BY POLICE equals 8,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8-9.
(BR0P)	METHOD OF DRUG DETERMINATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8.
(P140)	POLICE REPORTED DRUG INVOLVEMENT equals 8-9,	METHOD OF DRUG DETERMINATION BY POLICE should equal 8.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.
(P170)	METHOD OF DRUG DETERMINATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT should equal 0, 1.

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DRUG TEST

FORMAT: 3 sets: 2 sets, 1 numeric; 1 set, 3 numeric

SAS NAME: Person.DSTATUS, Person.DRUGTST1, Person.DRUGTST2, Person.DRUGTST3, Person.DRUGRES1, Person.DRUGRES2, Person.DRUGRES3

ELEMENT VALUES:

GES	FARS	
		Subfield 1 – Test Status
0	0	Test Not Given
1	1	Test Refused
2	2	Test Given
8	8	Not Reported
9	9	Unknown if Tested
		Subfield 2 – Test Type
0	0	Test Not Given
1	1	Blood
2	2	Urine
3	3	Both: Blood and Urine Tests
7	7	Unknown Test Type
8	8	Other Test Type
6	6	Not Reported
9	9	Unknown if Tested
		Subfield 3 – Test Result**
000	000	Test Not Given
001	001	*Tested,* No Drugs *Found*/Negative
XXX	100-295	Narcotic*
XXX	300-395	Depressant*
XXX	400-495	Stimulant*
XXX	500-595	Hallucinogen*
XXX	600-695	Cannabinoid*
XXX	700-795	Phencyclidine (PCP)*
XXX	800-895	Anabolic Steroid*
XXX	900-995	Inhalant*
XXX	996	Other Drug
997	997	Tested for Drugs, Results Unknown
998	998	Tested for Drugs, Drugs Found, Type Unknown/Positive
095	095	Not Reported
999	999	Unknown If Tested

* See Specific Drug Listings

** ***Test Result <u>does</u> <u>not</u> include Aspirin, Nicotine or Alcohol. See Remarks below.***

Remarks:

For drug tests that were initiated but not completed because of a contaminated or insufficient sample, code:
- *Test Status as 2 (Test Given)*
- *the applicable Test Type,*
- *and code Test Results as 997(Tested for Drugs, Results Unknown).*

Subfield 1 – Test Status indicates whether or not a test was performed on this person to detect the presence of drugs.

0 (Test Not Given) is used when the case materials indicate a drug test was not given. If Test Status is **0 (Test Not Given)** then Test Type and Test Result will also be **0 (Test Not Given)** and **000 (Test Not Given)**.

> *Most states' practice is that "live" non-drivers are not routinely tested for alcohol. Consequently, for live non-drivers MDE will auto-fill Test Status, Test Type, and Test Result as Test Not Given. If you happen to obtain an alcohol test result for a "live" non-driver, enter Test Status as Test Given and the appropriate test type and results.*

1 (Test Refused) is used when the case materials indicate a drug test was refused. If Test Status is **1 (Test Refused)** then Test Type and Test Result will be **0 (Test Not Given)** and **000 (Test Not Given)**.

2 (Test Given) is used when the case materials indicate a drug test was given.

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials) OR*
- *A coded data block DOES NOT exist, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Subfield 2 – Test Type identifies the type of test that was administered to this person as indicated in the case materials. You may record up to 3 separate drug test types and their corresponding result.

1 (Blood) is used when the case materials indicate this was the type of test used to detect the presence of drugs.

2 (Urine) is used when the case materials indicate this was the type of test used to detect the presence of drugs.

3 (Both: Blood and Urine Tests) is used when the case materials indicate this testing combination was used to detect the presence of drugs. Typically this would be found on a toxicology report.

7 (Unknown Test Type) is used when the case materials indicate a test was given but do not specify the type of test.

8 (Other Test Type) is used when the case materials indicate a type of test used to detect the presence of drugs was recorded as "Other" or is indicated to be of a type other than the available attributes.

6 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **6 (Not Reported)** in these situations:
   - *A coded data block exists and it is left blank, and*
   - *No other information is available (e.g., narrative, diagram or case materials) OR*
   - *A coded data block DOES NOT exist, and*
   - *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Subfield 3 – Test Result records the specific drug or its category identified by a test performed on this person to detect the presence of drugs.

**NOTE: This element excludes Nicotine, Aspirin and Alcohol. In addition, exclude drugs explicitly indicated to have been administered after the crash.

   FARS SPECIAL INSTRUCTION:

   You may record up to 3 separate drug test results and their corresponding test type. Use the translation table to assign the three-digit code. If the drug is not on the list, use **996 (Other Drug)**, except for confirmed as "post crash" administered. Caffeine and mild analgesics are coded **996 (Other Drug)**. When four or more drugs are present, use the categories as a hierarchy (ex. narcotics (100-295) over depressants (300-395) over stimulants (400-495), etc.)

000 (Test Not Given) is used when the case materials indicate a drug test was not given. If Test Status is **0 (Test Not Given)** then Test Type and Test Result will also be **0 (Test Not Given)** and **000 (Test Not Given)**.

001 (*Tested,* No Drugs *Found*/Negative) is used when the case materials indicate that a test for the presence of drugs was "negative" or that no drugs were found.

997 (Tested for Drugs, Results Unknown) refers to drug tests that were performed but the results are reported as unknown or ***pending and*** are unobtainable. **997 (Tested for Drugs, Results Unknown)** can be used for any Test Type.

> ## FARS SPECIAL INSTRUCTION:
>
> **As a general coding guideline, <u>do not</u> prematurely use Test Result 997 (Tested for Drugs, Results Unknown)**. It is recommended that you leave the information blank until the test results are received from the state lab, coroner or police. You need to be reasonably certain that you will never receive the test results to use attribute "***997***" at the time of the initial coding and case entry. Examples of this situation would be if the test results are returned indicating a "Contaminated Sample" or "Insufficient Sample."

998 (Tested for Drugs, Drugs Found, Type Unknown/Positive) can be used for any Test Type code where the result is indicated to be positive without an actual drug identified to record.

This should only be used when a final test result is returned as "positive" with no actual result to record. This can occur when a screening test is used and it is the only test result available. Before recording this value make sure that this is the <u>final</u> test result and no actual value was available from a follow-up confirmatory test.

095 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

> Code **095 (Not Reported)** in these situations:
> * ***A coded data block exists and it is left blank, and***
> * ***No other information is available (e.g., narrative, diagram or case materials)***

999 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

<u>Consistency Checks:</u>

	IF	**THEN**
(BT1P)	DRUG TEST STATUS equals 0, 1,	all DRUG TEST TYPE must equal 0, and all DRUG TEST RESULT *should* equal 000 for this person.
(BT2P)	DRUG TEST STATUS equals 8,	all DRUG TEST TYPE must equal 6, and all DRUG TEST RESULT must equal 095.
(BT3P)	DRUG TEST STATUS equals 2,	at least one DRUG TEST TYPE must equal 1-8, <u>and one</u> corresponding DRUG TEST RESULT must equal 001, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996-998.
(BT6P)	DRUG TEST STATUS equals 9,	all DRUG TEST TYPE must equal 9, and all DRUG TEST RESULT must equal 999.
(BT7P)	*DRUG TEST STATUS equals 2, and DRUG TEST RESULT <u>one</u> equals 001, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996, 997, 998,*	*DRUG TEST RESULT <u>two and three</u> must not equal 999.*
(P073)	PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	DRUG TEST STATUS should not equal *9*, and any DRUG TEST TYPE should not equal *9*, and any DRUG TEST RESULTS should not equal *999*.
(P150)	POLICE REPORTED DRUG INVOLVEMENT equals 1,	DRUG TEST RESULTS should not equal 000.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.

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EXAMPLES FOR INTERPRETING DRUG TESTS

IF YOU HAVE: **GUIDELINES:**

	Status	Type	Result	Status	Type	Result	Status	Type	Result
A. Both Blood and Urine tests and the results are the same for both. Example: Blood – Fentanyl Urine – Fentanyl	2	3	151	0	0	000	0	0	000
B. Both Blood and Urine tests and the results are different for both. Example: Blood – Hexobarbital Urine – Cocaine	2	1	333	2	2	407	0	0	000
C. Both Blood and Urine tests and the results are given but not linked to either tests. Example: Results – Codeine and Ibogaine	2	7	128	2	7	509	0	0	000
D. Blood or Urine tests and other test, such as vitreous. Example: Blood – Diazepam Vitreous – Cocaine	2	1	321	2	8	407	0	0	000
E. Urine test only and the results: Example: Urine – Benzodiazepines	2	2	304	0	0	000	0	0	000
F. Vitreous and other tests only. Example: Vitreous – Amphetamine and Verapamil	2	8	401	2	8	996	0	0	000

EXAMPLES FOR INTERPRETING
DRUG TESTS (Cont.)

IF YOU HAVE:	**GUIDELINES:**								
G. Not tested for drugs.	Status	Type	Result	Status	Type	Result	Status	Type	Result
	0	0	000	0	0	000	0	0	000
H. Unknown if tested for drugs.	Status	Type	Result	Status	Type	Result	Status	Type	Result
	9	9	999	0	0	000	0	0	000
I. Tested for Drugs, Results Unknown. Example: Blood test – Yes Results – Unavailable	Status	Type	Result	Status	Type	Result	Status	Type	Result
	2	1	997	0	0	000	0	0	000
J. Tested for Drugs, Drugs Found, Type of Drug Unknown. Example: Urine test – Yes Drugs found – Yes Drug listed – Blank	Status	Type	Result	Status	Type	Result	Status	Type	Result
	2	2	998	0	0	000	0	0	000

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Acetominophen + Codeine	100	APC + Codeine	113
Acetorphine	101	Aprobarbital	379
Acetyl-alph-methlfentanyl	102	Aspirin + Codeine	114
Acetyldihydrocodeine	103	Barbitol	302
Acetylmethadol	104	Barbiturates	303
Aerosols (hydrocarbon)	940	Barbituric Acid Derivative	380
Alfentanil	105	Benzethidine	115
Allylprodine	106	Benzitramide	116
Alpha, Beta-dihydroxy-alpha-androstane	828	Benzodiazepines	304
Alphacetylmethandol	220	Benzoylecgonine	402
Alpha-Ethyltryptamine	523	Benzphetamine	403
Alpha-methyl-alpha-beta-dihy-droxy-alpha-androstane	829	Benzylfentanyl	305
		Benzylmorphine	117
Alpha-methyl-beta-beta-dihy-droxy-alpha-androstane	830	Beta, beta-dihydroxy-alpha-androstane	837
Alpha-methyl-beta-beta-dihydroxy-androstene	831	Beta-Hydroxy-3-methylfentanyl	221
		Beta-hydroxyfentanyl	118
Alpha-methyl-delta 1-dihydrotestosterone	832	Betacetylmethadol	119
		Betameprodine	120
Alpha-methylfentanyl	107	Betamethadol	121
Alpha-methyl-hydroxynandrolone	833	Betaprodine	122
		Bezitramide	123
Alpha-methythiofentanyl	108	Bolasterone	838
Alpha-methyltryptamine	534	Boldenone	800
Alphameprodine	109	Bromo-dimethoxyamphetamine	524
Alphamethadol	110	Bromo-dimethoxyphenethylamine	525
Alphaprodine	111	Bromazepam	306
Alprazolam	300	Bufotenine	501
Aminorex	428	Buprenorphine	124
Amobarbital	301	Butobarbital	307
Amobarbital & non-controlled active ingred.	378	Butalbitol	308
		Butobarbital (butethal)	389
Amobarbital suppository dosage form	388	Butorphanol	218
		Butly Nitrite	923
Amphetamine	401	Calusterone	839
Amphetamine Sulfate	400	Camazepam	309
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Amyl Nitrite	921	Carbamate	310
Anabolic Steroid, Type Unknown	895	Carfentanil	125
		Carisoprodol	376
Androstanedione	834	Cathine (Norpseudoephedrine)	404
Androstenediol	835	Cathinone	429
Androstenedione	836	Chloral betaine	311
Anesthetic Gases	920	Chloralhydrate	312
		Chlordiazepoxide	313
Anileridine	112	Chlorhexadol	314

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Chloroform	926	Difenoxion preparations –	
Chlorotestosterone	801	0.5 mg/25 ug AtSO4/du	243
Chlorphentermine	405	Dihydrocodeine	136
Chlostebol	802	Dihydrocodeine combination	
Clobazam	315	product 90 mg/du	244
Clonazepam	316	Dihydrocodeine preparations	
Clonitazene	126	10 mg/100 ml or 100 gm	245
Clorazepate	382	Dihydromorphine	137
Clorazepate Dipotassium	317	Dihydrotesterone	804
Clortermine	406	Dihyroetrophine	226
Clostebol	827	Dimenoxadol	138
Clotiazepam	318	Dimepheptanol	139
Cloxazolam	319	Dimethoxyamphetamine(DOM)	504
Coca Leaves	430	Dimethoxyethylamphetamine	535
Cocaine	407	Dimethoxy-(n)-propyl-	
Codeine	128	thiophenethylamine 536	
Codeine combiniation product		Dimethylamphetamine	532
90 mg/du	240	Dimethylthiambutene	140
Codeine preparations – 200 mg/		Dimethyltryptamine (DMT)	505
100 ml or 100 gm	241	Dioxaphetyl Butyrate	141
Codeine & isoquinoline	222	Diphenoxylate	142
		Diphenoxylate preparations	
Codeine methylbromide	127	2.5 mg/25 ug AtSO4	246
Codeine-N-oxide	223	Dipipanone	143
Cyprenorphine	129	Diprenorphine	227
		Diprenorphine Hydroclhoride	145
Dehydrochlormethyltestosterone	803	DMA	506
Delorazepam	320	Dronabinol	507
Delta 1-dihydrotestosterone	840	Drostanolone	805
Delta 9	600	Drotebanol	144
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Desomorphine	130	Ecgonine	410
Dexfenfluramine	383	Embutramide	390
Dextroamphetamine	408	Estazolam	322
Dextromoramide	131	Ethchlorvynol	323
Dextropropoxyphene	224	Ether	925
Diacetylmorphine	132	Ethinamate	324
Diampromide	133	Ethyl loflazepate	325
Diazepam	321	Ethylmorphine combination	
Dichloralphenazone	431	product 15 mg/du	247
Diethylpropion	409	Ethylmorphine preparations	100
Diethylthiambutene	134	mg/100 ml or 100 gm	248
Diethyltryptamine (DET)	503	Ethyl-phenylcyclohexylamine	533
Difenenoxin	225	Ethyl-pipirdylbenzilate	508
Difenoxin	135	Ethylamine	700
Difenoxin 1 mg/25ug AtSO4/du	242	Ethylestrenol	806

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Methamphetamine	417	Morphine-N-oxide	231
Methandienone	810	Myrophine	178
Methandranone	811	Nabilone	516
Methandriol	812	Nethylamphetamine	419
Methandrostenolone	813	Nalorphine	179
Methaqualone	344	Nandrolone	817
Metharbital	345	"Narcotics, Type Unknown"	295
Methcathinone	432	N-Benzylpiperazine	439
Methenolone	814	N-Hydroxymethylenedioxy-	
Methohexital	346	amphetamine	538
Methoxyamphetamine (PMA)	514	Nicocodeine	180
Methoxy-Methylenedioxy-		Nicomorphine	181
amphetamine	437	Nimetazepam	349
Methoxy-NN-		Nitrazepam	350
diisopropyltryptamine	537	Nitrous Oxide	924
Methylaminorex	529	N-Methylpiperidyl benzilate	539
Methyldesorphine	168	N, N-Dimethylamphetamine	438
Methyldienolone	845	Noracymethadol	182
Methyldihydromorphine	169	Norandrostenediol	847
Methyl-dimethoxyamphetamine	530	Norandrostenedione	848
Methylenedioxy-N-		Norbolethone	849
ethylamphetamine	531	Norclostebol	850
Methylenedioxyamphetamine		Nordiazepam	351
(MDA)	515	Norethandrolone	818
Methylenedioxymetham-		Norlevorphanol	183
phetamine (MDMA)	513	Normethadone	184
Methylfentanyl	170	Normethandrolone	851
Methylone	435	Normorphine	185
Methlphenidate	418	Norpipanone	186
Methylphenylpropionoxypiperid	171		
ine (MPPP)		Opium	187
Methyltestosterone	815	Opium combination product	
Methylthiofentanyl	230	25 mg/du	256
Methyltrienolone	846	Opium extract	232
Methyprylon	347	Opium fluid extract	233
Metopon	172	Opium, granulated	258
Mibolerone	816	Opium Poppy	234
Midazolam	348	Opium, powdered	259
Modafinil	433	Opium preparations – 100 mg/	
Moramide	173	100 ml or 100 gm	257
Morpheridine	174	Opium Tincture	235
Morphine	177	Oripavine	260
Morphine combination product/		"Other"	996
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Morphine methylbromide	176	Oxazepam	352

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Oxmorphone	188	Pinazepam	359
Oxycodone	189	Piperidinocyclohexane-	
Oxymesterone	820	carbonitrile (PCC)	705
Oxymetholone	821	Pipradrol	424
		Piritramide	204
Paint and Paint Removers	902	Plastic Cement (airplane glue)	901
Parafluorofentanyl	190	Poppy Straw	237
Parahexyl (Synhexyl)	701	Poppy Straw Concentrate	238
Paraldehyde	354	Prazepam	360
Paregoric	191	Pregabalin	396
Parepectolin	192	Proheptazine	205
"PCP, Type Unknown"	795	Properidine	206
Pemoline	420	Propiram	207
Pentazocine	193	Propoxyphene	208
Pentobarbital	355	Propylhexedrine	425
Pentobarbital & noncontrolled		Psilocybin	519
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Pentobarbital suppository		Pyrovalerone	426
dosage form	394	"Pyrrolidine (PCPy, PHP, TCPy)"	706
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Petrichloral	356	Quazepam	361
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kerosene)"	903	Racemethorphan	209
Peyote	517	Racemoramide	210
Phenadoxone	195	Racemorphan	211
Phenampromide	196	Remifentanil	239
Phenanthrine	197		
Phenazocine	198	Secobarbital	362
Phencyclidine	702	Secobarbital & noncontrolled	
Phencyclidine Analogs	703	active ingred.	397
Phenylcyclohexyl-Pyrrolidine	709	Secobarbital suppository	
Phenylethyl-phenyl-		dosage form	398
acetoxypiperidine	236	Sibutramine	385
Phencyclohexylamine	357	SPA	427
Phendimetrazine	421	Stanolone	822
Phenmetrazine	422	Stanozolol	823
Phenobarbital	358	Stenbolone	852
Phenomorphan	199	Stimulant compounds	
Phenoperidine	200	previously excepted	440
Phentermine	423	"Stimulants, Type Unknown"	495
Phenylacetone (P2P)	518	Sulfentanil	212
Phenylacetyloxypiperidine		Sulfondiethylmethane	363
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Phenylcyclohexylamine	704	Sulfonmethane	365
Pholcodine	202		

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100-295 NARCOTICS

100	Acetominophen + Codeine
101	Acetorphine
102	Acetyl-alpha-methlfentanyl
103	Acetyldihydrocodeine
104	Acetylmethadol
105	Alfentanil
106	Allylprodine
107	Alpha-methylfentanyl
108	Alpha-methythiofentanyl
109	Alphameprodine
110	Alphamethadol
111	Alphaprodine
112	Anileridine
113	APC + Codeine
114	Asprin + Codeine
115	Benzethidine
116	Benzitramide
117	Benzylmorphine
118	Beta-hydroxyfentanyl
119	Betacetylmethadol
120	Betameprodine
121	Betamethadol
122	Betaprodine
123	Bexitramide
124	Buprenorphine
125	Carfentanil
126	Clonitazene
127	Codeine methylbromide
128	Codeine
129	Cyprenorphine
130	Desomorphine
131	Dextromoramide
132	Diacetylmorphine
133	Diampromide
134	Diethylthiambutene
135	Difenoxin
136	Dihydrocodeine
137	Dihydromorphine
138	Dimenoxadol
139	Dimepheptanol
140	Dimethylthiambutene
141	Dioxaphetyl Butyrate
142	Diphenoxylate

143	Dipipanone
144	Diprenorphine Hydroclhoride
145	Drotebanol
146	Ethylmethylthiambutene
147	Ethylmorphine
148	Etonitazene
149	Etorphine
150	Etoxerdine
151	Fentanyl
152	Fiorinal + Codeine
153	Furethidine
154	Heroin
155	Hydrocodone
156	Hydromorphinol
157	Hydromorphone
158	Hydroxypethidine
159	Isomethadone
160	Ketobemidone
161	Levomoramide
162	Levophenacylmorphan
163	Levormethorphan
164	Levorphanol Tartrate
165	Meperidine (Pethidine)
166	Metazocine
167	Methadone
168	Methyldesorphine
169	Methyldihydromorphine
170	Methylfentanyl
171	Methylphenylpropionoxypiperidine (MPPP)
172	Metopon
173	Moramide
174	Morpheridine
175	Morphine methylsulfonate
176	Morphine methylbromide
177	Morphine
178	Myrophine
179	Nalorphine
180	Nicocodeine
181	Nicomorphine
182	Noracymethadol
183	Norlevorphanol
184	Normethadone
185	Normorphine
186	Norpipanone

187	Opium	233	Opium Fluid Extract
188	Oxmorphone	234	Opium Poppy
189	Oxycodone	235	Opium Tincture
190	Parafluorofentanyl	236	Phenylethyl-phenyl-acetoxypiperidine
191	Paregoric	237	Poppy Straw
192	Parepectolin	238	Poppy Straw Concentrate
193	Pentazocine	239	Remifentanil
194	Pethidine (Meperidne)	240	Codeine combination product 90 mg/du
195	Phenadoxone	241	Codeine preparations – 200 mg/100 ml or 100 gm
196	Phenampromide		
197	Phenanthrine	242	Difenoxin 1 mg/25ug AtSO4/du
198	Phenazocine	243	Difenoxin preparations – 0.5 mg/25 ug AtSO4/du
199	Phenomorphan		
200	Phenoperidine	244	Dihydrocodeine combination product 90 mg/du
201	Phenylacetyloxypiperidine (PEPAP)		
202	Pholcodine	245	Dihydrocodeine preparations 10 mg/100 ml or 100 gm
203	Piminodine		
204	Piritramide	246	Diphenoxylate preparations 2.5 mg/25 ug AtSO4
205	Proheptazine		
206	Properidine	247	Ethylmorphine combination product 15 mg/du
207	Propiram		
208	Propoxyphene	248	Ethylmorphine preparations 100 mg/100 ml or 100 gm
209	Racemethorphan		
210	Racemoramide	249	Hydrocodone & isoquinoline alkaloid<15 mg/du
211	Racemorphan		
212	Sulfentanil	250	Hydrocodone combination product<15 mg/du
213	Thebacon		
214	Thebaine	251	Meperidine intermediate-A
215	Thiofentanyl	252	Meperidine intermediate-B
216	Tilidine	253	Meperidine intermediate-C
217	Trimeperidine	254	Methadone intermediate
218	Butorphanol	255	Morphine combination product/ 50 mg/100 ml or gm
220	Alphacetylmethandol		
221	Beta-Hydroxy-3-methylfentanyl	256	Opium combination product 25 mg/du
222	Codeine & Isooquinoline		
223	Codeine-N-oxide	257	Opium preparations – 100 mg/ 100 ml or/100 gm
224	Dextropropoxyphene		
225	Difenenoxin	258	Opium, granulated
226	Dihyroetrophine	259	Opium, powdered
227	Diprenorphine	260	Oripavine
228	Levo-alphacetylmethado	295	"Narcotics, Type Unknown"
229	Levorphanol		
230	Methylthiofentanyl		
231	Morphine-N-oxide		
232	Opium extract		

300-399 DEPRESSANTS

300	Alprazolam
301	Amobarbital
302	Barbitol
303	Barbiturates
304	Benzodiazepines
305	Benzylfentanyl
306	Bromazepam
307	Butabarbital
308	Butalbitol
309	Camazepam
310	Carbamate
311	Chloral betaine
312	Chloralhydrate
313	Chlordiazeproxide
314	Clorhexadol
315	Clobazam
316	Clonazepam
317	Clorazepate Dipotassium
318	Clotiazepam
319	Cloxazolam
320	Delorazepam
321	Diazepam
322	Estazolam
323	Ethchlorvynol
324	Ethinamate
325	Ethyl Ioflazepate
326	Fiorinol
327	Fludiazepam
328	Flunitrazepam
329	Flurazepam Hydrochloride
330	Glutethimide
331	Halazepam
332	Haloxazolam
333	Hexobarbital
334	Hydroxzine
335	Ketazolam
336	Loprazolam
337	Lorazepam
338	Lormetazepam
339	Mebutamate
340	Mecloqualone
341	Medazepam

342	Mephobarbital (Methylphenobarbital)
343	Meprobamate
344	Methaqualone
345	Metharbital
346	Methohexital
347	Methyprylon
348	Midazolam
349	Nimetazepam
350	Nitrazepam
351	Nordiazepam
352	Oxazepam
353	Oxazolam
354	Paraldehyde
355	Pentobarbital
356	Petrichloral
357	Phencyclohexylamine
358	Phenobarbital
359	Pinazepam
360	Prazepam
361	Quazepam
362	Secobarbital
363	Sulfondiethylmethane
364	Sulfonethylmethane
365	Sulfonmethane
366	Talbutal
367	Temazepam
368	Tetrazepam
369	Thenylfentanyl
370	Thiamylal
371	Thiopental (Pentothal)
372	Tiletamine
373	Traizolam
374	Tybamate
375	Zolazepam (Telazol)
376	Carisoprodol
377	Gamma Hydroxybutryate (GHB)
378	Amobarbital & non-controlled active ingred.
379	Aprobarbital
380	Barbituric Acid Derivative
382	Clorazepate
383	Dexfenfluramine
384	Flurazepam
385	Sibutramine

386	Zaleplon
387	Zolpidem
388	Amobarbital suppository dosage form
389	Butobarbital (butethal)
390	Embutramide
391	Gamma Hydroxybutyric Acid preparations
393	Pentobarbital & noncontrolled active ingred.
394	Pentobarbital suppository dosage form
395	"Depressants, Type Unknown"
396	Pregabalin
397	Secobarbital & noncontrolled active ingred.
398	Secobarbital suppository dosage form
399	Zopiclone

400-495 STIMULANTS

400	Amphetamine Sulfate
401	Amphetamine
402	Benzoylecgonine
403	Benzphetamine
404	Cathine (Norpseudoephedrine)
405	Chlorphentermine
406	Clortermine
407	Cocaine
408	Dextroamphetamine
409	Diethylpropion
410	Ecgonine
411	Fencamfamin
412	Fenethylline
413	Fenfluramine
414	Fenproporex
415	Mazindol
416	Menfenorex
417	Methamphetamine
418	Methylphenidate
419	Ne-thylamphetamine
420	Pemoline
421	Phendimetrazine
422	Phenmetrazine

423	Phentermine
424	Pipradrol
425	Propylhexedrine
426	Pyrovalerone
427	SPA
428	Aminorex
429	Cathinone
430	Coca Leaves
431	Dichloralphenazone
432	Methcathinone
433	Modafinil
434	Vinabarbital
435	Methylone
436	Lisdexamfetamine
437	Methoxy-Methylenedioxyamphetamine
438	N, N-Dimethylamphetamine
439	N-Benzylpiperazine
440	Stimulant compounds previously excepted
495	"Stimulants, Type Unknown"

500-595 HALLUCINOGENS

500	Amphetamine Variants
501	Bufotenine
503	Diethyltryptamine (DET)
504	Dimethoxyamphetamine(DOM)
505	Dimethyltryptamine (DMT)
506	DMA
507	Dronabinol
508	Ethyl-pipirdylbenzilate
509	Ibogaine
510	LSD
511	Lysergic Acid
512	Mescaline
513	Methylenedioxymethamphetamine (MDMA)
514	Methoxyamphetamine (PMA)
515	Methylenedioxyamphetamine (MDA)
516	Nabilone
517	Peyote
518	Phenylacetone (P2P)
519	Psilocybin
520	Psilocyn
521	Trimethoxy amphetamine

522 Ketamine
523 Alpha-Ethyltryptamine
524 Bromo-dimethoxyamphetamine
525 Bromo-dimethoxyphenethylamine
527 Lysergic Acid Amide
528 Lysergic Acid Diethylamide
529 Methylaminorex
530 Meth-dimethoxyamphetamine
531 Methylenedioxy-N-ethylamphetamine
532 Dimethylamphetamine
533 Ethyl-phenylcyclohexylamine
534 Alpha-methyltryptamine
535 Dimethoxyethylamphetamine
536 Dimethoxy-(n)-propylthiophenethylamine
537 Methoxy-NN-diisopropyltryptamine
538 N-Hydroxymethylenedioxy-amphetamine
539 N-Methylpiperidyl benzilate
595 "Hallucinogens, Type Unknown"

600-695 CANNABINOID

600 Delta 9
601 Hashish Oil
602 Hashish
603 Marijuana
604 Marinol
605 Tetrahydrocannabinoid
606 THC
695 "Cannabinoid, Type Unknown"

700-795 PCP

700 Ethylamine
701 Parahexyl (Synhexyl)
702 Phencyclidine
703 Phencyclidine Analogs
704 Phenylcyclohexylamine
705 Piperidinocyclohexane-carbonitrile (PCC)
706 "Pyrrolidine (PCPy, PHP,TCPy) "
707 Thiophene
708 Thienylcyclohexyl/piperidine
709 Phenylcyclohexyl-Pyrrolidine

710 Thienyl Cyclohexyl Pyrrolidine
795 "PCP, Type Unknown"

800-895 ANABOLIC STEROIDS

800 Boldenone
801 Chlorotestosterone
802 Chlostebol
803 Dehydrochlormethyltestosterone
804 Dihydrotesterone
805 Drostanolone
806 Ethylestrenol
807 Fluoxymesterone
808 Formebulone (Formebolone)
809 Mesterolone
810 Methandienone
811 Methandranone
812 Methandriol
813 Methandrostenolone
814 Methenolone
815 Methyltestosterone
816 Mibolerone
817 Nandrolone
818 Norethandrolone
819 Oxandrolone
820 Oxymesterone
821 Oxymetholone
822 Stanolone
823 Stanozolol
824 Testolactone
825 Testosterone
826 Trenbolone
827 Clostebol
828 Alpha, Beta-dihydroxy-alpha-androstane
829 Alpha-methyl-alpha-beta-dihydroxy-alpha-androstane
830 Alpha-methyl-beta-beta-dihydroxy-alpha-androstane
831 Alpha-methyl-beta-beta-dihydroxy-androstene
832 Alpha-methyl-delta 1-dihydrotestosterone
833 Alpha-methyl-hydroxynandrolone
834 Androstanedione

835	Androstenediol	996	OTHER,
836	Androstenedione		
837	Beta, beta-dihydroxy-alpha-androstane	997	TESTED; RESULTS UNKNOWN
838	Bolasterone	998	TESTED; DRUGS FOUND; TYPE UNKNOWN
839	Calusterone		
840	Delta 1-dihydrotestosterone		
841	Furazabol	999	UNKNOWN IF TESTED FOR DRUG
842	Hydroxy-Nortestosterone		
843	Hydroxytestosterone		
844	Mestanolone		
845	Methyldienolone		
846	Methyltrienolone		
847	Norandrostenediol		
848	Norandrostenedione		
849	Norbolethone		
850	Norclostebol		
851	Normethandrolone		
852	Stenbolone		
853	Tetrahydrogestrinone		
895	"Anabolic Steroid, Type Unknown"		

900-995 INHALANT

900	Volatile Solvents (toluene)
901	Plastic Cement (airplane glue)
902	Paint and Paint Removers
903	"Petroleum Products (gasoline, kerosene)"
904	Lacquer Thinners
920	Anesthetic Gases
921	Amyl Nitrite
923	Butly Nitrite
924	Nitrous Oxide
925	Ether
926	Chloroform
940	Aerosols (hydrocarbon gases)
941	Hair spray
942	Insecticides
943	Glass Chillers
944	Frying Pan Lubricants
995	"Inhalants, Type Unknown"

TRANSPORTED TO MEDICAL FACILITY BY

FORMAT: 1 numeric

SAS NAME: Person.Hospital

ELEMENT VALUES:

0   Not Transported
1   EMS Air
5   EMS Ground
3   EMS Unknown Mode
2   Law Enforcement
4   Transported Unknown Source
6   Other
8   Not Reported
9   Unknown

Remarks:

Medical Facility refers to an injury treatment facility. The treatment facility is the first medical facility to which the person is taken. Use appropriate attribute, even if the person dies en route to the treatment facility. A morgue is not an injury treatment facility.

Use **1 (EMS Air)**, **5 (EMS Ground)**, **2 (Law Enforcement)**, **3 (EMS Unknown Mode)** or **6 (Other)** if the person did not go to a treatment facility directly from the scene, but was transported at a later time for injuries sustained in this crash.

If there is an indication that both air and ground transportation were used, code **1 (EMS Air)**.

0 (Not Transported) is used for victims who are dead on the scene and for those who are not taken (or do not go) to a treatment facility or hospital for treatment. For example, an uninjured occupant rides along with an injured person to a treatment facility.

1 (EMS Air) includes any air transport device.

5 (EMS Ground) includes transport by private and county/city-owned ambulance or rescue squad vehicles.

3 (EMS Unknown Mode) is used when a person who is transported to a treatment facility by EMS, but the mode of transportation is not known.

2 (Law Enforcement) includes transport by state, county or local law enforcement agency vehicles.

4 (Transported Unknown Source) is used if you know the person was transported to a treatment facility, but you do not know the source.

6 (Other) includes transport by private citizens or individuals who drive themselves to the hospital or treatment facility. May be indicated on your crash report as "POV" (Privately/Personally Owned Vehicle).

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

9 (Unknown) is used when it is reported as "unknown" whether or not this victim was taken (or went) to a hospital/treatment facility for treatment.

FARS SPECIAL INSTRUCTION:

Prior to 2007, this element was called "Taken to Hospital or Treatment Facility" and only recorded whether or not the person was transported for treatment. After 2007, this element's name was changed to "Transported for Treatment By". Beginning in 2010, this element's name is changed to "Transported to Medical Facility By" and indicates if the person was transported for treatment, and if transported, the source of transport.

GES SPECIAL INSTRUCTION:

This data element is not related to GES sampling.

Consistency Checks:

	IF	THEN
(2U3F)	INJURY SEVERITY equals 3,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 0.
(A551)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 1, 3, 5 for any PERSON.
(P090)	TRANSPORTED TO MEDICAL FACILITY BY equals 1-6,	INJURY SEVERITY should not be blank, 0, 9.
(P091)	TRANSPORTED TO MEDICAL FACILITY BY equals 1, 3, 5,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P092)	TRANSPORTED TO MEDICAL FACILITY BY equals 0,	INJURY SEVERITY should not equal 3.

	IF	**THEN**
(P50P)	DIED AT SCENE/EN ROUTE equals 7,	TRANSPORTED TO MEDICAL FACILITY BY must equal 0.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.
(P55P)	TRANSPORTED TO MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

Consistency Checks (FARS Only:

	IF	**THEN**
(P52P)	DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO MEDICAL FACILITY BY must equal *8 or* 9.

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DIED AT SCENE/EN ROUTE

FORMAT: 1 numeric

SAS NAME: Person.DOA

ELEMENT VALUES:

   0   Not Applicable
   7   Died at Scene
   8   Died En Route
   9   Unknown

Remarks:

0 (Not Applicable) is used for non-fatalities and victims dying at locations other than the scene or en route (e.g., hospital, at home, etc.).

7 (Died at Scene) is used for victims who are dead on the scene of the crash.

8 (Died En Route) is used for victims who die en route to a hospital or treatment facility by EMS or other transport.

9 (Unknown) is used when you know the victim is a fatality, but you don't know if they died at the scene, en route, or at another location (e.g., home).

Consistency Checks:

	IF	THEN
(1R1P)	If DIED AT SCENE/EN ROUTE equals 7-8,	INJURY SEVERITY must equal 4.
(P50P)	DIED AT SCENE/EN ROUTE equals 7,	TRANSPORTED TO MEDICAL FACILITY BY must equal 0.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6.
(P510)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	DIED AT SCENE/EN ROUTE should not equal 8 for any PERSON.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6 should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

IF	THEN
(P530) **EMS TIME AT HOSPITAL equals 9996,**	**DIED AT SCENE/EN ROUTE must equal 8 for at least one person.**
(P53P) INJURY SEVERITY equals 0-3, 5-6,	DIED AT SCENE/EN ROUTE must equal 0.
(P54P) DIED AT SCENE/EN ROUTE equals 8,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P55P) TRANSPORTED TO MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

Consistency Checks (FARS Only:

IF	THEN
(P52P) DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO MEDICAL FACILITY BY must equal **8 or** 9.

DEATH DATE

FORMAT: 2 sets of 2 numeric, 1 set of 4 numeric

SAS NAME: Person.DEATH_DA; Person.DEATH_MO; Person.DEATH_YR

ELEMENT VALUES:

Month:
88   Not Applicable (Non-fatal)
01-12
99   Unknown

Day:
88   Not Applicable (Non-fatal)
01-31
99   Unknown

Year:
8888   Not Applicable (Non-fatal)
        Actual Year of Death
9999   Unknown

Remarks:

The death must occur within <u>thirty 24-hour time periods</u> from time of the crash in order to be an applicable FARS death.

This element, although it contains three (3) pieces of information should, be treated as one element. Therefore, never leave any one portion blank when another is not.

Normally, the medical examiner or coroner is source of data for death date. If there are not data inconsistencies or errors, use the official death time as recorded on the Death Certificate. Do not change the official death date without good cause.

Consistency Checks:

	IF	THEN
(1U1F)	INJURY SEVERITY equals 4,	DEATH DATE must not equal 88888888.
(1V0P)	DEATH MONTH or DAY equals 88, or DEATH YEAR equals 8888,	all must equal 8's.
(2U1F)	INJURY SEVERITY is not equal to 4,	DEATH DATE must equal 88888888.

IF	**THEN**
(2V0P) DEATH DAY is 01-31, and DEATH MONTH is 01-12,	DEATH DAY must be a valid day for DEATH MONTH.
(3U0P) DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999,	DEATH TIME must not be less than CRASH TIME.
(4V1F) INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
(4V2F) CRASH MONTH equals 12, and DEATH MONTH equals 01,	DEATH YEAR must equal CRASH YEAR plus 1.
(4V3F) CRASH MONTH equals 12,	DEATH MONTH must equal 01, 12, 88, 99, or blanks.
(4V4F) CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88, 99 or blanks,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.
(4V5F) CRASH MONTH equals 01, and DEATH MONTH is not equal to 88, 99 or blanks,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1 or CRASH MONTH plus 2.
(4V6P) DEATH MONTH is not equal to blanks,	DEATH DAY and DEATH YEAR must not equal blanks.
(4V7P) DEATH DAY is not equal to blanks,	DEATH MONTH and DEATH YEAR must not equal blanks.
(4V8P) DEATH YEAR is not equal to blanks,	DEATH MONTH and DEATH DAY must not equal blanks.
(6V0P) DEATH DATE must not be less than CRASH DATE.	
(7V0F) DEATH YEAR equals 9999,	CRASH MONTH must not be 01-11.
(8V0P) DEATH YEAR equals 9999,	DEATH MONTH and DEATH DAY must equal 99.
(9V0P) DEATH MONTH equals 99,	DEATH DAY must equal 99.
(P520) CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

DEATH TIME

FORMAT: 4 numeric

SAS NAME: Person.DEATH_HR; Person.DEATH_MN; Person.DEATH_TM

ELEMENT VALUES:

8888	Not Applicable (Non-fatal)
0000-2359	Valid Military Time
0099-2399	Known Hour but Unknown Minutes
9999	Unknown

Remarks:

If minutes are unknown, code the actual hour and "99" for the minutes. One minute after midnight is coded **0001**."

Normally, the medical examiner or coroner is source of data for death time. If there are no data inconsistencies or errors, use the official death time as recorded on the Death Certificate. Do not change the official death time without good cause.

If it is known that the person died at the scene and the official death time or "pronounced death time" (on the Death Certificate) is known to be in error, CRASH TIME is the appropriate DEATH TIME to be used.

How to Code Midnight:

In general, code midnight as **0000**. However, there may be confusion over which day midnight falls into. Crash Time is recorded between 00:00-23:59. Midnight is coded as 00:00 to represent the beginning of a new day. This may not be the practice followed in your sources. Therefore, you have to determine which part of the day is being considered in your sources.

End of Day

If your data sources give you a Crash Date and are consistent in talking about the end of that day, when they give the time of the crash as "midnight," "12:00-midnight," "24:00" or "00:00," then you should code Crash Time as **2359**.

Beginning of Day

If your sources give a Crash Date and are consistent in referring to the beginning or early moments of that day when they give a crash time, code midnight as **0000**.

Consistency Checks:

	IF	THEN
(1U2F)	INJURY SEVERITY equals 4,	DEATH TIME must not equal 8888.
(2U2F)	INJURY SEVERITY is not equal to 4,	DEATH TIME must equal 8888.
(3U0P)	DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999,	DEATH TIME must not be less than CRASH TIME.
(4V1F)	INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

RELATED FACTORS – PERSON (MV OCCUPANT) LEVEL

FORMAT: 2 numeric occurring 3 times

SAS NAME: Person.P_SF1, Person.P_SF2, Person.P_SF3

ELEMENT VALUES:

00	None
05	Interfering With Driver
08	Mentally Challenged
09	Construction/Maintenance/Utility Worker
18	Mother of Dead Fetus/***Mother of Infant Born Post Crash***
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
26	Following Improperly
28	Failure to Keep in Proper Lane
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median
32	Opening Vehicle Closure into Moving Traffic or While Vehicle is in Motion
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line
37	*Traveling on Prohibited Trafficways
40	Passing Through or Around Barrier
41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	Failure to Signal Intentions
44	Driving Too Fast for Conditions or in Excess of Posted Maximum
45	Driving Less Than Posted Minimum
47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane
51	Operator Inexperience
52	Unfamiliar with Roadway
56	Non-Driver Flees Scene
57	Improper Tire Pressure
58	Locked Wheel
59	Overcorrecting
60	Rain, Snow, Fog, Smoke, Sand, Dust
61	Reflected Glare, Bright Sunlight, Headlights
62	Curve, Hill, or Other Design Features (including traffic signs, embankment)
63	Building, Billboard, Other Structures
64	Trees, Crops, Vegetation
65	Motor Vehicle (including load)
66	Parked Vehicle
67	Splash or Spray of Passing Vehicle
68	Inadequate Lighting System
69	Obstructing Angles on Vehicle
70	Mirrors
72	Other Visual Obstruction
73	Severe Crosswind

74	Wind From Passing Truck
75	Slippery or Loose Surface
76	Tire Blowout or Flat
77	Debris or Objects in Road
78	Ruts, Holes, Bumps in Road
80	Vehicle in Road
81	Phantom Vehicle
82	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances.
83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
86	Emergency Services Personnel
87	Police or Law Enforcement Officer
88	Seat Back Not in Normal Upright Position, Seat Back Reclined
91	Portable Electronic Devices
99	Unknown

Remarks:

Related Factors		Examples/Notes
00	Not Applicable – Driver/None – All Other Persons	
05	Interfering With Driver	Obstructing driver's view. Striking driver with body or object. Rambunctious individuals who make driver inattentive, even without touching driver or controls. Motorcycle passenger (or other cyclist) shifting weight or affecting driver control.
08	Mentally Challenged	Mental illness/retardation may be included.
09	Construction/Maintenance/Utility Worker	Highway department, contractor, utility company personnel, etc. Occupant of a working motor vehicle.
18	Mother of Dead Fetus/*Mother of Infant Born Post Crash*	Fetus dies in or as a result of this crash.
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo	Overloading bicycle, passenger or handlebars.

	Related Factors	Examples/Notes
26	Following Improperly	Bicyclist following too closely or attempting to grab on to vehicle. Also applies to skateboard riders, roller bladders, etc.
28	Failure to Keep in Proper Lane	Bicyclist fails to keep in bicycle lane. Persons not in motor vehicles in-transport and working motor vehicles fail to stay in proper lane. Going straight in a turn lane.
29	Illegal Driving on Road Shoulder, in Ditch, on Sidewalk or on Median	Persons not in motor vehicles in-transport driving off pavement or roadway, physically driving on shoulder, etc.
32	Opening Vehicle Closure into Moving Traffic or While Vehicle is in Motion	Opening trunk while vehicle is moving. Opening door into moving traffic.
33	Passing Where Prohibited by Posted Signs, Pavement Markings, Hill or Curve, or School Bus Displaying Warning Not to Pass Line	Passing stopped school bus. Crossing over solid line to pass. Passing uphill; mainly violations as designated by traffic controls.
37	*Traveling on Prohibited Trafficways	Persons not in motor vehicles in-transport on areas prohibited by law, such as interstates. Persons not in motor vehicles in-transport on prohibited trafficways, e.g., bicyclist on interstate.
40	Passing Through or Around Barrier	Denotes "demarcated" area.
41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them	Failure to follow construction instructions (e.g., arrows directing traffic mounted on vehicle), instructions on emergency vehicles (ambulances, fire trucks, police cars). Failure to observe right-turn warning on trucks, buses. Failure to heed hazard lights on disabled vehicle, school bus arm.
42	Failure to Signal Intentions	Failure to signal by either lamp turn signal or hand.

	Related Factors	Examples/Notes
44	Driving Too Fast for Conditions or in Excess of Posted Maximum	Conditions denote: weather, sharp curves, bridges, tunnels, school zone, traffic, person or road. Speed greater than reasonable or prudent.
45	Driving Less Than Posted Minimum	Driving too slowly, so as to impede traffic.
47	Making Right Turn From Left-Turn Lane, Left Turn From Right-Turn Lane	To distinguish from **Improper Lane Change**; police officer must have knowledge of driver's intention.
51	Operator Inexperience	Persons not in motor vehicles in-transport unfamiliar with transport device.
52	Unfamiliar with Roadway	Persons not in motor vehicles in-transport unfamiliar with roadway, based on the judgment of the police officer.
56	Non-Driver Flees Scene	Flags the non-driver who left the scene of a Hit-and-Run crash. Examples: passenger of motor vehicle in-transport fled scene on foot. Occupant of an involved parked vehicle leaves by driving their vehicle from the scene. A bicyclist clipped by a vehicle that runs off the road and overturns, leaves the scene on their bike. An involved motor vehicle in-transport is driven away by a passenger in that vehicle.
57	Improper Tire Pressure	Signifies that improper tire pressure is not a defect, but rather the irresponsibility of the persons not in motor vehicles in-transport.
58	Locked Wheel	Occurs when braking too suddenly as noted by police officer. Can't be inferred just from skid marks.
59	Overcorrecting	Based on the judgment of the police officer, with knowledge of the intention of the person not in a motor vehicle in-transport. Over steering.

Related Factors	Examples/Notes
Vision Obscured by:	
60 Rain, Snow, Fog, Smoke, Sand, Dust	
61 Reflected Glare, Bright Sunlight, Headlights	
62 Curve, Hill, or Other Design Features (including traffic signs, embankment)	
63 Building, Billboard, Other Structures	
64 Trees, Crops, Vegetation	
65 Motor Vehicle (including load)	Vision Obscured by: • Car stopped on roadway. • Tractor-trailer moving on road. • School bus stopped, loading or unloading children.
66 Parked Vehicle	Vision obscured by: • Vehicle stopped on shoulder, in parking lane.
67 Splash or Spray of Passing Vehicle	
68 Inadequate Lighting System	
69 Obstructing Angles on Vehicle	Vision Obscured by: • Obstructing angles on this person's vehicle. Not to be confused with visual obstructions from other vehicles. (See **65 (Motor Vehicle [including load])** and **66 (Parked Vehicle)**.)
70 Mirrors	Vision Obscured by: • Rear view • Side mirrors • Others
72 Other Visual Obstruction	Trailer (only) left parked.

Related Factors	Examples/Notes
Skidding Swerving, <u>Sliding Due To:</u>	
73 Severe Crosswind	
74 Wind From Passing Truck	
75 Slippery or Loose Surface	Refers to actual condition of roadway surface, i.e., loose gravel roadway. Slippery or old worn blacktop. Newly paved surface.
76 Tire Blowout or Flat	
77 Debris or Objects in Road	Nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, etc.
78 Ruts, Holes, Bumps in Road	
80 Vehicle in Road	Includes both contact and non-contact vehicles that remain at the scene.
81 Phantom Vehicle	Non-contact vehicle that leaves the scene as described by the police officer.
82 Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances	
83 Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road	This is for the substances on roadway that causes roadway to be slick, which may interfere with traction. These are not part of the roadway design (see **75 (Slippery or Loose Surface)**).
Other Non-Motorist Factors	
86 Emergency Services Personnel	Includes fire, EMS, wrecker service personnel.
87 Police or Law Enforcement Officer	Federal, State or local law enforcement officer working at the time of the crash. Includes: Military and Park Police, Border Patrol and all other sworn law enforcement officers.
88 Seat Back Not in Normal Upright Position, Seat Back Reclined	

	Related Factors	Examples/Notes
91	Portable Electronic Devices	Cell phone, MP3 Player, PDA, etc.
99	Unknown	

Remarks:

For forms with Person Type **01 (Driver of a Motor Vehicle In-Transport)**, zero-fill all three fields. The related factors for drivers are captured in the Related Factors-Driver Level.

Code information provided in the narrative by the investigating officer.

Use of 00 (None)
Use when no factors are noted; zero-fill all fields. None implies that the investigating officer indicated "no factors." Also, use **00 (None)** to complete remaining fields when you will be recording less than three related factors. DO NOT leave any remaining fields blank.

Use of 99 (Unknown)
Use when the circumstances surrounding the crash are unknown and reported as "unknown" by the investigating officer. In these circumstances, nine-fill all fields. If **99 (Unknown)** is used for any field, ALL fields must be **99 (Unknown)**. DO NOT leave any remaining fields blank.

The following lists those related factors that may be used for each person type (P7):

Person Type	Valid Related Factors
01	00
02	00, 05, 08-09,18, 32, 56, 86-88, 99
03	00, 05, 08-09,18, 21, 26, 28-29, 32-33, 37, 40-42, 44-45, 47, 51-52, 56-70, 72-78,80-83, 86-88, 91, 99
09	00, 05, 08-09,18, 32, 57-59, 86-88, 99

Consistency Checks:

	IF	THEN
(1M1F)	RELATED FACTORS-PERSON LEVEL equals 13,	PERSON TYPE should equal 08.
(1W0P)	any RELATED FACTORS-PERSON LEVEL equals 99,	all factors must equal 99.
(2W0P)	any RELATED FACTORS-PERSON LEVEL equals blanks,	all factors must equal blanks.
(3W0P)	any RELATED FACTORS-PERSON LEVEL equals 00,	all subsequent factors must equal 00.
(4W0P)	A RELATED FACTORS-PERSON LEVEL (MV Occupant) between 05 and 91 can be used only once per person form.	

	IF	**THEN**

(5N0F)   PERSON TYPE equals 02,

RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.

(5W0P)   RELATED FACTORS-PERSON LEVEL equals 18,

SEX must equal 2, and AGE must be greater than 012.

(7M0F)   PERSON TYPE equals 03, and SEATING POSITION does not equal 11,

RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.

(CL0P)   PERSON TYPE equals 09,

RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-52, 56-70, 72-78, 80-83, 91.

PERSON NUMBER

FORMAT: 3 numeric

SAS NAME: Person.PER_NO

ELEMENT VALUES:

   001-999   Assigned Number

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P4. Please see page *609* for remarks.

Consistency Checks:

(CSI6)   For each VEHICLE NUMBER, PERSON NUMBERS must be consecutive, beginning with 001 and with no gaps.

(CSI7)   PERSON NUMBERS for persons not in motor vehicles must be consecutive, beginning with 001 and with no gaps.

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NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST

FORMAT: 3 numeric

SAS NAME: Person.N_MOT_NO

ELEMENT VALUES:

001-998   Assigned Vehicle Number
   999   Unknown

Remarks:

This data element captures the ***in-transport*** vehicle that made contact with the non-motorist being coded. This only applies to those non-motorists who are not occupants of a motor vehicle. ***If a non-motorist is contacted by a parked or working motor vehicle that was propelled by an in-transport vehicle, record the vehicle number of the in-transport vehicle.***

In cases where more than one vehicle makes contact with a non-occupant, code the number of the vehicle that caused the most significant injury. If uncertain, code the number of the vehicle that made contact first.

999 (Unknown) is used when the investigating officer indicates that it is unknown which vehicle struck the non-motorist.

Consistency Checks:

	IF	**THEN**
(050P)	PERSON TYPE equals 04-08, 19, and NUMBER OF VEHICLE FORMS SUBMITTED equals 001,	NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal 001.
(060P)	NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is not equal to 000, 999,	the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal some VEHICLE NUMBER in the case.
(PB30)	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220,*	*at least one DRIVER PRESENCE must equal 0 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

IF	THEN
(PB31) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 147, 157 or 357,*	*at least one DRIVER'S VISION OBSCURED BY must equal 06 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB32) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 742,*	*at least one DRIVER'S VISION OBSCURED BY must not equal 00 or 95 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB40) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 600,*	*at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, or 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB41) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 215,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08 or 09 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB42) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111, 211 or 212,*	*at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB43) *If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 112, 151, 213, 214, 217 or 218,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB45) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 781 or 782,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

	IF	**THEN**
(PB46)	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 221-225,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 01 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
(PB49)	*PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,*	*at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 211-214 or 219.*
(PB50)	*PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-12 or 16 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,*	*at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.*
(PB51)	*PERSON TYPE equals 06 or 07 and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,*	*at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 111, 211 or 212.*
(PB52)	*PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,*	*at least one PEDESTRIAN/BIKE TYPING -BICYCLIST CRASH TYPE should equal 600.*
(PB53)	*PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,*	*at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 112, 151, 213, 214, 217 or 218.*

IF	**THEN**
(PB56) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 791, 792, 794, 795,*	*PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

AGE

FORMAT: 3 numeric

SAS NAME: Person.Age

ELEMENT VALUES:

	Blank
000	Less than One Year
001-120	Actual Age*
998	Not Reported
999	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P5. Please see page *611* for remarks.

Consistency Checks:

	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.
(7P0F)	PERSON TYPE equals 01,	AGE must not be less than 002.
(8P1P)	PERSON TYPE equals 01, and AGE is less than 008,	BODY TYPE should equal 88, 91.
(9L0F)	PERSON TYPE equals 01, and RELATED FACTORS-DRIVER LEVEL equals 12,	SEX must equal 2, and AGE must be greater than 012.
(D060)	NON-CDL LICENSE STATUS equals 1-4, 6, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 1-8, and PERSON TYPE equals 01,	AGE should not be less than 015.
(D620)	NON-CDL LICENSE TYPE equals 7,	AGE (for the driver) should equal 014-016.
(D630)	NON-CDL LICENSE TYPE equals 2,	AGE (for the driver) should equal 015-017.
(D640)	AGE equals 014-017, and PERSON TYPE equals 01,	NON-CDL LICENSE TYPE should equal 2, 7.
(D650)	AGE equals 018-120, and PERSON TYPE equals 01,*and NON-CDL LICENSE STATUS does not equal 0,*	NON-CDL LICENSE TYPE should equal 1.

	IF	**THEN**
(P010)	PERSON TYPE equals 01	AGE should not be less than 012.
(P020)	PERSON TYPE equals 02-03, 09, and PROTECTION SYSTEM USE equals 04, 10-12,	AGE should be less than 010, or equal to 999.
(P180)	PERSON TYPE equals 01, and AGE is less than 009,	BODY TYPE should not equal 90.
(U120)	UNLIKELY: AGE should not be greater than 094*, **unless equal to 998, 999**.	
(U360)	***HIT-AND-RUN equals 0, 8 or 9,***	AGE should not equal ***999.***

SEX

FORMAT: 1 numeric

SAS NAME: Person.Sex

ELEMENT VALUES:

1   Male
2   Female
8   Not Reported
9   Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P6. Please see page *613* for remarks.

Consistency Checks:

	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.
(9L0F)	PERSON TYPE equals 01, and RELATED FACTORS-DRIVER LEVEL equals 12,	SEX must equal 2, and AGE must be greater than 012.
(U340)	*HIT-AND-RUN equals 0, 8 or 9*,	SEX should not equal *9*.

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PERSON TYPE

FORMAT: 2 numeric

SAS NAME: Person.PER_TYP

ELEMENT VALUES:

04   Occupant of a Non-Motor Vehicle Transport Device
05   Pedestrian
06   Bicyclist
07   Other Cyclist
08   Person on Personal Conveyances
10   Persons In/On Buildings
19   Unknown Type of Non-Motorist

Remarks:

04 (Occupant of a Non-Motor Vehicle Transport Device) refers to persons riding in an animal-drawn conveyance, on an animal, or injured occupants of railway trains, etc.

05 (Pedestrian) is used for all pedestrians except for those in/on personal conveyances (See **08 (Persons on Personal Conveyances)** below) and in buildings. A pedestrian pushing a vehicle should be coded **Pedestrian**.

06 (Bicyclist) is used for a two-wheel, non-motorized cycle. Includes all persons (operator and passengers) on a bicycle.

07 (Other Cyclist) is used for unicycles and tricycles.

08 (Person on Personal Conveyances): This attribute should be used for pedestrians using personal conveyances. A personal conveyance is a device, other than a transport device, used by a pedestrian for personal mobility assistance or recreation. These devices can be motorized or human powered, but not propelled by pedaling.
Inclusions:
1) Rideable toys
    —   Roller Skates, In-Line skates
    —   Skateboards
    —   Skates
    —   Baby carriage
    —   Scooters
    —   Toy Wagons
2) Motorized rideable toys
    —   Motorized skateboard
    —   Motorized toy car
3)   Devices for personal mobility assistance
    —   Segway-style devices
    —   Motorized and non-motorized wheelchairs
    —   Handicapped scooters
Exclusions:
    —   Golf cart
    —   Low Speed Vehicles (LSVs)

— Go-carts   — Motor scooters
— Minibike   — Moped
— "Pocket" motorcycles

<u>Wheelchair</u>**:** use the term, "wheelchair" as follows:

"Wheelchair - A mobility aid, usable indoors, and designed for and used by individuals with mobility impairments, whether operated manually or powered." Therefore all wheelchair users, motorized or not, are **08 (Persons on Personal Conveyances)**.

RATIONALE:
Some states have passed legislation to classify operators of motorized wheelchairs as "pedestrians" and others as "motor vehicles." Also, there seems to be an increase in the variety of forms these devices take (if not in the actual number in use). Some resemble 3-wheeled scooters; others small four-wheel carts; still others look like the typical human-powered wheelchair. They are in use by individuals who are unable to walk, who have limited walking ability, or who need to avoid walking for reasons of health or stamina. Since these devices simply supply a form of assisted "walking" for such persons, their legitimate users may be seen as "other persons on personal conveyances" just as other non-motorists moving along a sidewalk, walking with or against traffic on the edge of a road, crossing the roadway, or turning into a driveway.

10 (Persons In/On Buildings) is used for a person inside of or on a building who is struck by a motor vehicle. **10 (Persons In/On Buildings)** takes precedence over attributes "05-08."

19 (Unknown Type of Non-Motorist) is used only when it cannot be determined which attribute is applicable for persons not in motor vehicles.

Consistency Checks:

	IF	THEN
(050P)	PERSON TYPE equals 04-08, 19, and NUMBER OF VEHICLE FORMS SUBMITTED equals 001,	NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal 001.
(1M1F)	RELATED FACTORS-PERSON LEVEL equals 13,	PERSON TYPE should equal 08.
(1N0F)	PERSON TYPE equals 06,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 13, 69-70, 86, 90.
(1N1F)	PERSON TYPE equals 10,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 21, 37, 40-42, 51-52, 56-57, 60-70, 72-78, 80-83, 90-91.
(1N2F)	PERSON TYPE equals 10,	at least one NON-MOTORIST SAFETY EQUIPMENT should equal 1.

IF	THEN
(1P2F) PERSON TYPE equals 10,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
(1P3F) PERSON TYPE equals 10,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 01-12, and NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 00-20.*
(1P4F) PERSON TYPE equals 04,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 04, 12.*
(1P5F) PERSON TYPE equals 06-08, 19,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 04.*
(1P6F) PERSON TYPE equals 10,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 01-12.*
(1P7F) PERSON TYPE equals 04,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 07, 10-11.*
(1P8F) PERSON TYPE equals 06-07,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 10-12.*
(1P9F) PERSON TYPE equals 08,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 11.*
(1P0G) PERSON TYPE equals 05,	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 07-08, 10, 13-18, 20.*
(1P1G) PERSON TYPE equals 19,	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 11-12.*
(1P2G) PERSON TYPE equals 10,	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01-10, 12-20.*
(1P3G) PERSON TYPE equals 04, 06-07,	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 04.*
(1P4G) PERSON TYPE equals 04, 06-08, 19,	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 05.*
(1P5G) PERSON TYPE equals 08,	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 20.*

	IF	**THEN**
(1P6G)	*PERSON TYPE equals 04, 06-08, 19,*	*CONDITION (IMPAIRMENT) AT TIME OF CRASH must not equal 03.*
(1P7G)	*PERSON TYPE equals 05-07, 19,*	*CONDITION (IMPAIRMENT) AT TIME OF CRASH should not equal 04.*
(1P8G)	*PERSON TYPE equals 10,*	*CONDITION (IMPAIRMENT) AT TIME OF CRASH should not equal 01-10, 96.*
(2P0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION must equal 8.
(3P0F)	PERSON TYPE equals 03-08, 10, 19,	INJURY SEVERITY should not equal 6.
(550F)	FIRST HARMFUL EVENT equals 08,	at least one person must have PERSON TYPE equal 05, 10.
(560F)	FIRST HARMFUL EVENT equals 09,	at least one person must have PERSON TYPE equal to 06-07.
(590F)	FIRST HARMFUL EVENT equals 15,	at least one Person Level form must have a PERSON TYPE of 08.
(5Z0F)	SEQUENCE OF EVENTS equals 08,	at least one person must have PERSON TYPE equal to 05, 10.
(6Z0F)	SEQUENCE OF EVENTS equals 09,	at least one person must have PERSON TYPE equal to 06-07.
(880F)	RELATED FACTORS-CRASH LEVEL equals 16,	there must be a Person Level (Not a MV Occupant) form with PERSON TYPE equal to 04-08, 19.
(890F)	RELATED FACTORS-CRASH LEVEL equals 15,	there must be a Person Level (Not a MV Occupant) form with PERSON TYPE equal to 04-08, 10, 19.
(8M0F)	PERSON TYPE equals 04,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 86, 90.
(8Q0F)	PERSON TYPE equals 08,	RELATED FACTORS-PERSON LEVEL must not equal 09, 86, 90.
(8T0F)	any NON-MOTORIST SAFETY EQUIPMENT equals 2,	PERSON TYPE *should* equal 06-08.
(8Z0F)	any SEQUENCE OF EVENTS equals 15,	at least one Person Level (Not a MV Occupant) form must have a PERSON TYPE code of 08.
(9M0F)	PERSON TYPE equals 05,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 21, 26, 40, 42, 51-52, 57, 68-70, 73-83, 88.
(9P0F)	PERSON TYPE equals 04-08, 10, 19,	EXTRICATION must not equal 1, 9.
(BF0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION PATH must equal 0.
(CK0P)	PERSON TYPE equals 07,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 13, 69-70, 86-87, 90.

IF	THEN
(CM0P) PERSON TYPE equals 19,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 69-70, 90.
(FP0F) PERSON TYPE is blank, case status is flawed.	
(FP9F) *PERSON TYPE equals 05, 06, 07, 08 and the PEDESTRIAN/BIKE - CRASH TYPE equals blank, case status is flawed.*	
(P071) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	ALCOHOL TEST STATUS should not equal *9*, ALCOHOL TEST TYPE should not equal *99*, and ALCOHOL TEST RESULT should not equal *99*.
(P073) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	DRUG TEST STATUS should not equal *9* and any DRUG TEST TYPE should not equal *9*, and any DRUG TEST RESULTS should not equal *999*.
(P074) *PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,*	*ALCOHOL TEST STATUS must not equal 8, ALCOHOL TEST TYPE must not equal 95, and ALCOHOL TEST RESULT must not equal 95.*
(P075) *PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,*	*DRUG TEST STATUS must not equal 8, any DRUG TEST TYPE must not equal 6, and any DRUG TEST RESULTS must not equal 095.*
(PB22) *SCHOOL BUS RELATED equals 1, and PERSON TYPE equals 05 or 08,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 342.*
(PB23) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 342, and PERSON TYPE equals 05 or 08,*	*SCHOOL BUS RELATED should equal 1.*
(PB24) *PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 14, 16, 20, 21, 22, 24 or 25,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 230, 320, 410, 420, 430, 440, 459, 510, 520, 590, 830 or 890.*
(PB25) *PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 01-03 or 09,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.*
(PB26) *NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH equals 02, and PERSON TYPE equals 06 or 07,*	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357.*
(PB27) *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 05, and PERSON TYPE equals 05 or 08,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410 or 420.*

	IF	THEN

(PB28) NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 06, and PERSON TYPE equals 05 or 08,

PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 430 or 440.

(PB29) NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 04, and PERSON TYPE equals 05 or 08,

PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410, 420, 430, 440 or 459.

(PB36) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 250,

PERSON TYPE must equal 08.

(PB48) at least one DRIVER PRESENCE equals 0, and at least one PERSON TYPE equals 05 or 08,

at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 220 or 230.

(PB49) PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,

at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 211-214 or 219.

(PB50) PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-12 or 16 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,

at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.

(PB51) PERSON TYPE equals 06 or 07 and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,

at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 111, 211 or 212.

(PB52) PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,

at least one PEDESTRIAN/BIKE TYPING -BICYCLIST CRASH TYPE should equal 600.

IF	**THEN**
(PB53) **PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,**	*at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 112, 151, 213, 214, 217 or 218.*
(PB60) **PERSON TYPE equals 05 or 08 and DRIVER PRESENCE equals 0 for the motor vehicle which strikes the non-motorist,**	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 220.*

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INJURY SEVERITY

FORMAT: 1 numeric

SAS NAME: Person.Inj_Sev

ELEMENT VALUES:

0   No Injury (O)
1   Possible Injury (C)
2   Non-incapacitating Evident Injury (B)
3   Incapacitating Injury (A)
4   Fatal Injury (K)
5   Injured, Severity Unknown
6   Died Prior to Crash*
9   Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P8. Please see page *619* for remarks.

Consistency Checks:

	IF	THEN
(1R0P)	SEATING POSITION equals 51, and BODY TYPE equals 50-52, **55,** 58-59,	INJURY SEVERITY must not equal 0, 9.
(1R1P)	If DIED AT SCENE/EN ROUTE equals 7-8,	INJURY SEVERITY must equal 4.
(1U1F)	INJURY SEVERITY equals 4,	DEATH DATE must not equal 88888888.
(1U2F)	INJURY SEVERITY equals 4,	DEATH TIME must not equal 8888.
(2U1F)	INJURY SEVERITY is not equal to 4,	DEATH DATE must equal 88888888.
(2U2F)	INJURY SEVERITY is not equal to 4,	DEATH TIME must equal 8888.
(2U3F)	INJURY SEVERITY equals 3,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 0.
(3P0F)	PERSON TYPE equals 03-08, 10, 19,	INJURY SEVERITY should not equal 6.
(4U0F)	Each original submission must have at least one Person Level form with INJURY SEVERITY coded 4.	
(4V1F)	INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.

	IF	**THEN**

(7E0P) INJURY SEVERITY equals 4, DEATH CERTIFICATE NUMBER must NOT equal 0000-00-000000.

(7E1P) INJURY SEVERITY equals 4, RACE must not equal 00.

(7E2P) INJURY SEVERITY equals 4, HISPANIC ORIGIN must not equal 00.

(7E3P) INJURY SEVERITY does not equal 4, RACE AND HISPANIC ORIGIN must equal 00.

(7F0P) DEATH CERTIFICATE NUMBER is not blank or 0000-00-000000, INJURY SEVERITY must equal 4.

(7F1P) RACE equals 00, INJURY SEVERITY must not equal 4.

(7F2P) HISPANIC ORIGIN equals 00, INJURY SEVERITY must not equal 4.

(7F3P) RACE is not equal to 00, and HISPANIC ORIGIN is not equal to 00, INJURY SEVERITY must equal 4.

(7R0P) FATAL INJURY AT WORK equals 0-1, 9, INJURY SEVERITY must equal 4.

(7W0P) FATAL INJURY AT WORK equals 8 INJURY SEVERITY must not equal 4.

(FP8F) INJURY SEVERITY is blank, case status is flawed.

(P071) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, ALCOHOL TEST STATUS should not equal *9*, ALCOHOL TEST TYPE should not equal *99*, and ALCOHOL TEST RESULT should not equal *99*.

(P072) PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96, POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.

(P073) PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, DRUG TEST STATUS should not equal *9* and any DRUG TEST TYPE should not equal *9*, and any DRUG TEST RESULTS should not equal *999*.

(P090) TRANSPORTED TO MEDICAL FACILITY BY equals 1-6, INJURY SEVERITY should not be blank, 0, 9.

(P092) TRANSPORTED TO MEDICAL FACILITY BY equals 0, INJURY SEVERITY should not equal 3.

(P130) BODY TYPE equals 60-67, 71-72, 78-79, and PERSON TYPE equals 01, 03, and INJURY SEVERITY equals 4, FATAL INJURY AT WORK should equal 1.

(P1A0) AGE is less than 012 and not blank and INJURY SEVERITY equals 4, FATAL INJURY AT WORK should equal 0.

(P300) POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4, ALCOHOL TEST STATUS should not equal 0-1.

(P53P) INJURY SEVERITY equals 0-3, 5-6, DIED AT SCENE/EN ROUTE must equal 0.

(U160) UNLIKELY: INJURY SEVERITY equals 6.

	IF	**THEN**
(U350)	*INJURY SEVERITY equals 1-6,*	*UNLIKELY: SEATING POSITION equals 98.*

Consistency Check (GES Only):

	IF	**THEN**
(P1B0)	*no BODY TYPE equals 60-79, and INJURY SEVERITY equals 4 for at least one occupant of a vehicle where BODY TYPE equals 01-49, and VEHICLE REMOVAL equals 2,*	*STRATUM should equal 1.*

Consistency Check (FARS Only):

	IF	**THEN**
(4U0F)	Each original submission must have at least one Person Level form with INJURY SEVERITY coded 4.	

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PEDESTRIAN/BIKE TYPING

FORMAT: Elements Completed in MDE

SAS NAME: Various

Remarks:

Pedestrian and Bicycle *Crash Type* describes the pre-crash actions of the involved parties to better define the sequence of events and precipitating actions leading to crashes between motor vehicles and pedestrians or bicyclists.

During the 1970s, the National Highway Traffic Safety Administration developed methodologies for *typing* pedestrian and bicycle crashes. In the 1990s, the methodologies were applied to more than 8,000 pedestrian and bicycle crashes in six States. The results provided a representative summary of the distribution of crash types experienced by pedestrians and bicyclists and, over time, this method has evolved and was refined. Pedestrian/Bike typing is offered as a tool to help overcome hindrances to the development of effective countermeasures to prevent bicyclist and pedestrian crashes

In FARS and GES, Pedestrian and Bicycle Crash Typing is accomplished through a software application so that by simply following on-screen prompts and clicking on choices, the analyst/coder successfully enters data into the file without actually doing any coding.

Since data input is software driven, elements, attributes and remarks are not presented here in the printed manual. The data entry system automatically presents the application at the appropriate time when a non-motorist with an appropriate person type is entered.

The Pedestrian/Bike Typing application is presented for the following person types:
- **Pedestrian,**
- **Persons on Personal Conveyances,**
- **Bicyclist,**
- **Other Cyclist.**

The Pedestrian/Bike Typing elements and attributes definitions are available in Appendix 3 of the electronic version of the 2011 FARS/NASS GES Coding and Validation Manual.

Consistency Checks:

IF   *THEN*

(FP9F)   PERSON TYPE equals 05, 06, 07, 08 and the PEDESTRIAN/BIKE - CRASH TYPE equals blank, case status is flawed.

	IF		THEN

(PB00) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 110-910,*

at least one SEQUENCE OF EVENTS for the striking vehicle must equal 08 or 15.

(PB02) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111-980,*

at least one SEQUENCE OF EVENTS for the striking vehicle must equal 09.

(PB04) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910,*

RELATION TO JUNCTION (b) must not equal 02. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).

(PB05) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 311, 312 or 313,*

RELATION TO TRAFFICWAY must equal 01 or 11. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).

(PB06) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 730,*

TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-03.

(PB07) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE for a person involved in the first harmful event equals 311, 312, 321 or 322,*

RELATION TO JUNCTION (b) must equal 04 or 08. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s)

(PB08) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE for a person involved in the first harmful event equals 141-144, 147, 151-157 or 159,*

RELATION TO JUNCTION (b) must equal 02 or 03. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s).

(PB09) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 141, 143, 151-158, 217 or 218,*

TRAFFIC CONTROL DEVICE for the striking vehicle must not equal 00.

(PB10) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 151, 156, 157, 217 or 218,*

TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04.

(PB11) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 143 or 154,*

TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04, 20, 21, 28 or 29.

(PB12) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 510, 520 or 590,*

RELATION TO TRAFFICWAY must not equal 01 or 11. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).

IF	THEN
(PB15) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 910,	NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must equal 03.
(PB16) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH must equal 02.
(PB17) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 211-214 or 219,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, 13 or 97. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).
(PB18) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 741 or 742,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must equal 01.
(PB19) NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 08,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 510, 520, 590, 830 or 890.
(PB20) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 510, 520 or 590,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 02.
(PB21) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 160,	TRAFFIC CONTROL DEVICE for the striking vehicle should equal 00.
(PB22) SCHOOL BUS RELATED equals 1, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 342.
(PB23) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 342, and PERSON TYPE equals 05 or 08,	SCHOOL BUS RELATED should equal 1.
(PB24) PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 14, 16, 20, 21, 22, 24 or 25,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 230, 320, 410, 420, 430, 440, 459, 510, 520, 590, 830 or 890.
(PB25) PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 01-03 or 09,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.

IF	THEN
(PB26)	NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH equals 02, and PERSON TYPE equals 06 or 07,	PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357.
(PB27)	NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 05, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410 or 420.
(PB28)	NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 06, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 430 or 440.
(PB29)	NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 04, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410, 420, 430, 440 or 459.
(PB30)	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220,	at least one DRIVER PRESENCE must equal 0 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB31)	PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 147, 157 or 357,	at least one DRIVER'S VISION OBSCURED BY must equal 06 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB32)	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 742,	at least one DRIVER'S VISION OBSCURED BY must not equal 00 or 95 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB33)	PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 156,	DRIVER'S VISION OBSCURED BY for the striking vehicle must not equal 06.
(PB34)	NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08, and RELATION TO JUNCTION (b) equals 02,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 320, 330, 360, 680, 830, 890, 900, or 910.

IF	THEN
(PB35) NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08 and RELATION TO JUNCTION (b) equals 02,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH LOCATION must equal 001.
(PB36) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 250,	PERSON TYPE must equal 08.
(PB37) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 311, 312 or 313,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 08 or 10.
(PB38) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 410 or 420, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION equals 5 or 8,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 05.
(PB39) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 430 or 440, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION equals 5 or 8,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 06.
(PB40) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 600,	at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, or 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB41) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 215,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08 or 09 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB42) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111, 211 or 212,	at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.

	IF	**THEN**

(PB43) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 112, 151, 213, 214, 217 or 218,

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.

(PB44) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 240,

EMERGENCY USE should equal 1 at least one.

(PB45) PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 781 or 782,

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.

(PB46) PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 221-225,

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 01 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.

(PB47) PEDESTRIAN/BIKE TYPING -BICYCLIST CRASH TYPE must not equal 400.

(PB48) at least one DRIVER PRESENCE equals 0, and at least one PERSON TYPE equals 05 or 08,

at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 220 or 230.

(PB49) PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,

at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 211-214 or 219.

(PB50) PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-12 or 16 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,

at least one PEDESTRIAN/BIKE TYPING -PEDESTRIAN CRASH TYPE should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.

	IF	THEN
(PB51)	PERSON TYPE equals 06 or 07 and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 111, 211 or 212.
(PB52)	PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/BIKE TYPING -BICYCLIST CRASH TYPE should equal 600.
(PB53)	PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 112, 151, 213, 214, 217 or 218.
(PB56)	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 791, 792, 794, 795,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.
(PB60)	PERSON TYPE equals 05 or 08 and DRIVER PRESENCE equals 0 for the motor vehicle which strikes the non-motorist,	PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 220.
(PB61)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220,	DRIVER PRESENCE should equal 0 for the motor vehicle striking the non-motorist.
(PB62)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH must equal 12.
(PB63)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE equals 230,	at least one RELATED FACTOR - CRASH LEVEL should equal 19 or 23.

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NON-MOTORIST LOCATION AT TIME OF CRASH

FORMAT: 2 numeric

SAS NAME: Person.LOCATION

ELEMENT VALUES:

01	Intersection-In Marked Crosswalk
02	Intersection-Unmarked Crosswalk
03	Intersection-Not In Crosswalk
09	Intersection-Unknown Location
10	Non-Intersection-In Marked Crosswalk
11	Non-Intersection-On Roadway, Not in Marked Crosswalk
13	Non-Intersection-On Roadway, Crosswalk Availability Unknown
14	Parking Lane/Zone
16	Bicycle Lane
20	Shoulder/Roadside
21	Sidewalk
22	Median/Crossing Island
23	Driveway Access
24	Shared-Use Path/Trail
25	Non-Trafficway Area
28	Other
98	Not Reported
99	Unknown Location

Remarks:

The location of the non-motorist with respect to the roadway at the time of the crash.

Crosswalk is (1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the highway, that part of the highway included within the extension of the lateral line of the existing sidewalk to the side of the highway without the sidewalk, with such extension forming a right angle to the centerline of the highway; or (2) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway placed in accordance with the provisions in the Manual of Uniform Traffic Control Devices.

Intersection is an area that (1) contains a crossing or connection of two or more roadways not classified as driveway access (2) is embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of the roadways

01 (Intersection-In Marked Crosswalk) is that portion of a roadway at an intersection that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway. This does not include crosswalks located in mid-blocks.

02 (Intersection-In Unmarked Crosswalk) is that portion of the roadway at an intersection outside of the lateral lines that connect the curbs.

03 (Intersection-Not In Crosswalk) refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.

09 (Intersection-Unknown Location) is used when a person is known to be at an intersection, but the case materials do not give sufficient details to establish the location.

10 (Non-Intersection-In Marked Crosswalk) is used when a person is in the portion of the roadway, not at an intersection, that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

11 (Non-Intersection-On Roadway, Not in Marked Crosswalk) refers to a person in a travel lane that is not using an available crosswalk or there is not a crosswalk at this location.
.
13 (Non-Intersection - On Roadway, Crosswalk Availability Unknown) is used when it cannot be determined if a crosswalk was available.

14 (Parking Lane/Zone) refers to a person in an area on the roadway, or next to the roadway, on which parking is permitted in marked or unmarked spaces. This includes curbside and edge of roadway parking (for example, legal residential parking, city-street parking, etc.). Sometimes a strip of roadway can be designated for parking at certain hours of the day (parking lane) and for regular travel at other hours (travel lane). This code should NOT be used during hours when parking is NOT permitted (see **11 (Non-Intersection-On Roadway, Not in Marked Crosswalk)**).

16 (Bicycle Lane) is any road, path or way that is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles (Dedicated Bike Lane).

20 (Shoulder/Roadside) - Shoulder is that part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and lateral support of the roadway structure. Roadside is the outermost part of the trafficway from the property line or other boundary in to the edge of the first road. *For persons on a sidewalk on the roadside select 21 (Sidewalk).*

21 (Sidewalk) is any improved surface primarily constructed for use by pedestrians. *Do not select this attribute for sidewalks within a 23 (Driveway Access), 22 (Median/Crossing Island), 25 (Non-Trafficway Area).*

22 (Median/Crossing Island) - Median is an area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide. Crossing Island is a cement or grassy area in the middle of a trafficway.

23 (Driveway Access) is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway.

24 (Shared-Use Path/Trail) is a bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or an independent right-of-way. Shared-Use Paths will also be used by pedestrians, skaters, wheelchairs, joggers and other non-motorized users.

25 (Non-Trafficway Area) is not physically located on any land way open to the public as a matter of right or custom for moving persons or property from one place to another. For example: a person in a parking lot, a yard, or in a house.

28 (Other) is used when the location stated in the case materials does not reflect the listed attributes for this data element.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

    Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown Location) is used when the case materials state that the location of the non-motorist was unknown at the time of the crash.

__Note: In 2011 GES adopted the FARS element format. Prior to 2011 the GES Non-Motorist Location at Time of Crash data element contained one additional attributes - 0 (Motor Vehicle Occupant).__

Consistency Checks:

	IF	THEN
(1P2F)	PERSON TYPE equals 10,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
(1P9G)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 20,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 02-04, 15.*
(1P0H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 02-04, 07-10, 15-16, 20.*
(1P1H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 22,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01, 02, 04, 07-08, 15, 20.*
(1P2H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 12, 15.*

IF	THEN
(1P3H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01, 03-04, 10.**
(1P4H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01-04, 10, 12, 15-17, 20.**
(1P5H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 28, 98-99,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 01, 03-04, 10, 12, 15-16, 20.**
(1P6H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 16,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 04, 16.**
(1P7H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 01, 05, 12, 17.**
(1P8H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 02.**
(1P9H)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,**	**NON-MOTORIST ACTION/CIRCUMS-TANCES AT TIME OF CRASH should not equal 02, 05, 12, 15-16.**
(1PH0)	**NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,**	**NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 07-09.**
(440F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 01,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 01-03, 09-11, 13, **16,** 23, 98 or 99.
(450F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 07,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 14.
(460F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 02,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 02, 20.
(470F)	FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 03, 08, 10,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 20, 22, 98, 99.
(480F)	FIRST HARMFUL EVENT equals 8-09, 15, and RELATION TO TRAFFICWAY equals 04, 06,	there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 16, 20-21, 24-25, 28, 98, 99.

	IF	**THEN**

(490F)   FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 05,
      there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 24-25.

(530F)   FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 99,
      there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 98, 99.

(531F)   FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 11,
      there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 11.

(PB24)   PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 14, 16, 20, 21, 22, 24 or 25,
      PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 230, 320, 410, 420, 430, 440, 459, 510, 520, 590, 830 or 890.

(PB25)   PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 01-03 or 09,
      PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.

(U150)   UNLIKELY: NON-MOTORIST LOCATION AT TIME OF CRASH equals 16, 25.

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NON-MOTORIST ACTION/CIRCUMSTANCES
PRIOR TO CRASH

FORMAT: 2 numeric. Select all that apply.

SAS NAME: nmprior.MPR_ACT

ELEMENT VALUES:

01	Going To or From School (K-12)
02	Waiting to Cross Roadway
03	Crossing Roadway
04	Jogging/Running
05	Movement Along Roadway with Traffic (In or Adjacent to Travel Lane)
06	Movement Along Roadway Against Traffic (In or Adjacent to Travel Lane)
07	Movement on Sidewalk
08	In Roadway – Other (Working, Playing, etc.)
09	Adjacent to Roadway (e.g., Shoulder, Median)
10	Working in Trafficway (Incident Response)
11	Entering/Exiting a Vehicle
12	Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)
14	Other
15	None
98	Not Reported
99	Unknown

Remarks:

Select all that apply.

The action of the non-motorist immediately prior to their involvement in the crash and an indication of whether the non-motorist was walking/cycling to/from school.

01 (Going To or From School [K-12]) includes person age 5-18 or an adult supervising persons age 5 - 18 going to or from a school for any reason. Examples are going to a school dance, sports practice or extracurricular activities.

02 (Waiting to Cross Roadway) is used when the non-motorist is near the curb or the roadway edge waiting to cross a roadway anywhere along the roadway.

03 (Crossing Roadway) is used when the non-motorist was moving across the travel lanes with the goal of crossing the roadway.

04 (Jogging/Running) is used when the pedestrian was running or jogging.

05 (Movement Along Roadway with Traffic [In or Adjacent to Travel Lane]) is used when the non-motorist was not on a sidewalk and was moving in the same direction of traffic, either in the travel lane or adjacent to it.

06 (Movement Along Roadway Against Traffic [In or Adjacent to Travel Lane]) is used when the non-motorist was not on a sidewalk and was moving in the opposite direction of traffic (facing oncoming vehicles), either in the travel lane or adjacent to it.

07 (Movement on Sidewalk) is used when the non-motorist was moving (not standing) on the sidewalk.

08 (In Roadway - Other [Working, Playing, Etc.]) is used when the non-motorist was in the roadway but not crossing it. Examples include conducting maintenance, playing in the roadway, or lying in the roadway.

09 (Adjacent to Roadway [e.g., Shoulder, Median]) is used when the non-motorist was in an area immediately adjacent to the roadway, such as a median or a shoulder, but not a sidewalk.

10 (Working in Trafficway [Incident Response]) is used when the non-motorist was in the roadway as part of an official response to an incident, such as a firefighter moving between an emergency vehicle and a crash involved vehicle.

11 (Entering/Exiting a Vehicle) is used when a pedestrian was in the act of entering or had just exited a motor vehicle.

12 (Disabled Vehicle Related [Working on, Pushing, Leaving/Approaching]) is used when the pedestrian was outside of a disabled vehicle for any of a number of reasons, including working on it, pushing it, leaving it, or approaching it.

14 (Other) is used when the actions or circumstances stated in the case materials do not reflect the listed attributes for this data element.

15 (None) is used when the case materials specifically states that the non-motorist did not have any actions or circumstances prior to the crash.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

 Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when the case materials state that the action or circumstances of the non-motorist prior to the crash was unknown.

Consistency Checks:

<div align="center">

IF   THEN

</div>

(1P3F)   *PERSON TYPE equals 10,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 01-12, and NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 00-20.*

(1P4F)   *PERSON TYPE equals 04,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 04, 12.*

(1P5F)   *PERSON TYPE equals 06-08, 19,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 04.*

(1P6F)   *PERSON TYPE equals 10,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 01-12.*

(1P7F)   *PERSON TYPE equals 04,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 07, 10-11.*

(1P8F)   *PERSON TYPE equals 06-07,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 10-12.*

(1P9F)   *PERSON TYPE equals 08,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 11.*

(1P1G)   *PERSON TYPE equals 19,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH should not equal 11-12.*

(4X5F)   NON-MOTORIST ACTION/ CIRCUM-STANCES PRIOR TO CRASH is selected 04,   NON-MOTORIST ACTION/ CIRCUM-STANCES PRIOR TO CRASH attributes 05-06 should also be selected.

(4X7F)   any NON MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH equals 15 or 98 or 99,   only that one code and no other must be coded for this person.

(PB15)   *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 910,*   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must equal 03.*

(PB19)   *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 08,*   *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 510, 520, 590, 830 or 890.*

(PB20)   *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 510, 520 or 590,*   *at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 02.*

IF	THEN
(PB27) *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 05, and PERSON TYPE equals 05 or 08,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410 or 420.*
(PB28) *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 06, and PERSON TYPE equals 05 or 08,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 430 or 440.*
(PB29) *NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH equals 04, and PERSON TYPE equals 05 or 08,*	*PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410, 420, 430, 440 or 459.*
(PB37) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 311, 312 or 313,*	*at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 08 or 10.*
(PB38) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 410 or 420, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION equals 5 or 8,*	*at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 05.*
(PB39) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 430 or 440, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION equals 5 or 8,*	*at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 06.*
(PB62) *PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220,*	*at least one NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH must equal 12.*

NON-MOTORIST ACTION/CIRCUMSTANCES
AT TIME OF CRASH

FORMAT: 2 numeric. Select all that apply.

SAS NAME: nmcrash.MTM_CRSH

ELEMENT VALUES:

00	No Improper Action
01	Dart/Dash
02	Failure to Yield Right-Of-Way
03	Failure to Obey Traffic Signs, Signals or Officer
04	In Roadway Improperly (Standing, Lying, Working, Playing)
05	Entering/Exiting *Parked/Standing* Vehicle
06	Inattentive (Talking, Eating, etc.)
07	Improper Turn/Merge
08	Improper Passing
09	Wrong-Way Riding or Walking
10	Driving on Wrong Side of Road
12	Improper Crossing of Roadway or Intersection (Jaywalking)
13	Failing to Have Lights on When Required
14	Operating Without Required Equipment
15	Improper or Erratic Lane Changing
16	Failure to Keep in Proper Lane or Running Off Road
17	Making Improper Entry to or Exit from Trafficway
18	Operating the Vehicle in Other Erratic, Reckless, Careless or Negligent Manner
19	Not Visible (Dark Clothing, No Lighting, etc.)
20	Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle
21	Other
98	Not Reported
99	Unknown

Remarks:

The actions/circumstances of the non-motorist that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

00 (No Improper Action) is used when the investigating officer states that no improper action was taken by the non-motorist.

01 (Dart/Dash) is used when a non-motorist either ran, rode, etc., into the roadway in front of a motorist whose view of the non-motorist was not obstructed or the non-motorist walked, ran,

rode, etc., into the road and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

For example:
1. A pedestrian runs into the roadway in front a motorist whose view of the pedestrian was blocked until an instant before impact.
2. A bicyclist enters the roadway in front of a motorist whose view of the bicyclist was not obstructed.

19 (Not Visible [Dark Clothing, No Lighting, etc.]) is used when the non-motorist was not visible to the motorist because of blocked views, insufficient lighting or other reasons.

21 (Other) is used when the case materials state that an action(s)/circumstances(s) by the non-motorist may have contributed to the crash, but are not listed in these attributes.

98 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these situations:
- *A coded data block exists and it is left blank, and*
- *No other information is available (e.g., narrative, diagram or case materials)*

99 (Unknown) is used when the case materials state that the action(s)/circumstance(s) of the non-motorist was unknown at the time of the crash.

Consistency Checks:

	IF	THEN
(1N4F)	any NON-MOTORIST SAFETY EQUIPMENT equals 5,	NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH should not equal 13.
(1P3F)	*PERSON TYPE equals 10,*	*NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must not equal 01-12, and NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 00-20.*
(1P0G)	*PERSON TYPE equals 05,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 07-08, 10, 13-18, 20.*
(1P2G)	*PERSON TYPE equals 10,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01-10, 12-20.*
(1P3G)	*PERSON TYPE equals 04, 06-07,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 04.*

IF	THEN
(1P4G)	*PERSON TYPE equals 04, 06-08, 19,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 05.*
(1P5G)	*PERSON TYPE equals 08,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 20.*
(1P9G)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 20,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 02-04, 15.*
(1P0H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 02-04, 07-10, 15-16, 20.*
(1P1H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 22,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01, 02, 04, 07-08, 15, 20.*
(1P2H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 12, 15.*
(1P3H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01, 03-04, 10.*
(1P4H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH must not equal 01-04, 10, 12, 15-17, 20.*
(1P5H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 28, 98-99,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 01, 03-04, 10, 12, 15-16, 20.*
(1P6H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 16,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 04, 16.*
(1P7H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 01, 05, 12, 17.*
(1P8H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 02.*
(1P9H)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,*	*NON-MOTORIST ACTION/CIRCUMS-TANCES AT TIME OF CRASH should not equal 02, 05, 12, 15-16.*
(1PH0)	*NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,*	*NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 07-09.*
(4X8F)	any NON MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH equals 00 or 98 or 99,	only that one code and no other must be coded for this person.

IF	THEN
(PB16) *PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357,*	*at least one NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH must equal 02.*
(PB18) *PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 741 or 742,*	*at least one NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH must equal 01.*
(PB26) *NON-MOTORIST ACTION/CIRCUM- STANCES AT TIME OF CRASH equals 02, and PERSON TYPE equals 06 or 07,*	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357.*

NON-MOTORIST SAFETY EQUIPMENT

FORMAT: 1 numeric. Select all that apply.

SAS NAME: Safety.MSAFEQMT

ELEMENT VALUES:

1   None Used
2   Helmet
3   Reflective Equipment/Clothing (jacket, backpack, etc.)
4   Protective Pads Used (elbows, knees, shins, etc.)
5   Lighting
7   Other Safety Equipment
8   Not Reported
9   Unknown if Used

Remarks:

Select all that apply.

1 (None Used) is used when the case materials specifically states that the non-motorist was not wearing or carrying any type of safety equipment.

2 (Helmet) is used when the case materials indicate that the non-motorist was wearing a safety helmet. The non-motorist does not have to be riding a bicycle at the time of the crash to use this attribute. ***For a non-motorist wearing a motorcycle helmet, use the attribute 7 (Other Safety Equipment).***

3 (Reflective Equipment/Clothing) is used when the case materials indicate that the non-motorist was wearing or carrying some type of reflective equipment. The emphasis is on the reflective property of the equipment and does not include devices which give off light under their own power (e.g. flashlights). The equipment can be reflective tape affixed to regular clothing, special reflective clothing, a reflective device that is worn or a reflective device that is carried. It can be made by the non-motorist and does not have to be specially designed as a safety device.

4 (Protective Pads Used) is used when the case materials indicate the non-motorist was wearing padded, shaped attachments to protect specific areas of the body (elbows, knees, shins, etc.) from injury.

5 (Lighting) is used when a non-motorist uses a light on his/her person or on a pedalcycle or personal conveyance for safety purposes, to include flashlights.

7 (Other Safety Equipment) is used when the case materials indicate that the non-motorist was using safety equipment but it does not fit into the listed attributes. Any clothing that is

non-reflective but considered to be safety equipment (hi-glo orange clothing) should be coded using this attribute. ***Also use this attribute for a non-motorist wearing motorcycle safety equipment (e.g. motorcycle helmet).***

8 (Not Reported)
If a state's crash report manual instructs to leave blank data blocks that are not applicable, then a blank in those data blocks are NOT considered "**Not Reported**".

   Code **8 (Not Reported)** in these situations:
   - ***A coded data block exists and it is left blank, and***
   - ***No other information is available (e.g., narrative, diagram or case materials)***

9 (Unknown If Used) if the investigating officer indicates that it is unknown if safety equipment was used.

<u>**Consistency Checks:**</u>

IF		THEN
(1N2F)	PERSON TYPE equals 10,	at least one NON-MOTORIST SAFETY EQUIPMENT should equal 1.
(1N4F)	any NON-MOTORIST SAFETY EQUIPMENT equals 5,	NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH should not equal 13.
(4X9F)	any NON-MOTORIST SAFETY EQUIPMENT equals *1* or 8 or 9,	only that one code and no other must be coded for this person.
(8T0F)	any NON-MOTORIST SAFETY EQUIPMENT equals 2,	PERSON TYPE *should* equal 06-08.

CONDITION (IMPAIRMENT) AT TIME OF CRASH

FORMAT: 2 numeric. Select all that apply.

SAS NAME: Nmimpair.NMIMPAIR

ELEMENT VALUES:

00	None/Apparently Normal
01	Ill, Blackout
02	Asleep or Fatigued
03	Walking with a Cane or Crutches
04	Paraplegic Or Restricted To Wheelchair
05	Impaired Due To Previous Injury
06	Deaf
07	Blind
08	Emotional (depressed, angry, disturbed, etc)
09	Under the Influence of Alcohol, Drugs or Medication
10	Physical Impairment – No Details
96	Other Physical Impairment
98	Not Reported
99	***Unknown If Impaired***

Remarks:

This elements values and remarks are identical to Driver Level element D23. Please see page ***461*** for remarks.

Consistency Checks:

IF	THEN
(1P6G) PERSON TYPE equals 04, 06-08, 19,	*CONDITION (IMPAIRMENT) AT TIME OF CRASH must not equal 03.*
(1P7G) PERSON TYPE equals 05-07, 19,	*CONDITION (IMPAIRMENT) AT TIME OF CRASH should not equal 04.*
(1P8G) PERSON TYPE equals 10,	*CONDITION (IMPAIRMENT) AT TIME OF CRASH should not equal 01-10, 96.*
(4X3F) any CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 00 or 98 or 99,	only that one code and no other must be coded for this person.

	IF	**THEN**

(4X6F) any CONDITION (IMPAIRMENT) AT POLICE REPORTED ALCOHOL
        TIME OF CRASH (NM14) equals 09, INVOLVEMENT (NM15) or POLICE
                                         REPORTED DRUG INVOLVEMENT
                                         (NM18) *must* equal 1 for this person.

(U590) UNLIKELY: <u>any</u> CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14)
        equals 05 or 07.

POLICE REPORTED ALCOHOL INVOLVEMENT

FORMAT: 1 numeric

SAS NAME: Person.DRINKING

ELEMENT VALUES:

0	No (Alcohol Not Involved)
1	Yes (Alcohol Involved)
8	Not Reported
9	Unknown (Police Reported)

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P16. Please see page ***645*** for remarks.

Consistency Checks:

	IF	THEN
(4X6F)	any CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 09,	POLICE REPORTED ALCOHOL INVOLVEMENT (NM15) or POLICE REPORTED DRUG INVOLVEMENT (NM18) ***must*** equal 1 for this person.
(8S0P)	METHOD OF ALCOHOL DETERMIN-ATION BY POLICE equals 9,	POLICE REPORTED ALCOHOL INVOLVEMENT must equal 0-1, 8-9.
(D090)	VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE REPORTED DRUG INVOLVEMENT should equal 1.
(P072)	PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.
(P110)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 1-5, 8,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 1.
(P200)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 8-9,	METHOD OF ALCOHOL DETERMINATION BY POLICE should equal 9.
(P300)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0-1.

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METHOD OF ALCOHOL DETERMINATION BY POLICE

FORMAT: 1 numeric

SAS NAME: Person.ALC_DET

ELEMENT VALUES:

1	Evidential Test (breath, blood, urine)
2	Preliminary Breath Test (PBT)
3	Behavioral
4	Passive Alcohol Sensor (PAS)
5	Observed
8	Other (e.g., Saliva test)
9	Not Reported

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P17. Please see page *649* for remarks.

Consistency Checks:

	IF	THEN
(8S0P)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 9,	POLICE REPORTED ALCOHOL INVOLVEMENT must equal 0-1, 8-9.
(P110)	METHOD OF ALCOHOL DETERMINATION BY POLICE equals 1-5, 8,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 1.
(P200)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 8-9,	METHOD OF ALCOHOL DETERMINATION BY POLICE should equal 9.

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ALCOHOL TEST

FORMAT: 3 sets, 1 set, 1 numeric, 2 sets, 2 numeric

SAS NAME: Person.ALC_STATUS, Person.ATST_TYP, Person.ALC_RES

ELEMENT VALUES:

SAS GES	FARS	
		Subfield 1 – Test Status
0	0	Test Not Given
1	1	Test Refused
2	2	Test Given
8	8	Not Reported
9	9	Unknown if Tested
		Subfield 2 – Test Type
00	00	Test Not Given
01	01	Blood
02	02	Breathalyzer "BAC"
10	10	Preliminary Breath Test (PBT)
03	03	Urine
XX	04	Vitreous
XX	05	Blood Plasma/Serum
XX	06	Blood Clot
XX	07	Liver
08	08	Other Test Type
98	98	Unknown Test Type
95	95	Not Reported
99	99	Unknown if Tested
		Subfield 3 – Test Result
00-93	00-93	Actual Value
94	94	.94 or Greater
96	96	Test Not Given
97	97	AC Test Performed, Results Unknown
98	98	Positive Reading With No Actual Value
95	95	Not Reported
99	99	Unknown if Tested

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P18. Please see page *653* for remarks.

Consistency Checks:

	IF	THEN
(5T6P)	If ALCOHOL TEST STATUS equals 2, and ALCOHOL TEST TYPE equals 98,	ALCOHOL TEST RESULTS must equal 00-94, 97-98.
(5T7P)	ALCOHOL TEST STATUS equals 0, 1,	ALCOHOL TEST TYPE must equal 00, and ALCOHOL TEST RESULT must equal 96.
(5T8P)	ALCOHOL TEST STATUS equals 9,	ALCOHOL TEST TYPE must equal 99, and ALCOHOL TEST RESULT must equal 99.
(5T9P)	ALCOHOL TEST STATUS equals 2,	ALCOHOL TEST TYPE must equal 01-10, 98, and ALCOHOL TEST RESULT must equal 00-94, 97-98.
(5TCP)	ALCOHOL TEST STATUS equals 8,	ALCOHOL TEST TYPE must equal 95, and ALCOHOL TEST RESULT must equal 95.
(P071)	PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	ALCOHOL TEST STATUS should not equal *9,* ALCOHOL TEST TYPE should not equal *99*, and ALCOHOL TEST RESULT should not equal *99*.
(P072)	PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.
(P074)	*PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,*	*ALCOHOL TEST STATUS must not equal 8, ALCOHOL TEST TYPE must not equal 95, and ALCOHOL TEST RESULT must not equal 95.*
(P080)	ALCOHOL TEST RESULTS should not equal 34-94.	
(P300)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0-1.

POLICE REPORTED DRUG INVOLVEMENT

FORMAT: 1 numeric

SAS NAME: Person.DRUGS

ELEMENT VALUES:

0	No (Drugs Not Involved)
1	Yes (Drugs Involved)
8	Not Reported
9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P19. Please see page ***659*** for remarks.

Consistency Checks:

	IF	THEN
(4X6F)	any CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 09,	POLICE REPORTED ALCOHOL INVOLVEMENT (NM15), or POLICE REPORTED DRUG INVOLVEMENT (NM18) **must** equal 1 for this person.
(BQ0P)	METHOD OF DRUG DETERMIN-ATION BY POLICE equals 8,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8-9.
(BR0P)	METHOD OF DRUG DETERMIN-ATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8.
(D090)	VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03,	POLICE REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE REPORTED DRUG INVOLVEMENT should equal 1.
(P140)	POLICE REPORTED DRUG INVOLVEMENT equals 8-9,	METHOD OF DRUG DETERMINATION BY POLICE should equal 8.
(P150)	POLICE REPORTED DRUG INVOLVEMENT equals 1,	DRUG TEST RESULTS should not equal 000.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMIN-ATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.
(P170)	METHOD OF DRUG DETERMIN-ATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT should equal 0, 1.

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METHOD OF DRUG DETERMINATION BY POLICE

FORMAT: 1 numeric

SAS NAME: Person.DRUG_DET

ELEMENT VALUES

1	Evidential Test (Blood, Urine)
2	Drug Recognition Technician (DRT) determination
3	Behavioral
7	Other
8	Not Reported

Remarks:

None.

Consistency Checks:

	IF	THEN
(BQ0P)	METHOD OF DRUG DETERMINATION BY POLICE equals 8,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8-9.
(BR0P)	METHOD OF DRUG DETERMINATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT must equal 0, 1, 8.
(P140)	POLICE REPORTED DRUG INVOLVEMENT equals 8-9,	METHOD OF DRUG DETERMINATION BY POLICE should equal 8.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.
(P170)	METHOD OF DRUG DETERMINATION BY POLICE equals 1-7,	POLICE REPORTED DRUG INVOLVEMENT should equal 0, 1.

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DRUG TEST

FORMAT: 3 sets: 2 sets, 1 numeric; 1 set, 3 numeric

SAS NAME: Person.DSTATUS, Person.DRUGTST1, Person.DRUGTST2, Person.DRUGTST3, Person.DRUGRES1, Person.DRUGRES2, Person.DRUGRES3

ELEMENT VALUES:

GES	FARS	
		Subfield 1 – Test Status
0	0	Test Not Given
1	1	Test Refused
2	2	Test Given
8	8	Not Reported
9	9	Unknown if Tested
		Subfield 2 – Test Type
0	0	Test Not Given
1	1	Blood
2	2	Urine
3	3	Both: Blood and Urine Tests
7	7	Unknown Test Type
8	8	Other Test Type
6	6	Not Reported
9	9	Unknown if Tested
		Subfield 3 – Test Result
000	000	Test Not Given
001	001	*Tested,* No Drugs **Found**/Negative
XXX	100-295	Narcotic*
XXX	300-395	Depressant*
XXX	400-495	Stimulant*
XXX	500-595	Hallucinogen*
XXX	600-695	Cannabinoid*
XXX	700-795	Phencyclidine (PCP)*
XXX	800-895	Anabolic Steroid*
XXX	900-995	Inhalant*
XXX	996	Other Drug
997	997	Test for Drug, Results Unknown
998	998	Tested for Drugs, Drugs Found, Type Unknown/Positive
095	095	Not Reported
999	999	Unknown If Tested
		* See Specific Drug Listings
		*** Test Result _does_ _not_ include Aspirin, Nicotine or Alcohol. See Remarks below.**

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P21. Please see page *665* for remarks.

See Alphabetical and Numerical List of Drugs under element P21. Also reference "Examples for Interpreting Drug Tests" under element P21.

Consistency Checks:

	IF	THEN
(BT1P)	DRUG TEST STATUS equals 0, 1,	all DRUG TEST TYPE must equal 0, and all DRUG TEST RESULT must equal 000.
(BT2P)	DRUG TEST STATUS equals 8,	all DRUG TEST TYPE must equal 6, and all DRUG TEST RESULT must equal 095.
(BT3P)	DRUG TEST STATUS equals 2,	at least one DRUG TEST TYPE must equal 1-8, <u>and one</u> corresponding DRUG TEST RESULT must equal 001, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996-998.
(BT6P)	DRUG TEST STATUS equals 9,	all DRUG TEST TYPE must equal 9, and all DRUG TEST RESULT must equal 999.
(BT7P)	*DRUG TEST STATUS equals 2, and DRUG TEST RESULT <u>one</u> equals 001, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996, 997, 998,*	*DRUG TEST RESULT <u>two and three</u> must not equal 999.*
(P073)	PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,	DRUG TEST STATUS should not equal *9*, and any DRUG TEST TYPE should not equal *9*, and any DRUG TEST RESULTS should not equal *999*.
(P075)	*PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4,*	*DRUG TEST STATUS must not equal 8, any DRUG TEST TYPE must not equal 6, and any DRUG TEST RESULTS must not equal 095.*
(P150)	POLICE REPORTED DRUG INVOLVEMENT equals 1,	DRUG TEST RESULTS should not equal 000.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMIN-ATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.

TRANSPORTED TO MEDICAL FACILITY BY

FORMAT: 1 numeric

SAS NAME: Person.Hospital

ELEMENT VALUES:

0	Not Transported
1	EMS Air
5	EMS Ground
3	EMS Unknown Mode
2	Law Enforcement
4	Transported Unknown Source
6	Other
8	Not Reported
9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P22. Please see page *685* for remarks.

Consistency Checks:

	IF	THEN
(2U3F)	INJURY SEVERITY equals 3,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 0.
(A551)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	TRANSPORTED TO MEDICAL FACILITY BY should not equal 1, 3, 5 for any PERSON.
(P090)	TRANSPORTED TO MEDICAL FACILITY BY equals 1-6,	INJURY SEVERITY should not be blank, 0, 9.
(P091)	TRANSPORTED TO MEDICAL FACILITY BY equals 1, 3, 5,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P092)	TRANSPORTED TO MEDICAL FACILITY BY equals 0,	INJURY SEVERITY should not equal 3.
(P50P)	DIED AT SCENE/EN ROUTE equals 7,	TRANSPORTED TO MEDICAL FACILITY BY must equal 0.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

	IF	**THEN**
(P55P)	TRANSPORTED TO MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

Consistency Checks (FARS Only:

	IF	**THEN**
(P52P)	DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO MEDICAL FACILITY BY must equal *8 or* 9.

DIED AT SCENE/EN ROUTE

FORMAT: 1 numeric

SAS NAME: Person.DOA

ELEMENT VALUES:

0	Not Applicable
7	Died at Scene
8	Died En Route
9	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P23. Please see page ***689*** for remarks.

Consistency Checks:

	IF	THEN
(1R1P)	If DIED AT SCENE/EN ROUTE equals 7-8,	INJURY SEVERITY must equal 4.
(P50P)	DIED AT SCENE/EN ROUTE equals 7,	TRANSPORTED TO MEDICAL FACILITY BY must equal 0.
(P510)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	DIED AT SCENE/EN ROUTE should not equal 8 for any PERSON.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.
(P530)	*EMS TIME AT HOSPITAL equals 9996,*	*DIED AT SCENE/EN ROUTE must equal 8 for at least one person.*
(P53P)	INJURY SEVERITY equals 0-3, 5-6,	DIED AT SCENE/EN ROUTE must equal 0.
(P54P)	DIED AT SCENE/EN ROUTE equals 8,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P55P)	TRANSPORTED TO MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

Consistency Checks (FARS Only:

IF	THEN
(P52P) DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO MEDICAL FACILITY BY must equal *8 or* 9.

DEATH DATE

FORMAT: 2 sets of 2 numeric, 1 set of 4 numeric

SAS NAME: Person.DEATH_DA; Person.DEATH_MO; Person.DEATH_YR

ELEMENT VALUES:

Month:
88   Not Applicable (Non-fatal)
01-12
 99   Unknown

Day:
88   Not Applicable (Non-fatal)
01-31
 99   Unknown

Year:
8888   Not Applicable (Non-fatal)
        Actual Year of Death
9999   Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P24. Please see page **691** for remarks.

Consistency Check:

IF	THEN
(1U1F) INJURY SEVERITY equals 4,	DEATH DATE must not equal 88888888.
(1V0P) DEATH MONTH or DAY equals 88, or DEATH YEAR equals 8888,	all must equal 8's.
(2U1F) INJURY SEVERITY is not equal to 4,	DEATH DATE must equal 88888888.
(2V0P) DEATH DAY is 01-31, and DEATH MONTH is 01-12,	DEATH DAY must be a valid day for DEATH MONTH.
(3U0P) DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999,	DEATH TIME must not be less than CRASH TIME.
(4V1F) INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.

	IF	**THEN**
(4V2F)	CRASH MONTH equals 12, and DEATH MONTH equals 01,	DEATH YEAR must equal CRASH YEAR plus 1.
(4V3F)	CRASH MONTH equals 12,	DEATH MONTH must equal 01, 12, 88, 99, or blanks.
(4V4F)	CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88, 99 or blanks,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.
(4V5F)	CRASH MONTH equals 01, and DEATH MONTH is not equal to 88, 99 or blanks,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1 or CRASH MONTH plus 2.
(4V6P)	DEATH MONTH is not equal to blanks,	DEATH DAY and DEATH YEAR must not equal blanks.
(4V7P)	DEATH DAY is not equal to blanks,	DEATH MONTH and DEATH YEAR must not equal blanks.
(4V8P)	DEATH YEAR is not equal to blanks,	DEATH MONTH and DEATH DAY must not equal blanks.
(6V0P)	DEATH DATE must not be less than CRASH DATE.	
(7V0F)	DEATH YEAR equals 9999,	CRASH MONTH must not be 01-11.
(8V0P)	DEATH YEAR equals 9999,	DEATH MONTH and DEATH DAY must equal 99.
(9V0P)	DEATH MONTH equals 99,	DEATH DAY must equal 99.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

DEATH TIME

FORMAT: 4 numeric

SAS NAME: Person.DEATH_HR; Person.DEATH_MN; Person.DEATH_TM

ELEMENT VALUES:

8888	Not Applicable (Non-fatal)
0000-2359	Valid Military Time
0099-2399	Known Hour but Unknown Minutes
9999	Unknown

Remarks:

This elements values and remarks are identical to Person Level (MV Occupant) Level element P25. Please see page *693* for remarks.

Consistency Checks:

	IF	THEN
(1U2F)	INJURY SEVERITY equals 4,	DEATH TIME must not equal 8888.
(2U2F)	INJURY SEVERITY is not equal to 4,	DEATH TIME must equal 8888.
(3U0P)	DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999,	DEATH TIME must not be less than CRASH TIME.
(4V1F)	INJURY SEVERITY equals 4,	DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

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RELATED FACTORS – PERSON (NOT A MOTOR VEHICLE OCCUPANT) LEVEL

FORMAT: 2 numeric occurring 3 times

SAS NAME: Person.P_SF1, Person.P_SF2, Person.P_SF3

ELEMENT VALUES:

00	None
08	Mentally Challenged
09	Construction/Maintenance/Utility Worker
13	Motorized Wheelchair Rider
18	Mother of Dead Fetus/ *Mother of Infant Born Post Crash*
21	Overloading or Improper Loading of Vehicle With Passengers or Cargo
26	Following Improperly
37	*Traveling on Prohibited Trafficways
40	Passing Through or Around Barrier
41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them
42	Failure to Signal Intentions
51	Operator Inexperience
52	Unfamiliar with Roadway
56	Non-Driver Flees Scene
57	Improper Tire Pressure
60	Rain, Snow, Fog, Smoke, Sand, Dust
61	Reflected Glare, Bright Sunlight, Headlights
62	Curve, Hill, or Other Design Features (including traffic signs, embankment)
63	Building, Billboard, Other Structures
64	Trees, Crops, Vegetation
65	Motor Vehicle (including load)
66	Parked Vehicle
67	Splash or Spray of Passing Vehicle
68	Inadequate Lighting System
69	Obstructing Angles on Vehicle
70	Mirrors
72	Other Visual Obstruction
73	Severe Crosswind
74	Wind From Passing Truck
75	Slippery or Loose Surface
76	Tire Blowout or Flat
77	Debris or Objects in Road
78	Ruts, Holes, Bumps in Road
80	Vehicle in Road
81	Phantom Vehicle
82	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances

83   Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road
86   Emergency Services Personnel
87   Police or Law Enforcement Officer
90   Non-Motorist Pushing a Vehicle
91   Portable Electronic Devices
99   Unknown

Element Values:

Related Factors	Examples/Notes
Blanks	
00 None	
08 Mentally Challenged	Mental illness/retardation may be included.
09 Construction/Maintenance/Utility Worker	Highway department, contractor, utility company personnel, etc.
13 Motorized Wheelchair Rider	Pedestrian riding in a motorized wheelchair.
18 Mother of Dead Fetus/ *Mother of Infant Born Post Crash*	Fetus dies in or as a result of this crash.
21 Overloading or Improper Loading of Vehicle With Passengers or Cargo	Overloading bicycle, passenger or handlebars.
26 Following Improperly	Bicyclist following too closely or attempting to grab on to vehicle. Also applies to skateboard riders, roller bladders, etc.
37 *Traveling on Prohibited Trafficways	Persons not in motor vehicles in-transport on areas prohibited by law, such as interstates. Persons not in motor vehicles in-transport on prohibited trafficways, e.g., bicyclist on interstate.
40 Passing Through or Around Barrier	Denotes "demarcated" area.

	Related Factors	Examples/Notes
41	*Failure to Observe Warnings or Instructions on Vehicles Displaying Them	Failure to follow construction instructions (i.e., arrows directing traffic mounted on vehicle), instructions on emergency vehicles (ambulances, fire trucks, police cars). Failure to observe right-turn warning on trucks, buses. Failure to heed hazard lights on disabled vehicle, school bus arm.
42	Failure to Signal Intentions	Failure to signal by either lamp turn signal or hand.
51	Operator Inexperience	Persons not in motor vehicles in-transport unfamiliar with transport device.
52	Unfamiliar with Roadway	Persons not in motor vehicles in-transport unfamiliar with roadway, based on the judgment of the police officer.
56	Non-Driver Flees Scene	Flags the non-driver who left the scene of a Hit-and-Run crash. Examples: passenger of motor vehicle in-transport fled scene on foot. Occupant of an involved parked vehicle leaves by driving their vehicle from the scene. A bicyclist clipped by a vehicle that runs off the road and overturns, leaves the scene on their bike. An involved motor vehicle in-transport is driven away by a passenger in that vehicle.
57	Improper Tire Pressure	Signifies that improper tire pressure is not a defect, but rather the irresponsibility of the persons not in motor vehicles in-transport.
Vision Obscured by:		
60	Rain, Snow, Fog, Smoke, Sand, Dust	
61	Reflected Glare, Bright Sunlight, Headlights	

	Related Factors	Examples/Notes
62	Curve, Hill, or Other Design Features (including traffic signs, embankment)	
63	Building, Billboard, Other Structures	
64	Trees, Crops, Vegetation	
65	Motor Vehicle (including load)	Vision Obscured by: • Car stopped on roadway. • Tractor-trailer moving on road. • School bus stopped, loading or unloading children.
66	Parked Vehicle	Vision obscured by: Vehicle stopped on shoulder, in parking lane.
67	Splash or Spray of Passing Vehicle	
68	Inadequate Lighting System	
69	Obstructing Angles on Vehicle	Vision Obscured by: • Obstructing angles on this person's vehicle. Not to be confused with visual obstructions from other vehicles. (See **Motor Vehicle (including load)** and **Parked Vehicle**.)
70	Mirrors	Vision Obscured by: • Rear view • Side mirrors • Others
72	Other Visual Obstruction	Trailer (only) left parked.
Skidding Swerving, <u>Sliding Due To:</u>		
73	Severe Crosswind	
74	Wind From Passing Truck	

	Related Factors	Examples/Notes
75	Slippery or Loose Surface	Refers to actual condition of roadway surface, e.g., loose gravel roadway. Slippery or old worn blacktop. Newly paved surface.
76	Tire Blowout or Flat	
77	Debris or Objects in Road	Nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, etc.
78	Ruts, Holes, Bumps in Road	
80	Vehicle in Road	Includes both contact and non-contact vehicles that remain at the scene.
81	Phantom Vehicle	Non-contact vehicle that leaves the scene as described by the police officer.
82	Pedestrian, Pedal Cyclists, or Persons on Personal Conveyances.	
83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road	This is for the substances on roadway that causes roadway to be slick, which may interfere with traction. These are not part of the roadway design (see **Slippery or Loose Surface**).
	Other Non-Motorist Factors:	
86	Emergency Services Personnel	Includes fire, EMS, wrecker service personnel.
87	Police or Law Enforcement Officer	Federal, State or local law enforcement officer working at the time of the crash. Includes: Military and Park Police, Border Patrol and all other sworn law enforcement officers.
90	Non-Motorist Pushing a Vehicle	
91	Portable Electronic Devices	Cell phone, MP3 Player, PDA, etc.
99	Unknown	

Remarks:

Code information provided in the narrative by the investigating officer.

Use of 00 (None)
Use when no factors are noted; zero-fill all fields. None implies that the investigating officer indicated "no factors." Also, use **00 (None)** to complete remaining fields when you will be recording less than three related factors. DO NOT leave any remaining fields blank.

Use of 99 (Unknown)
Use when the circumstances surrounding the crash are unknown and reported as "unknown" by the investigating officer. In these circumstances, nine-fill all fields. If **99 (Unknown)** is used for any field, ALL fields must be **99 (Unknown)**. DO NOT leave any remaining fields blank.

The following lists those related factors that may be used for each person type (NM7):

Person Type	Valid Related Factors
04	00, 08, 18, 21, 26, 37, 40-42, 51-52, 56-57, 60-70, 72-78, 80-83, 87, 91, 99
05	00, 08-09, 18, 37, 41, 56, 60-67, 72, 86-87, 90-91, 99
06	00, 08, 18, 21, 26, 37, 40-42, 51-52, 56-57, 60-68, 72-78, 80-83, 87, 91, 99
07	00, 08, 18, 21, 26, 37, 40-42, 51,52, 56-57, 60-68, 72-78, 80-83, 87, 91, 99
08	00, 08, 18, 21, 26, 37, 40-41, 51-52, 56-57, 60-70, 72-78, 80-83, 91, 99
10	00, 08, 13, 18, 86-87, 99
19	00, 08, 18, 21, 26, 37, 40-42, 51-52, 56-57, 60-68, 72-78, 80-83, 86-87, 90-91, 99

Consistency Checks:

	IF	THEN
(1M1F)	RELATED FACTORS-PERSON LEVEL equals 13,	PERSON TYPE should equal 08.
(1N0F)	PERSON TYPE equals 06,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 13, 69-70, 86, 90.
(1N1F)	PERSON TYPE equals 10,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 21, 37, 40-42, 51-52, 56-57, 60-70, 72-78, 80-83, 90-91.
(1W0P)	any RELATED FACTORS-PERSON LEVEL equals 99,	all factors must equal 99.
(2W0P)	any RELATED FACTORS-PERSON LEVEL equals blanks,	all factors must equal blanks.

IF	**THEN**
(3W0P) any RELATED FACTORS-PERSON LEVEL equals 00,	all subsequent factors must equal 00.
(4W1P) A RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) between 08 and 91 can be used only once per person form.	
(5W0P) RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.
(8M0F) PERSON TYPE equals 04,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 86, 90.
(8Q0F) PERSON TYPE equals 08,	RELATED FACTORS-PERSON LEVEL must not equal 09, 86, 90.
(9M0F) PERSON TYPE equals 05,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 21, 26, 40, 42, 51-52, 57, 68-70, 73-83, 88.
(CK0P) PERSON TYPE equals 07,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 13, 69-70, 86-87, 90.
(CM0P) PERSON TYPE equals 19,	RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 69-70, 90.

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SUPPLEMENTAL

THESE ELEMENTS DO NOT APPEAR ON THE CODING FORMS
They are presented on-screen by the M.D.E. System.

PERSON LEVEL ELEMENTS
Including Coding Instructions

SP1 – Death Certificate Number

SP2 – Fatal Injury At Work

SP3 – Race/Hispanic Origin

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DEATH CERTIFICATE NUMBER

FORMAT: Element Completed in MDE

SAS NAME: Person.CERT_NO

ELEMENT VALUES:

  0s   Not Applicable (not a fatality)
        Any Numeric Characters
  9s   Unknown

Remarks:

Code the sequence number from the death certificate as assigned by your State Vital Statistics Department. The sequence number is six digits in length and is part of the State File Number.

The format for coding the numbers is as follows:

First four digits _ _ _ _   City (where death occurred)
Next two digits _ _   State (where death occurred)
Last six digits   _ _ _ _ _ _   Sequence Number (as assigned by State Vital Statistics Department)

If this person is not a fatality, zero-fill this element.

Use GSA codes for the City and State where the death occurred according to the death certificate. These are the same GSA codes you use for the City variables in the Crash Level Form:

0000	Not a fatality or death not within city limits and no location code is available
0001-9996	GSA Geographical Location Codes
9997	Other (Death within city limits, but no GSA code available for this city)
9999	Unknown (City where death occurred cannot be found on death certificate).

The State codes are the same those you use for variables C1, V1, D1, PC1, P1 and NM1:

00	Not a fatality	30	Montana
01	Alabama		-
02	Alaska		-
	-		-
	-		-
	-		-
	-		-
29	Missouri	56	Wyoming

SP1

If the fatal crash occurred in your State, but the death occurred in a hospital of another State, please attempt to obtain the death certificate from that State and code the City and State where the death occurred.

If a person dies at the crash scene, code the appropriate city code or location code for the crash location. Code "0000" if the location is not within a city, and no geographical location code is available.

If the location is not within a city, but a geographical location code is available, use the location code.

If a person is transported by EMS and dies en-route or at the hospital, use the city code for the hospital's location.

Code the exact sequence number as indicated on the death certificate. If the sequence number is less than six-digits long (e.g., it is 12345 (five digits)) right-justify your coded number and zero-fill the first (and/or second digit) (e.g., _0_ _1_ _2_ _3_ _4_ _5_).

Note that if you receive a copy of the death certificate from the Medical Examiner or Coroner, it may not contain the sequence number. The sequence number needed is the one assigned by your State Vital Statistics or Vital Records Department, which is subsequently sent to the National Center for Health Statistics. In those instances, leave the sequence number blank until you are able to obtain it in a follow-up effort with your Vital Statistics Department.

If the sequence number contains a letter in it (e.g., N12345), simply ignore the letter and code the numbers only (right-justified), (e.g., _0_ _1_ _2_ _3_ _4_ _5_).

If the death certificate number cannot be obtained, "9-fill" this element.

If the death certificate number can be obtained, but is not yet received, leave this element blank until the number is available.

Consistency Checks:

	IF	THEN
(7E0P)	INJURY SEVERITY equals 4,	DEATH CERTIFICATE NUMBER must NOT equal 0000-00-000000.
(7F0P)	DEATH CERTIFICATE NUMBER is not blank or 0000-00-000000,	INJURY SEVERITY must equal 4.

FATAL INJURY AT WORK

FORMAT: 1 numeric

SAS NAME: Person.WORK_INJ

ELEMENT VALUES:

0   No
1   Yes
8   Not Applicable (not a fatality)
9   Unknown

Remarks:

THIS ELEMENT DOES NOT APPEAR ON THE CODING FORMS. It is presented on-screen by the M.D.E. System.

THE DEATH CERTIFICATE ALSO INDICATES WHETHER THE VICTIM WAS ON-THE-JOB AT THE TIME OF FATAL INJURY.

Use **0 (No)** if the injury was not at work.

Use **1 (Yes)** if the injury was on the job.

Use **8 (Not Applicable (not a fatality))** if the victim was not a fatality use.

Use **9 (Unknown)** if the death certificate does not indicate whether the injury was at work or if you do not have access to death certificate information

FATAL INJURY AT WORK SHOULD ONLY BE DETERMINED FROM THE DEATH CERTIFICATE, NOT FROM ANY OTHER SOURCE. HOWEVER, IT IS NOT NECESSARY TO HAVE A COPY OF THE DEATH CERTIFICATE.

Consistency Checks:

	IF	THEN
(7R0P)	FATAL INJURY AT WORK equals 0-1, 9,	INJURY SEVERITY must equal 4.
(7W0P)	FATAL INJURY AT WORK equals 8,	INJURY SEVERITY must not equal 4.
(P130)	BODY TYPE equals 60-67, 71-72, 78-79, and PERSON TYPE equals 01, 03, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 1.

IF	**THEN**
(P1A0) AGE is less than 012 and not blank and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 0.

RACE/HISPANIC ORIGIN

FORMAT: 2 numeric

SAS NAME: Person.RACE, Person.HISPANIC

ELEMENT VALUES:

Detail Race:
00	Not a Fatality (not applicable)
01	White
02	Black
03	American Indian (includes Aleuts and Eskimos)
04	Chinese
05	Japanese
06	Hawaiian (includes part-Hawaiian)
07	Filipino
18	Asian Indian
19	Other Indian (includes South and Central America, any others, except American or Asian Indians)
28	Korean
38	Samoan
48	Vietnamese
58	Guamanian
68	Other Asian or Pacific Islander
78	Asian or Pacific Islander, No Specific (individual) Race
97	Multiple Races (Individual races not specified; ex. "mixed")
98	All Other Races
99	Unknown

Hispanic Origin:
00	Not a Fatality (not applicable)
01	Mexican
02	Puerto Rican
03	Cuban
04	Central or South American
05	European Spanish
06	Hispanic, Origin not Specified or Other Origin
07	Non-Hispanic
99	Unknown

Remarks:

Race and Hispanic Origin should be obtained from the <u>death certificate only</u>.

THIS ELEMENT DOES NOT APPEAR ON THE CODING FORMS: It is presented on-screen by the M.D.E. System.

Both RACE and HISPANIC ORIGIN are coded for fatal victims only (INJURY SEVERITY on this person must be **Fatal Injury**). If INJURY SEVERITY is coded other than **Fatal Injury** on the Person Level, the M.D.E. System will automatically enter "00's" in both the RACE and HISPANIC ORIGIN fields.

In general, the actual race will be written literally (i.e., white, black, Chinese, etc.) on the death certificate. Hispanic Origin comes directly from a check box. Within that box, if Hispanic Origin is "yes" a specific location (i.e., Cuba, Puerto Rico or Mexico) is indicated.

For translating the entries on the death certificate, refer to the table, "Detail Race and Hispanic Origin for FARS." This table is based on the guidelines provided by the Center for Disease Control (CDC). The only exception is Hawaiian. Any race with Hawaiian is coded Hawaiian (See **Hawaiian**).

DETAIL RACE

White should be coded for persons listed as White, Mexican, Puerto Rican, Cuban and Caucasian for race.

Hawaiian should be coded for any person listed as Hawaiian, even if another race is listed as well.

Other Indian includes South and Central America and any other Indians, except American or Asian Indians.

Other Asian or Pacific Islander is used when an "Other Asian" or "Pacific Island" race is specified, and it is other than **Chinese**, **Japanese**, **Hawaiian**, **Filipino**, **Asia Indian**, **Korean**, **Samoan**, **Vietnamese**, or **Guamanian**.

Asian or Pacific Islander, No Specific (individual) Race is used when the death certificate or report lists "Asian" for race.

Multiple Races is used when the death certificate indicates more than one race without specifying the individual races (e.g., "mixed," "multiple races," "multi-racial," etc.)

All Other Races is used if an individual race listed on the death certificate or report is not found on the translation table

If more than one race is listed on the death certificate or report, code the race entry listed first. An example is "American Indian/White," which should be coded **American Indian**. Again, **Hawaiian** is the exception. (See **Hawaiian**.)

HISPANIC ORIGIN

Hispanic Origin Not Specified, or Other Origin. This includes when you know they are Hispanic, but the specific origin is not specified (e.g., Hispanic, Latino, Latin American, South American).

Unknown. This person could be Hispanic, or not. You don't have enough information to determine whether or not they are Hispanic. (E.g., all you know is that Race is "White," "Black," "European," or "Indian," and no other information is provided.)

If you receive a listing from the Vital Statistics Department, be sure you request a translation table for the code structure. For FARS, we tried to match the coding structure to the National Center for Health Statistics (NCHS) coding structure for these elements; however, it was necessary to modify NCHS's structure slightly in order to be consistent with other FARS codes.   (Reference: National Center for Health Statistics. Documentation for the Mortality Public Use Data Set, 1999. Available at URL:

http://www.cdc.gov/nchs/data/dvs/Mort99doc.pdf.

Consistency Checks:

	IF	THEN
(7E1P)	INJURY SEVERITY equals 4,	RACE must not equal 00.
(7E2P)	INJURY SEVERITY equals 4,	HISPANIC ORIGIN must not equal 00.
(7E3P)	INJURY SEVERITY does not equal 4,	RACE AND HISPANIC ORIGIN must equal 00.
(7F1P)	RACE equals 00,	INJURY SEVERITY must not equal 4.
(7F2P)	HISPANIC ORIGIN equals 00,	INJURY SEVERITY must not equal 4.
(7F3P)	RACE is not equal to 00, and HISPANIC ORIGIN is not equal to 00,	INJURY SEVERITY must equal 4.

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DETAIL RACE AND HISPANIC ORIGIN FOR FARS

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Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Acadian		--	--	15	99	07
Afghanistan	Afghan	Afghanistan	Middle East	1	21	01	07
African	**African**		Africa	2	24	02	07
African/American				2	--	02	07
Afro/American	Afro-American			2	--	02	07
Alaskan Indian	Alaskan Native			3	07	03	07
	Albanian	**Albania**	Europe	--	19	01	07
Aleut	Aleut			3	07	03	07
Algerian	Algerian	Algeria	North Africa	1	23	01	07
Amerasian	Amerasian			9	--	98	99
American	American			1	06	99	99
American Indian	American Indian			3	07	03	07
	American Negro			2	24	02	07
	American White			1	06	01	99
Amish	Amish			1	99	07	07
	Andorra	Andorra		--	08	01	99
Anglo-Saxon	Anglo Saxon			1	08	99	07
	Anglo American			1	--	07	07
	Angola	Angola	Africa	--	24	02	07
Antiguans and Barbudans	Antigua & Barbuda	Antigua & Barbuda		--	22	07	07
Arabian				1	--	01	07
Argentinian	Argentina (Argentino)	Argentina	South America	1	04	04	04
Armenian	Armenian	Armenia	Europe	1	22	01	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Aryan				--	01	01	99
Asian	Asian			9	22	78	07
Asian Indian	Asian Indian			9	21	18	07
Asiatic				9	--	78	07
Assyrian	Assyrian			1	22	01	07
Athapaskan				3	--	03	07
Australian	Australia	Australasia & Pacific	1	20	01	07
Austrian	Austria	Europe	1	16	01	07
Azores	Azores	Europe	1	19	01	07
Bahamian	Bahamas	Europe	6	99	98	07
Bahrain	Bahrain	Middle East	--	22	01	07
	Azerbiajan	Europe	--	--	01	07
Bangladeshi	Bangladesh	Asia	9	21	68	07
	Baleanc Islands		--	05	01	05
Basque	Barbados		--	--	02	07
Bavarian	Basque		1	05	01	05
	Bavarian		1	16	01	07
Belizian	Belgium	Europe	--	16	01	07
Bengali	Belize	Central America	6	04	04	04
	Belarus	Europe	--	18	01	07
	Belorussian, Byelorussian		6	21	98	07
	Bengali		6	21	98	07
	Benin	Africa	--	24	99	07
Bermudan	Bermuda		--	15	99	07
Bhutanese	Bhutan	Asia	--	21	68	07
Bilatian	Bilatian	Africa	2	24	02	07
Black	Black		2	24	02	07
Blanc			1	--	01	99

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

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Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Bohemian	Bohemian			1	18	01	07
Bolivian	Bolivia (Boliviano)	Bolivia	South America	1	04	01	04
	Boricua (Borinquano)			--	05	99	05
		Bosnia-Herzegovna	Europe	--	08	99	04
Brazilian	Brazilian	Brazil	South America	1	15	04	04
Brava (Bravo)				1	--	01	99
	Botswana	Botswana	Africa	--	24	99	07
British Honduran	(See Belize)			0	--	98	04
Brown				2	--	99	99
	Brunei		Asia	--	--	68	07
	Bulgaria	Bulgaria	Europe	--	18	01	07
Burmese	Burma (Also Myanmar)	Burma (Also Myanmar)	Asia	9	20	68	07
	Burkina Faso	Burkina Faso	Africa	--	--	99	07
	Burundi	Burundi	Africa	--	24	99	07
Cajun	Cajun			1	15	01	07
Cambodian	Cambodian	Cambodia	Asia	9	20	68	07
Canadian	Cameroon	Cameroon	Africa	--	24	99	07
Canadian	Canadian	Canada	North America	1	15	01	07
Canadian Indian				3	--	03	07
Canadian Mexican				3	--	--	01
	Canary Islands			--	05	99	05
	Cantonese			--	20	78	07
Cape Verde	Cape Verdean	Cape Verde	Africa	2	24	02	07
Carib				6	--	98	99
	Castilian			--	05	01	05

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DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Catalonia			1	05	01	05
Caucasian	Caucasian			1	99	01	99
		Cayman Islands		--	08	01	07
	Central African Republic	Central African Republic	Africa	--	24	02	07
	Central European			1	99	99	99
	Centroamericano			--	04	04	04
	Ceylonese	Ceylonese		9	21	68	07
	Chad	Chad	Africa	--	24	99	07
	Chamorro	Chamorro		9	20	07	07
	Chicano			1	01	01	01
	Chicano/Mex/American			1	--	01	01
	Chinese/White			4	--	99	99
	Chinese	China	Asia	4	20	04	07
	Chile (Chilano)	Chile	South American	--	04	01	04
	Colombian (Colombiano)	Colombia	South America	1	04	01	01
	Colored			2	--	02	99
		Comoros	Africa	--	--	99	07
	Congolese	Congo (Republic of)	Africa	--	24	99	07
	Costa Rican	Costa Rica (Constarricense)	Central America	1	04	01	04
	Creole			1	16	01	99
	Croatian	Croatia	Europe	1	19	01	07
	Crucian			1	--	01	99
	Cuban	Cuba		1	03	01	03
		Cyprus	Europe	--	22	01	07
	Czechoslovakian	Czech Republic	Europe	1	18	01	07
	Dahomey		Africa	--	24	02	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Danish	Danish	Denmark	Europe	1	12	01	07
		Djibouti	Africa	--	--	07	07
		Dominica	--	--	--	99	99
Dominican	Dominican Republic	Dominican Republic	--	2	04	02	04
Dutch East Indian	Netherlands	Netherlands	Europe	--	16	01	07
East Indian	East Indian		--	--	18	99	07
	Eastern European		--	1	--	01	99
Ebian			--	1	08	01	07
Ecuadorian	Ecuador (Ecuatoriano)	Ecuador	South America	1	04	01	04
Egyptian	Egypt	Egypt	North Africa	1	23	01	07
	El Salvador	El Salvador	Central America	--	04	98	04
English	England	England	Europe	1	--	01	07
English-French			Europe	1	--	01	07
English-Irish			Europe	1	--	01	07
	Equatorial Guinea	Equatorial Guinea	Africa	--	24	99	07
Eritrean	Eritrea	Eritrea	Africa	2	--	02	07
Eskimo, Eskimoan	Eskimo, Eskimoan	Eskimo, Eskimoan	--	3	07	03	07
	Espana, (Espanol)		Europe	--	05	01	05
	Estonia	Estonia	Europe	--	18	01	05
Ethiopia(n)	Ethiopia	Ethiopia	Africa	2	24	02	07
Eurasian	Eurasian		--	9	22	78	99
European	European		Europe	1	99	01	99
	Falkland Islands	Falkland Islands	South America	--	04	01	07
	Fernando PO		--	--	99	99	05
Fijan	Fiji	Fiji	Australasia & Pacific	9	20	68	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

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Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Filipino	Filipino	Philippines	Asia	8	20	07	07
Finnish	Finnish	Finland	Europe	1	17	01	07
	Franco American		Europe	--	16	01	07
French	French	France	Europe	1	11	01	07
French Canadian	French Canadian			1	15	01	07
French Indian (American)	French Indian			3	07	03	07
French Indian (India)		French Guiana		9	--	18	07
	French Polynesia			--	--	68	07
Gabonese	Gabon	Gabon	Africa	--	24	99	07
	Galapagos Islands			--	04	01	04
Gambian	Gambia	Gambia	Africa	--	24	99	07
	Georgia	Georgia	Europe	--	18	01	07
German	Germany	Germany	Europe	1	10	01	07
Ghanaian	Ghana	Ghana	Africa	2	24	02	07
Gilbertese				9	--	68	07
Greek	Greece	Greece	Europe	1	19	01	07
	Great Russian			--	18	01	07
Greenland	Greenland	Greenland		--	15	99	07
	Grenada			--	--	02	07
	Guadeloupe			--	--	99	07
Guamanian	Guam	Guam		9	20	58	07
Guatemalan	Guatemala (Guatemalteco)	Guatemala	Central America	6	04	98	04
Guinean	Guinea	Guinea	Africa	--	24	99	07
	Guinea-Bissau	Guinea-Bissau	Africa	--	--	99	07
Guyanese	Guyanaq	Guyana	South America	0	15	99	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Gypsy	Gypsy			1	22	01	07
Haitian	Haitian	Haiti		2	15	02	07
Hamitic				2	--	02	07
Hawaiian	Hawaiian			7	20	06	07
Hawaiian/Part Hawaiian				7	--	06	07
Hispanic	Hispanic			1	05	01	06
Hindu	Hindu			9	21	78	07
Hebrew	Hebrew			1	22	01	07
Hmong	Hmong			9	20	68	07
Honduran	Honduras (Hondureno)	Honduras	Central America	6	04	98	04
Hungarian	Hungarian	Hungary	Europe	1	18	01	07
Hong Kong	Hong Kong	Hong Kong	Asia	--	20	78	07
Icelandic	Icelandic	Iceland	Europe	1	17	01	07
Iberian (Ibero)				--	05	01	05
India	India		Asia	9	21	18	07
Indian (From India)	Indian (From India)	India	Asia	9	--	03	07
Indian (American)				3	--	03	07
Indian (Argentina)				6	--	98	04
Indian (AM,AK,CN,MX)				3	--	03	99
Indo-Aryan				9	--	78	07
Indonesian	Indonesian	Indonesia	Asia	9	20	68	07
Iran(ian)	Iranian	Iran	Middle East	1	22	01	07
Iraqi	Iraqi	Iraq	Middle East	1	22	01	07
Irish	Irish	Ireland	Europe	1	09	01	07
Islamic				1	--	01	07
Israelite	Israeli	Israel	Middle East	1	22	01	07
Italian	Italian	Italy	Europe	1	14	01	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Jackson (Jack) White	Ivory Coast	Ivory Coast/Cote D'Ivoire	Africa	--	24	98	99
Jamaican	Jamaican	Jamaica		2	15	05	07
Japanese	Japanese	Japan	Asia	5	20	07	07
Java	Javanese			9	20	07	07
Jew	Jewish			1	99	01	99
Jordanian	Jordanian	Jordan	Middle East	1	22	01	07
	Kashmirian		Middle East	--	21	99	07
Kenyan	Kenyan	Kenya	Africa	2	24	02	07
	Kazakhstan	Kazakhstan	Asia	--	--	07	07
Kuwaitian	Kuwaiti	Kuwait	Middle East	1	22	01	07
Korean	Korean	Korea-South	Asia	9	20	28	07
Korean	Korean	Korea-North	Asia	9	20	28	07
		Kiribati	Asia	--	--	99	99
	Kyrgyzstan	Kyrgyzstan	Asia	1	--	99	07
Ladina	La Raza			1	--	01	01
Laotian	Laotian	Laos	Asia	9	20	68	07
Latin American	American			1	05	01	06
Latvian	Latvian	Latvia	Europe	1	18	01	07
Lebonese	Lebonese	Lebanon	Middle East	1	22	01	07
		Lesotho	Africa	--	24	99	07
Liberian	Liberian	Liberia	Africa	2	24	02	07
Libyan	Libyan	Libya	North Africa	1	23	01	07
		Liechtenstein	Europe	--	--	01	07
Lithuanian	Lithuanian	Lithuania	Europe	1	18	01	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
		Luxembourg	Europe	--	--	01	07
		Macau		--	--	04	07
		Macedonia	Europe	--	--	01	07
Madagascan	Madagascar	Madagascar	Africa	--	24	99	07
		Maldives	Asia	--	--	99	07
Malawian	Malawi	Malawi	Africa	2	24	02	07
Malayan	Malaysian	Malaysia	Asia	9	20	68	07
		Mali	Africa	--	24	99	07
	Mallorca (Mallorquin)			--	05	05	05
Maltese	Maltese	Malta	Europe	1	19	01	07
Marshallese		Marshall Islands	Australasia & Pacific	9	--	68	07
Marshenese				1	--	99	99
Maori	Maori	Maori	Australasia & Pacific	9	20	68	07
		Martinique		--	--	02	07
Mauritian	Mauritius	Mauritius	Africa	--	24	99	07
	Mauritanian	Mauritania	Africa	1	24	01	07
Mediterranean				1	--	01	99
Melanesian	Melanesian			9	20	68	07
Mestizo				6	--	03	04
Mestizo-Inca				6	--	03	04
Mexican	Mexican (Mexicano)	Mexico	North America	1	01	01	01
Mexican Indian	Mexican American			3	--	03	01
Micronesian	Micronesian			9	20	68	07
Mixed	Mixed			6	99	98	99
Mohammed Ali				6	--	98	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Mohammedan (Moslem)				--	--	01	07
		Moldova	Europe	1	--	01	07
		Monaco	Europe	--	--	01	07
Mongolian	Mongolia	Mongolia	Asia	--	20	68	07
		Montenegro		--	--	01	07
Moor(ish)				6	--	98	07
Morroccan	Morroccan	Morocco	North Africa	1	23	01	07
	Moslem			--	99	99	99
Mugandan				2	--	02	99
Mullato				2	--	02	99
Muslim	Muslim			1	99	01	99
		Mozambique	Africa	--	--	02	07
	Myanmar (also Burma)		Asia	--	--	68	07
	Namibia		Africa	--	--	02	07
Nassau				2	--	02	99
	Native American			--	07	03	07
	Nauru		Australasia & Pacific	--	--	78	07
Negro	Negro			2	24	02	07
Negro/Indian				2	--	02	07
Nepalese	Nepali	Nepal	Asia	9	21	68	07
		Netherlands	Europe	--	--	01	07
		Netherlands Antilles		--	--	99	99
		New Caledonia	Australasia & Pacific	--	--	78	07
		New Zealand	Australasia & Pacific	--	20	99	07
	New Zelander			--	--	99	07
	Newfoundland			--	15	01	07
Nicaraguan	Nicaragua (Nicaraguense)	Nicaragua	Central America	6	04	98	04

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

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Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
	Niger	Niger	Africa	--	24	02	07
Nipponese (Nipon)	Nipponese			5	20	05	07
Nigerian	Nigerian	Nigeria	Africa	2	24	02	07
Nordic	Nordic (Icelandic)			1	15	99	99
	North American			1	17	01	07
Norwegian	Norwegian	Norway	Europe	1	12	01	07
Nubian				2	--	02	99
Occidental	Occidental			1	--	01	99
Octaroon				2	--	02	99
Okinawan	Okinawan			5	20	05	07
	Oman	Oman	Middle East	--	20	78	07
	Pacific Islander		Australasia & Pacific	9	21	18	07
Pakistani	Pakistani	Pakistan	Asia	9	20	78	07
Palauan	Palau	Palau	Australasia & Pacific	9	--	68	07
Palestinian	Palestinian		Asia	1	22	01	07
Panamanian	Panama (Panameno)	Panama	Central America	6	04	98	04
	Papua New Guinea	Papua New Guinea	Australasia & Pacific	--	--	99	07
	Paraguay (Paraguayo)	Paraguay	South America	1	04	98	04
Parsi				--	--	99	99
	Pennsylvania Dutch			--	10	01	07
Persian	Persian			1	22	01	07
Peruvian	Peru (Peruano)	Peru	South American	1	04	01	07
Philipino	Philipino	Philippines	Asia	8	20	07	07
Polish	Polish	Poland	Europe	1	13	01	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Polynesian	Polynesian			9	20	68	07
Ponapean				9	--	68	07
Portuguese	Portuguese	Portugal	Europe	1	19	01	07
Puerto Rican	Puerto Rican (Puertorriqueno)	Puerto Rico		1	02	02	02
Punjabi	Punjabi			9	20	68	07
		Qatar	Middle East	--	22	99	07
Quadroon				2	--	99	99
Red	Red			3	07	03	07
Rhodesian	Rhodesian	Rhodesia		--	24	24	07
		Reunion	Africa	1	--	01	07
Romanian	Romany	Romania	Europe	1	--	01	07
Rotanese				9	--	68	99
	Rumanian			--	18	18	07
Russian	Russian	Russia	Europe	1	--	01	07
	Rwanda	Rwanda	Africa	5	--	05	07
Ryukyan	Ryukyan			5	--	05	07
Salpanese	Salpanese			9	--	68	99
Salvadorian	Salvadoreno			6	04	98	04
Samoa(n)	Samoan	American Samoa	Australasia & Pacific	9	20	38	07
		Saint Kitts-Nevis		--	--	02	07
		Saint Lucia		--	--	01	07
		Saint Vincent		--	--	02	07
		San Marino		--	--	01	07
		Sao Tome and Principe	Africa	--	--	02	07

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DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Saudia-Arabian	Saudi Arabian	Saudi Arabia	Middle East	1	22	01	07
Saxon(y)				--	--	01	07
Scandinavian	Scandinavian			1	12	01	07
Scotch	Scottish	Scotland	Europe	1	08	01	07
	Scotch-Irish			--	08	01	07
Selawik				3	--	03	07
Semitic				1	--	01	99
		Senegal	Africa	1	--	02	07
Serbian	Serbian	Serbia	Europe	1	19	01	07
	Serbo-Croation			--	19	01	07
Servian				1	--	99	07
Seychelloise	Seychelles	Seychelles	Africa	2	--	02	07
Siamese	Siamese			9	20	68	07
Sicilian	Sicilian			1	14	01	07
	Sierra Leone	Sierra Leone	Africa	--	24	02	07
Sikh	Sikhs			9	21	68	07
	Singaporean	Singapore	Asia	--	20	68	07
Singhalease	Singhalease			9	21	68	07
Sino Burman				4	--	04	07
Slovakian	Slovak	Slovakia	Europe	1	18	01	07
	Slovenia	Slovenia	Europe	--	19	01	07
	Sloavic (Slovenian)			--	19	01	07
				--	19	01	07
		Solomon Islands	Australasia & Pacific	--	--	68	07
		Somalia	Africa	--	24	99	07
	South African	South Africa	Africa	--	24	99	07
South American				1	--	01	06

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Spanish	Southern European			--	19	01	99
	Spain (Spaniard)	Spain	Europe	1	05	05	05
		Sri Lanka	Asia	--	--	68	07
Sudanese	Sudanese	Sudan	North Africa	2	23	02	07
Sunni				1	24	01	07
	Swaziland	Swaziland		--	24	02	07
Swedish	Swedish	Sweden		1	12	01	07
	Switzerland	Switzerland	Europe	9	16	01	07
Syrian	Syrian	Syria	Middle East	1	22	01	07
Taimskin				3	--	03	99
Tahitian				9	--	68	07
Taiwanese	Taiwanese	Taiwan	Asia	4	20	04	07
	Tajikistan	Tajikistan	Asia	--	--	68	07
Tamil-Ceylonese				9	--	68	07
Tamil-Malayan				9	--	68	07
Tanzanian	Tanzanian	Tanzania	Africa	2	24	02	07
Teutonic				1	--	01	07
Thai	Thai	Thailand	Asia	9	20	68	07
Tibetan		Tibet	Asia	9	--	68	07
	Togolese	Togo	Africa	--	24	02	07
Tongan	Tonga	Tonga	Australasia & Pacific	9	--	68	07
Triguano				6	--	98	99
Trinidadian	Trinidadian	Trinidad and Tobago		2	15	02	07
Tunisian	Tunisian	Tunisia	North Africa	1	23	01	07
Turk	Turkish	Turkey	Middle East	1	22	01	07
		Turkmenistan	Asia	--	--	68	07

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Ubontilian		Tuvalu	Australasia & Pacific	9	--	68	07
Ugandan	Ugandan	Uganda	Africa	2	24	02	07
Ukrainian	Ukrainian	Ukraine	Europe	1	18	01	07
		United Arab Emirates	Middle East	--	--	01	07
	United Kingdom	United Kingdom		--	08	99	07
	United States of America	United States of America	North America	--	--	99	07
Unknown or Blank	Unknown	Unknown		0	99	99	99
	Upper Volta	Upper Volta	Africa	--	04	04	04
Ute	Uruguay (Uruguayo)	Uruguay	South America	3	--	03	07
	Uzbekistan	Uzbekistan	Asia	--	05	01	05
	Valencian	Vanuatu	Australasia & Pacific	--	--	68	07
Venezuela(n)	Venezuela (Venezolano)	Venezuela	South America	1	04	01	04
Vietnam(ese)	Vietnamese	Vietnam	Asia	9	20	48	07
W				1	12	01	07
Welsh	Welsh			1	--	01	99
West Indies (Indian)	West Indian	Wales (United Kindom)	Europe	1	08	01	07
	Wales (United Kindom)	Western Sahara	Africa	2	15	02	07
	White	Western Samoa	Australasia & Pacific	1	--	38	07
White	White Russian			1	99	01	99
				--	18	01	07
Wiam (White American)				1	--	01	99

* **SEE NATIONAL CENTER FOR HEALTH STATISTICS (NCHS) CODES**

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Yapanes				9	--	68	07
		Yemen	Middle East	--	20	78	07
Yugoslavian	Yugoslavian	Yugoslavia	Europe	1	19	99	07
		Zaire	Africa	--	24	02	07
	Zambian	Zambia	Africa	--	24	02	07
	Zanzibar	Zanzibar	Africa	--	24	02	07
		Zimbabwe	Africa	--	--	02	07
Zoroastrian		Africa	Africa	1	--	01	07

NCHS (NATIONAL CENTER FOR HEALTH STATISTICS) RACE CODES

CDC RACE CODE	RACE DISCRIPTION
0	Unknown/Blank
1	White/Mexican/Puerto Rican, Other Caucasian
2	Black
3	Indian (American, Canadian, Alaskan, Aleut/Eskimo)
4	Chinese
5	Japanese
6	Other Non-White
7	Hawaiian/Part Hawaiian
8	Filipino
9	Asian/Pacific Island Other

DETAIL RACE AND HISPANIC ORIGIN FOR FARS

NCHS (NATIONAL CENTER FOR HEALTH STATISTICS) ANCESTRY CODES

CDC ANCESTORY CODE	ANCESTRY/ETHNICITY DESCRIPTION
01	Mexican
02	Puerto Rican
03	Cuban
04	Central or South American
05	Other & Unknown Spanish
06	"American"
07	Indian (American, Alaskan, Canadian or Mexican Indian, Eskimo & Aleut)
08	English, Scottish, Welsh, Scotch-Irish
09	Irish
10	German
11	French
12	Norwegian, Swedish, Danish
13	Polish
14	Italian
15	Other North, Central and South American or Canadian
16	Other Western European
17	Other Northern European
18	Other Eastern European
19	Other Southern European (Excluding Spain)
20	Southwest Asian & Pacific Islander
21	South Central Asian
22	Other Asian
23	North African
24	Other African
99	Unknown
Blank	Blank

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APPENDIX

2011 CONSISTENCY CHECKS

The following pages contain Consistency Checks,
Intraconsistency Checks and Special
Processing Rules.
It is arranged in alpha/numeric order.

All questions concerning the FARS Coding Manual and
coding issues should be directed to
NISR, Inc., 717-751-2823
codingquestions@nisrinc.com

ERROR CODE	ERROR TEST
050P	If PERSON TYPE equals 04-08, 19, and NUMBER OF VEHICLE FORMS SUBMITTED equals 001, then NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal 001.
060P	If NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is not equal to 000, 999, then the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST must equal some VEHICLE NUMBER in the case.
170F	If MONTH equals current month, then DAY must be at least 2 days prior to current day or 99.
1A0P	If RELATED FACTORS-CRASH LEVEL equals 14, then NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
1A1P	If RELATED FACTORS-CRASH LEVEL equals 05, then ROADWAY SURFACE CONDITIONS must equal 06 for at least one vehicle.
1C0P	*If the MODEL YEAR not equal to 9998 or 9999, then* the MODEL YEAR must not be greater than CRASH YEAR plus ONE.
1D0P	If SPECIAL USE equals 01, then BODY TYPE must equal 02-09, 12, 14-21, 28-29, 99.
1F1P	If RELATION TO JUNCTION (b) does not equal 02-03, then the second TRAFFICWAY IDENTIFIER should be blank.
1G0P	If one RELATED FACTORS-VEHICLE LEVEL equals 99, then both factors must equal 99.
1H0F	If DRIVER PRESENCE equals 0, 9, then PREVIOUS SPEEDING CONVICTIONS must be blank.
1H1F	If DRIVER PRESENCE equals 0, 9, then DRIVER'S LICENSE STATE must be blank.
1H2F	If DRIVER PRESENCE equals 0, 9, then LICENSE COMPLI-ANCE WITH CLASS OF VEHICLE must be blank.
1H3F	If DRIVER PRESENCE equals 0, 9, then NON-CDL LICENSE STATUS and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.

ERROR CODE	ERROR TEST
1H4F	If DRIVER PRESENCE equals 0, 9, then COMPLIANCE WITH LICENSE RESTRICTIONS must be blank.
1H6F	If DRIVER PRESENCE equals 0, 9, then VIOLATIONS CHARGED must be blank.
1H7F	If DRIVER PRESENCE equals 0, 9, then PREVIOUS RECORDED CRASHES must be blank.
1H8F	If DRIVER PRESENCE equals 0, 9, then PREVIOUS RECORDED SUSPENSIONS must be blank.
1H9F	If DRIVER PRESENCE equals 0, 9, then PREVIOUS DWI CONVICTIONS must be blank.
1HAF	If DRIVER PRESENCE equals 0, 9, then PREVIOUS OTHER HARMFUL MV CONVICTIONS must be blank.
1HBF	If DRIVER PRESENCE equals 0, 9, then DATE OF LAST CRASH, SUSPENSION, CONVICTION must be blank.
1HCF	If DRIVER PRESENCE equals 0, 9, then DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be blank.
1HDF	If DRIVER PRESENCE equals 0, 9, then DRIVER HEIGHT (feet and inches) must equal blank.
1HEF	If DRIVER PRESENCE equals 0, 9, then DRIVER WEIGHT must equal blank.
1HFF	***If DRIVER PRESENCE equals 0, 9, then SPEED RELATED must be blank.***
1I0P	If DRIVER'S LICENSE STATE equals 99, then NON-CDL LICENSE STATUS must not equal 0-4, 6, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS must not equal 00-08.
1J0P	If any counter equals 99, then all counters must equal 99.
1J1P	If any counter equals 99, then DATE OF LAST CRASH, SUSPENSION, CONVICTION must equal 999999.
1J2P	If any counter equals 99, then DATE OF FIRST CRASH, SUSPENSION, CONVICTION must equal 999999.

ERROR CODE	ERROR TEST
1K0P	If DRIVER'S LICENSE STATE equals 99, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE must not equal 0-3.
1L0P	If any RELATED FACTORS-DRIVER LEVEL equals blanks, then all RELATED FACTORS-DRIVER LEVEL must equal blanks.
1L2P	If any DRIVER'S VISION OBSCURED BY equals 00 or 95 or 99, then only that one code and no other must be coded for this vehicle.
1L4P	If any DRIVER'S VISION OBSCURED BY equals 09, then at least one CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must equal 97.
1L5P	If any DRIVER'S VISION OBSCURED BY equals 10, then at least one CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must equal 07 or 08 or 09.
1M1F	If RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) equals 13, then PERSON TYPE should equal 08.
1N0F	If PERSON TYPE equals 06, then RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 13, 69-70, 86, 90.
1N1F	If PERSON TYPE equals 10, then RELATED FACTORS-PERSON LEVEL must not equal 09, 21, 37, 40-42, 51-52, 56-57, 60-70, 72-78, 80-83, 90-91.
1N2F	If PERSON TYPE equals 10, then at least one NON-MOTORIST SAFETY EQUIPMENT should equal 1.
1N4F	If any NON-MOTORIST SAFETY EQUIPMENT equals 5, then NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH should not equal 13.
1P2F	If PERSON TYPE equals 10, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
1P3F	*If PERSON TYPE (NM7) equals 10, then NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH (NM11) must not equal 01-12 and NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH (NM12) must not equal 00-20.*

ERROR CODE	ERROR TEST
1P4F	*If PERSON TYPE equals 04, then NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must not equal 04, 12.*
1P5F	*If PERSON TYPE equals 06-08, 19, then NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must not equal 04.*
1P6F	*If PERSON TYPE equals 10, then NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH must not equal 01-12.*
1P7F	*If PERSON TYPE equals 04, then NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH should not equal 07, 10-11.*
1P8F	*If PERSON TYPE equals 06-07, then NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH should not equal 10-12.*
1P9F	*If PERSON TYPE equals 08, then NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH should not equal 11.*
1P0G	*If PERSON TYPE equals 05, then NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH must not equal 07-08, 10, 13-18, 20.*
1P1G	*If PERSON TYPE equals 19, then NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH should not equal 11-12.*
1P2G	*If PERSON TYPE equals 10, then NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH must not equal 01-10, 12-20.*
1P3G	*If PERSON TYPE equals 04, 06-07, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 04.*
1P4G	*If PERSON TYPE equals 04, 06-08, 19, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 05.*
1P5G	*If PERSON TYPE equals 08, then NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH should not equal 20.*

1P6G   *If PERSON TYPE equals 04, 06-08, 19, then CONDITION (IMPAIRMENT) AT TIME OF CRASH must not equal 03.*

1P7G   *If PERSON TYPE equals 05-07, 19, then CONDITION (IMPAIRMENT) AT TIME OF CRASH should not equal 04.*

1P8G   *If PERSON TYPE equals 10, then CONDITION (IMPAIRMENT) AT TIME OF CRASH should not equal 01-10, 96.*

1P9G   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 20, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 02-04, 15.*

1P0H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 02-04, 07-10, 15-16, 20.*

1P1H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 22, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 01, 02, 04 , 07-08, 15, 20.*

1P2H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 12, 15.*

1P3H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 01, 03-04, 10.*

1P4H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must not equal 01-04, 10, 12, 15-17, 20.*

1P5H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 28, 98-99, then NON-MOTORIST ACTION/CIRCUM-STANCES AT TIME OF CRASH should not equal 01, 03-04, 10, 12, 15-16, 20.*

1P6H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 16, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 04, 16.*

1P7H   *If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 01, 05, 12, 17.*

ERROR CODE	ERROR TEST
1P8H	*If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 02.*
1P9H	*If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 02, 05, 12, 15-16.*
1PH0	*If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25, then NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH should not equal 07-09.*
1Q0F	If PERSON TYPE equals 01, and BODY TYPE equals 80-83, 88-89, then SEATING POSITION must not equal 12-55, 99.
1R0P	If SEATING POSITION equals 51, and BODY TYPE equals 50-52, *55,* 58-59, then INJURY SEVERITY must not equal 0, 9.
1R1P	If DIED AT SCENE/EN ROUTE equals 7-8, then INJURY SEVERITY must equal 4.
1T0P	If SPEED LIMIT for every vehicle is greater than 55, and not equal to 99, then ROADWAY FUNCTION CLASS should not equal 15-16.
1U1F	If INJURY SEVERITY equals 4, then DEATH DATE must not equal 88888888.
1U2F	If INJURY SEVERITY equals 4, then DEATH TIME must not equal 8888.
1V0P	If DEATH MONTH or DAY equals 88, or DEATH YEAR equals 8888, then all must equal 8's.
1W0P	If any RELATED FACTORS-PERSON LEVEL equals 99, then all factors must equal 99.
1Y0P	If RELATION TO JUNCTION (b) equals 06, then RAIL GRADE CROSSING IDENTIFIER must not equal 0000000.
1Z0P	If SEQUENCE OF EVENTS equals 01, then ROLLOVER and LOCATION OF ROLLOVER must not equal 0 for this vehicle, unless BODY TYPE equals 80-83, 88-89, or blank for this vehicle.

ERROR CODE	ERROR TEST
1Z1P	If any SEQUENCE OF EVENTS equals 66, then ROADWAY GRADE should equal 6 for this vehicle.
1Z2P	If BODY TYPE does not equal 80-83, 88-89 and any SEQUENCE OF EVENTS equals 01, then ROLLOVER must equal 1-2, 9, and LOCATION OF ROLLOVER must equal 1-**7**, 9.
200P	If CITY is greater than 0000 and less than 9997, and COUNTY is greater than 000 and less than 997, then COUNTY and CITY must be valid codes for the STATE.
210P	If CITY is greater than 0000 and less than 9997, then COUNTY must not equal 999.
220P	If LIGHT CONDITION equals 4 and STATE is not equal to 02, then CRASH TIME must equal 0300-0900, 9999.
2300	If LIGHT CONDITION equals 5, and STATE is not equal to 02, then CRASH TIME must equal 1600-2200, 9999.
250P	If RELATION TO TRAFFICWAY equals 03, then TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle.
251P	If RELATION TO TRAFFICWAY equals 98-99, then TYPE OF INTERSECTION **should** equal 8-9.
253P	If RELATION TO TRAFFICWAY equals 03, then CRASH TYPE should equal 06-10, 98 or 99 for the in-transport vehicles involved in the first harmful event.
260P	If ROUTE SIGNING equals 1, then NATIONAL HIGHWAY SYSTEM must equal 1.
2B0P	If JACKKNIFE equals 1-3, then VEHICLE TRAILING must not equal 0, 9.
2D0P	If SPECIAL USE equals 02, then BODY TYPE must equal 16, 19-21, 28-29, 45, 48, 51-52, **55,** 58-59 or blanks.
2F0F	If NUMBER OF OCCUPANTS equals 00, then DRIVER PRESENCE must equal 0.
2G0P	If either RELATED FACTORS-VEHICLE LEVEL equals blanks, then the other factor must also equal blanks.

ERROR CODE	ERROR TEST
2H0F	If DRIVER PRESENCE equals 0, 9, then RELATED FACTORS-DRIVER LEVEL must not equal 04, 08, 12-13, 15-16, 19, 52-53, 58-59, 73-74, 77-88.
2H1F	If UNIT TYPE equals 1 and DRIVER PRESENCE equals 0 **or 9**, then DRIVER'S VISION OBSCURED BY must equal 95.
2I0P	If DRIVER'S LICENSE STATE equals 99, then COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 0-3.
2J0P	If all counters are not blanks and PREVIOUS RECORDED CRASHES is not equal to 98 and any counter are not equal to 00, 99, then DATE OF LAST CRASH, SUSPENSION, CONVICTION must not equal 000000, 999999.
2J1P	If all counters are not blanks and PREVIOUS RECORDED CRASHES is not equal to 98 and any counter are not equal to 00, 99, then DATE OF FIRST CRASH, SUSPENSION, CONVICTION must not equal 000000, 999999.
2K0P	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be less than or equal to DATE OF LAST CRASH, SUSPENSION, CONVICTION.
2L0P	If any RELATED FACTORS-DRIVER LEVEL equals 99, then all RELATED FACTORS-DRIVER LEVEL must equal 99.
2M0F	If PERSON TYPE equals 01, then SEATING POSITION must not equal 21-55.
2P0F	If PERSON TYPE equals 04-08, 10, 19, then EJECTION must equal 8.
2Q0F	If PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-02, 04, 08, 10, 17, 31-33, 39-41, 45, 48-49, 90-91, then SEATING POSITION must not equal 31-50.
2R0P	If RESTRAINT SYSTEM/HELMET USE equals **00**-04, **07**-12, then BODY TYPE must not equal 80-83, 88-89, 90-91.
2R1P	If ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE equals 1, then RESTRAINT SYSTEM/HELMET USE must equal 01-05, 08-16, 97.
2S0P	If RESTRAINT SYSTEM/HELMET USE equals 05, 16, then AIR BAG DEPLOYED should equal 00.

2S1P   *If RESTRAINT SYSTEM/HELMET USE equals 7, then ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE must equal 0.*

2U0P   If BODY TYPE equals 80-83, 88-91, then AIR BAG DEPLOYED should equal 00.

2U1F   If INJURY SEVERITY is not equal to 4, then DEATH DATE must equal 88888888.

2U2F   If INJURY SEVERITY is not equal to 4, then DEATH TIME must equal 8888.

2U3F   If INJURY SEVERITY equals 3, then TRANSPORTED TO MEDICAL FACILITY BY should not equal 0.

2V0P   If DEATH DAY is 01-31, and DEATH MONTH is 01-12, then DEATH DAY must be a valid day for DEATH MONTH.

2W0P   If any RELATED FACTORS-PERSON LEVEL equals blanks, then all factors must equal blanks.

2Z0F   If any SEQUENCE OF EVENTS equals 12, 14, 45, 54-55, then NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.

300P   If NATIONAL HIGHWAY SYSTEM equals 0, 9, then ROADWAY FUNCTION CLASS must not equal 01, 11.

320P   If ROADWAY FUNCTION CLASS equals 01, 11, and ROUTE SIGNING does not equal 7, then NATIONAL HIGHWAY SYSTEM must equal 1.

330P   If NATIONAL HIGHWAY SYSTEM equals 0, 9, then ROUTE SIGNING must not equal 1.

340P   If ROUTE SIGNING equals 1, then the first position of TRAFFICWAY IDENTIFIER #1 must be "I" and the second position must be "-".

341P   If the first position of TRAFFICWAY IDENTIFIER #1 equals "I" and the second position equals "-", then ROUTE SIGNING must equal 1 or 7.

ERROR CODE	ERROR TEST
350P	If ROUTE SIGNING equals 2, then the first two positions of TRAFFICWAY IDENTIFIER #1 must be "US" and the third position must be "-".
351P	If the first two positions of TRAFFICWAY IDENTIFIER #1 equals "US" and third position equals "-", then ROUTE SIGNING must equal 2 or 7.
360P	If ROUTE SIGNING equals 3, then the first two positions of TRAFFICWAY IDENTIFIER #1 must be "SR" and the third position must be "-".
361P	If the first two positions of TRAFFICWAY IDENTIFIER #1 equals "SR" and third position equals "-", then ROUTE SIGNING must equal 3 or 7.
3A0P	If SPECIAL USE equals 07, then BODY TYPE must equal 60-64, 66-67, 71-72, 78-79, 99.
3B0P	If JACKKNIFE equals 2-3, then TRAVEL SPEED must not equal 000.
3B1P	If CRASH TYPE equals 21-23, then TRAVEL SPEED must equal 000 for this vehicle.
3B2P	If CRASH TYPE equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60, then AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 12 for this vehicle.
3B3P	If CRASH TYPE equals 21-23, 25-27, 29-31, 35, 37, 39 or 41, then AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 6 for this vehicle.
3B4P	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10, then CRASH TYPE must not equal 44-67, 68-69, 71-73, 76-77, 79, 81-83, 86-92.
3B5P	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11, then CRASH TYPE must not equal 44-67, 69-71, 73, 77-81, 83, 86-92.
3B6P	If CRASH TYPE equals 87, then AREAS OF IMPACT-INITIAL DAMAGE AREA must equal 01-05, 81-83 for this vehicle.
3B7P	If CRASH TYPE equals 89, then AREAS OF IMPACT-INTIAL DAMAGE AREA must equal 07-11, 61-63 for this vehicle.

ERROR CODE	ERROR TEST
3B9P	If CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01, then CRASH TYPE must equal 14.
3BAP	If UNIT TYPE equals 1, and DRIVER PRESENCE equals 0, then CRASH TYPE must equal 00, 04, 09, 15, 32, 42, 48, 52, 62, 66, 74, 84, 90, 92-93 or 98.
3BCP	If CRASH TYPE equals 34, 36, 38, 40, 54, 56, 58 or 60, then DRIVER MANEUVERED TO AVOID must not equal 00.
3BDP	If CRASH TYPE equals 46-47, and ATTEMPTED AVOIDANCE MANEUVER equals 01 or 99, then PRE-EVENT MOVEMENT (PRIOR TO RECONITION OF CRITICAL EVENT) must not equal 01.
3BEP	If CRASH TYPE equals 01 or 06, then PRE-IMPACT STABILITY *should* not equal 2-4 or 7.
3C00	If CRASH TYPE equals 68, 72, 76 or 82, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11 or 98.
3C0P	If EXTENT OF DAMAGE equals 6, then VEHICLE REMOVAL must equal 2, 4, 8-9.
3C10	If CRASH TYPE equals 70, 78 or 80, then PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10 or 98.
3C1P	If EXTENT OF DAMAGE equals 0*, 2,* then VEHICLE REMOVAL must not equal 2.
3C20	If *this vehicle is involved in the first harmful event and its* CRASH TYPE equals 29-31, then *this vehicle's* PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 02.
3C2P	If VEHICLE REMOVAL equals 2, then EXTENT OF DAMAGE must equal 6, *8,* 9.
3C30	If PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 12, then CRASH TYPE should equal 98.

ERROR CODE	ERROR TEST
3C3P	*If EXTENT OF DAMAGE equals 6, then VEHICLE REMOVAL must not equal 1, 3.*
3C40	If CRASH TYPE equals 46-47, then PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15-16.
3C50	If CRASH TYPE equals 92, then PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 08-09, 13, 98-99.
3C60	If CRASH TYPE equals 25-27, 29-31, then PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 05 or 07.
3C70	If PRE-EVENT (MOVEMENT PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13, then CRASH TYPE should equal 92 or 98.
3CA0	If EXTENT OF DAMAGE for this vehicle equals 0, then AREAS OF IMPACT-MOST DAMAGED AREA must EQUAL AREAS OF IMPACT-INITIAL DAMAGE AREA.
3D00	If CRASH TYPE equals 20-49 and ATTEMPTED AVOIDANCE MANEUVER equals 00-01, then CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
3D0P	If SPECIAL USE for any vehicle equals 02, then SCHOOL BUS RELATED must equal 1.
3D10	If CRASH TYPE equals 50-67 and ATTEMPTED AVOIDANCE MANEUVER equals 00-01, then CRITICAL EVENT – PRECRASH (EVENT) should not equal 12-14, 51-53, 60-61, 65-66, 70-71, 80-85 or 87-92.
3D40	If CRASH TYPE equals 00, then CRITICAL EVENT – PRECRASH (EVENT) should equal 98.
3D50	If PRE-IMPACT STABILITY equals 1, then CRASH TYPE should not equal 02, 07, 34, 36, 54 or 56.
3D60	If CRASH TYPE equals 46 or 47, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should not equal 01.

ERROR CODE	ERROR TEST
3D70	If CRITICAL EVENT – PRECRASH (EVENT) equals 01-04, then CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE must not equal 00.
3DB0	If any CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE equal 00 or 98 or 99, then only that one code and no other must be coded for this vehicle.
3E00	If CRITICAL EVENT – PRECRASH (EVENT) equals 65-68 or 70-73, then RELATION TO JUNCTION (b) should not equal 01 or 18.
3G0P	If the first RELATED FACTORS-VEHICLE LEVEL equals 00, then the other factor must also equal 00.
3H0F	If DRIVER PRESENCE equals 1, then there must be one and only one Person Level form for that vehicle with PERSON TYPE equal to 01, or there must be no Person Level form for that vehicle with PERSON TYPE equal to 01 and at least two Person Level forms for that vehicle with PERSON TYPE equal to 09.
3I1P	If DRIVER'S LICENSE STATE equals 99, then all driver history counters PREVIOUS RECORDED CRASHES must equal 99.
3I2P	If DRIVER'S LICENSE STATE equals 99, then all driver history counters PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS must equal 99.
3I3P	If DRIVER'S LICENSE STATE equals 99, then all driver history counters PREVIOUS DWI CONVICTIONS must equal 99.
3I4P	If DRIVER'S LICENSE STATE equals 99, then all driver history counters PREVIOUS SPEEDING CONVICTIONS must equal 99.
3I5P	If DRIVER'S LICENSE STATE equals 99, then all driver history counters PREVIOUS OTHER HARMFUL MV CONVICTIONS must equal 99.
3J0P	If all counters equal 00, then DATE OF LAST CRASH, SUSPENSION, CONVICTION must equal 000000.
3J1P	If all counters equal 00, then DATE OF FIRST CRASH, SUSPENSION, CONVICTION must equal 000000.

ERROR CODE	ERROR TEST
3K0P	DATE OF LAST CRASH, SUSPENSION, CONVICTION must be less than or equal to CRASH DATE.
3L0P	If any RELATED FACTORS-DRIVER LEVEL equals 00, then all remaining RELATED FACTORS-DRIVER LEVEL must equal 00.
3M0F	If PERSON TYPE equals 01, then RESTRAINT SYSTEM/ HELMET USE must not equal 04, 10-12.
3P0F	If PERSON TYPE equals 03-08, 10, 19, then INJURY SEVERITY should not equal 6.
3Q0F	If PERSON TYPE equals 02-03, 09, and BODY TYPE equals 01-16, 17, 19-20, 22, 28-33, 39, 41-42, 50-52, **55,** 58-59, 65, 80-83, 88-92, 97, then SEATING POSITION must not equal 50.
3R0P	If AIR BAG DEPLOYED does not equal 00**, 98 or 99**, then SEATING POSITION should not equal **12,** 22, 32, 41-55.
3S0P	If SEATING POSITION equals 55, then EJECTION must equal 8.
3U0P	If DEATH DATE equals CRASH DATE, and CRASH TIME is not equal to 9999, then DEATH TIME must not be less than CRASH TIME.
3W0P	If any RELATED FACTORS-PERSON LEVEL equals 00, then all subsequent factors must equal 00.
420P	If MANNER OF COLLISION equals 07-08, then there must be at least two vehicle forms with AREAS OF IMPACT-INITIAL DAMAGE AREA equal to 01-05, 07-11, 61-63, 81-83, **98,** 99.
421P	If MANNER OF COLLISION equals 01, then AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 06.
422P	If MANNER OF COLLISION equals 02, then AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 12.

423P	If MANNER OF COLLISION equals 06, then AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event *must* equal 01, 11-12, **98,** and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event *must* equal 01-05, 07-11, 61-63, 81-83, 98, 99.
424P	If MANNER OF COLLISION equals 09, then AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 06, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 01-05, 07-11, 98, 99.
425P	If MANNER OF COLLISION equals 10, then AREAS OF IMPACT-INITIAL DAMAGE AREA for one vehicle in the first harmful event must equal 06, and AREAS OF IMPACT- INITIAL DAMAGE AREA for the other vehicle in the first harmful event must equal 06, 98, 99.
426P	If MANNER OF COLLISION equals 02, then CRASH TYPE must not equal 64-67 for the vehicles involved in the first harmful event.
427P	If MANNER OF COLLISION equals 06, then CRASH TYPE must not equal 20-43 or 50-53 for the vehicles involved in the first harmful event.
428P	If CRASH TYPE equals 20-91, then NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
429P	If NUMBER OF VEHICLE FORMS SUBMITTED equals 001, then CRASH TYPE must equal 00, 01-16, 92, 98-99.
42AP	If NUMBER OF MOTOR VEHICLES FORMS SUBMITTED equals 001, and RELATION TO TRAFFICWAY equals 02, 04, 06-08, and ATTEMPTED AVOIDANCE MANEUVER equals 00 or 01, then CRITICAL EVENT - PRECRASH (EVENT) should equal 01-06, **08-14** or 19.
42CP	***If there are two vehicles involved in the FIRST HARMFUL EVENT, then those two vehicles' CRASH TYPES must belong to the same CRASH TYPE Configuration.***

ERROR CODE	ERROR TEST
440F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 01, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 01-03, 09-11, 13, **16, 23,** 98 or 99.
450F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 07, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 14.
460F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 02, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 02, 20.
470F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 03, 08, 10, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 20, 22, 98, 99.
480F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 04, 06, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 16, 20-21, 24-25, 28, 98, 99.
490F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 05, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 24-25.
4A0P	If BODY TYPE equals 80-83, 88-89, then SPECIAL USE must not equal 01-03, 06-07.
4C1P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 15.
4C2P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 22.

ERROR CODE	ERROR TEST

4C3P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 25.

4C4P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 5.

4C5P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 30.

4C6P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 55.

4C7P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 77.

4C8P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 10.

4C9P — If NUMBER OF OCCUPANTS is 01-96, BODY TYPE equals 90, VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 20.

4C0P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 10.

4D0P — If SPECIAL USE equals 03, then BODY TYPE must equal 21, 28-29, 50-52, *55,* 58-59.

4F1P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 20.

4F2P — If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 22.

ERROR CODE	ERROR TEST
4F3P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 25.
4F4P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 5.
4F5P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 15, 16, 42, 73, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 30.
4F6P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 55.
4F7P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 50.
4F8P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 10.
4F9P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 20.
4F0P	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 99, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 10.
4G0P	A RELATED FACTORS-VEHICLE LEVEL between 32 and 44 can be used only once per vehicle form.
4H0F	If DRIVER PRESENCE equals 0, 9, then there must not be a Person Level form for that vehicle with PERSON TYPE equal to 01.
4H1P	If DRIVER HEIGHT/INCHES is less than 12, then DRIVER HEIGHT/FEET must not be blank.
4H2P	If DRIVER HEIGHT/INCHES is greater than 11, then DRIVER HEIGHT/FEET must equal 0.

ERROR CODE	ERROR TEST
4H3P	If DRIVER HEIGHT/FEET is 2-8, then DRIVER HEIGHT/ INCHES must equal 00-11.
4H4P	If DRIVER HEIGHT/FEET equals 9, then DRIVER HEIGHT/ INCHES must equal 99.
4H5P	If DRIVER HEIGHT/INCHES equals 99, then DRIVER HEIGHT/ FEET must equal 9.
4H6P	If DRIVER HEIGHT/INCHES equals 98, then DRIVER HEIGHT/FEET must equal 0.
4H7P	If DRIVER HEIGHT/FEET is 0, then DRIVER HEIGHT/INCHES must equal 24-96, 98.
4J0P	If all counters are not blanks and the sum of all counters less than 98 is equal to 1, then DATE OF LAST CRASH, SUSPENSION, CONVICTION must equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.
4K0P	If Month of DATE OF LAST CRASH, SUSPENSION, CONVICTION equals 00, then Year (of same) must equal 0000.
4K1P	If Year of DATE OF LAST CRASH, SUSPENSION, CONVIC- TION equals 0000, then Month (of same) must equal 00.
4K2P	If Month of DATE OF FIRST CRASH, SUSPENSION, CONVICTION equals 00, then Year (of same) must equal 0000.
4K3P	If Year of DATE OF FIRST CRASH, SUSPENSION, CONVICTION equals 0000, then Month (of same) must equal 00.
4N1P	If VEHICLE CONFIGURAION does not equal 00, then MOTOR CARRIER IDENTIFICATION NUMBER must not equal 00-000000000.
4N2P	If MOTOR CARRIER IDENTIFICATION NUMBER equals 00-000000000, then VEHICLE CONFIGURATION must equal 00.
4N3P	***If MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 000000000, then MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) must equal 00.***

ERROR CODE	ERROR TEST
4N4P	If MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000, then BODY TYPE must equal 21, 28, 31, 40, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, 99, or HM2 must equal 2.
4N5P	If BODY TYPE does not equal 21, 28, 31, 40, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, or HM2 does not equal 2, then MOTOR CARRIER IDENTIFICATION NUMBER must equal 00-000000000, 99-999999999.
4N6P	If MOTOR CARRIER IDENTIFICATION NUMBER equals 77-777777777, then BODY TYPE should equal 28, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 93, or HM1 should equal 2.
4N7P	*If MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 888888888 or 777777777 or 999999999, then MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) should be filled respectively as 88 or 77 or 99.*
4NAP	*If MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) equals 01-58, 95-96, then MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) should not equal 000000000, 888888888 or 777777777 or 999999997 or 999999999.*
4NBP	*If MOTOR CARRIER IDENTIFICATION NUMBER-Issuing Authority 01-58, 95-96, then MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) must not equal 000000000.*
4NCP	*If MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) is 00 or 77 or 88 or 99, then MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) must be filled respectively as 000000000 or 777777777 or 88888888 or 999999999.*
4Q0F	If PERSON TYPE equals 02-03, 09, and BODY TYPE equals 80-83, 88-89, then SEATING POSITION must not equal 12, 14-19, 22-50.
4Q1F	If PERSON TYPE equals 02-03, and BODY TYPE equals 21, then SEATING POSITION must not equal 50, 52.
4R0P	If SEATING POSITION equals 54, then VEHICLE TRAILING must not equal 0.

ERROR CODE	ERROR TEST
4S0P	If BODY TYPE equals 80-82, 83, 88-89, then EJECTION must equal 8.
4S1P	If BODY TYPE equals 80-83, 88, 89 and HM1 does not equal 1 then COMPLIANCE WITH CDL ENDORSEMENTS MUST equal 0.
4U0F	Each original submission must have at least one Person Level form with INJURY SEVERITY coded 4.
4V1F	If INJURY SEVERITY equals 4, then DEATH DATE and DEATH TIME for this person must be within 720 hours of the CRASH DATE and CRASH TIME.
4V2F	If CRASH MONTH equals 12, and DEATH MONTH equals 01, then DEATH YEAR must equal CRASH YEAR plus 1.
4V3F	If CRASH MONTH equals 12, then DEATH MONTH must equal 01, 12, 88, 99, or blanks.
4V4F	If CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88, 99 or blanks, then DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.
4V5F	If CRASH MONTH equals 01, and DEATH MONTH is not equal to 88, 99 or blanks, then DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1 or CRASH MONTH plus 2.
4V6P	If DEATH MONTH is not equal to blanks, then DEATH DAY and DEATH YEAR must not equal blanks.
4V7P	If DEATH DAY is not equal to blanks, then DEATH MONTH and DEATH YEAR must not equal blanks.
4V8P	If DEATH YEAR is not equal to blanks, then DEATH MONTH and DEATH DAY must not equal blanks.
4W0P	A RELATED FACTORS-PERSON LEVEL (MV Occupant) between 05 and 91 can be used only once per person form.
4W1P	A RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) between 08 and 91 can be used only once per person form.
4X2F	If any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 00 or 98 or 99, then only that one code and no other must be coded for this driver.

ERROR CODE	ERROR TEST
4X3F	If any CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 00 or 98 or 99, then only that one code and no other must be coded for this person.
4X4F	If any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 09, then POLICE REPORTED ALCOHOL INVOLVEMENT (P16) or POLICE REPORTED DRUG INVOLVEMENT (P19) *should* equal 1 for this person.
4X5F	If NON-MOTORIST ACTION/CIRCUMSTANCE PRIOR TO CRASH is selected 04, then NON-MOTORIST ACTION/ CIRCUMSTANCE PRIOR TO CRASH attributes 05 or 06 should also be selected.
4X6F	If any CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 09, then POLICE REPORTED ALCOHOL INVOLVEMENT (NM15) or POLICE REPORTED DRUG INVOLVEMENT (NM18) *should* equal 1 for this person.
4X7F	If any NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH equals 15 or 98 or 99, then only that one code and no other must be coded for this person.
4X8F	If any NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH equals 00 or 98 or 99, then only that one code and no other must be coded for this person.
4X9F	If any NON-MOTORIST SAFETY EQUIPMENT equals *1* or 8 or 9, then only that one code and no other must be coded for this person.
4Z0P	If SEQUENCE OF EVENTS equals 02, then FIRE OCCURRENCE for this vehicle must equal *1*.
4Z1P	If UNIT TYPE equals 1 and FIRE OCCURRENCE equals 1, then at least one SEQUENCE OF EVENTS must equal 02.
500F	If FIRST HARMFUL EVENT equals 01-11, 14, 15-21 23-26, 30-35, 44-45, 46-53, 57-59, 72, then MANNER OF COLLISION must not equal 01-02, 06-11, 98, 99.
510F	If FIRST HARMFUL EVENT equals 12, 54-55, then MANNER OF COLLISION must not equal 00.

ERROR CODE	ERROR TEST
520F	If FIRST HARMFUL EVENT equals 10, then TRAFFIC CONTROL DEVICE must not equal 01-04, 07-09, 20-50, 98 for the vehicle involved in the first harmful event.
530F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 09, 99, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 09, 98, 99.
531F	If FIRST HARMFUL EVENT equals 08-09, 15, and RELATION TO TRAFFICWAY equals 11, then there must be at least one Person Level (Not a MV Occupant) form with NON-MOTORIST LOCATION AT TIME OF CRASH equal to 11.
540F	If FIRST HARMFUL EVENT equals 02, then at least one vehicle must have FIRE OCCURRENCE equal to 1 or blank.
550F	If FIRST HARMFUL EVENT equals 08, then at least one person must have PERSON TYPE equal 05, 10.
560F	If FIRST HARMFUL EVENT equals 09, then at least one person must have PERSON TYPE equal to 06-07.
570F	If FIRST HARMFUL EVENT equals 05-06, then at least one PERSON TYPE equal to 01-03, 09 must have INJURY SEVERITY equal to 1-5, or blank.
580F	If FIRST HARMFUL EVENT equals 14, then RELATION TO TRAFFICWAY must not equal 01.
590F	If FIRST HARMFUL EVENT equals 15, then at least one Person Level form must have a PERSON TYPE of 08.
5A0P	If UNIT TYPE equals 1, and BODY TYPE equals 80-83, 88-89, then ROLLOVER and LOCATION OF ROLLOVER must equal 0.
5B0P	If JACKKNIFE equals 0 and BODY TYPE equals 66, then VEHICLE TRAILING must not equal 1-4.
5D0P	If SPECIAL USE equals 04, then BODY TYPE must equal 01-12, 15-17, 19-22, 28-33, 39-41, 45, 48-50, *55,* 58-59, 60-64, 66-67, 71-72, 78-79, 90, 99.

ERROR CODE	ERROR TEST
5F0F	If NUMBER OF OCCUPANTS equals 00-95, and BODY TYPE does not equal 50-52, **55,** 58-59, then the number of Person Level forms for that vehicle must be less than or equal to the NUMBER OF OCCUPANTS.
5I0P	If NON-CDL LICENSE STATUS equals 0, then COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3, 9.
5J0P	If the sum of all counters less than 98 is greater than fifteen, then DATE OF LAST CRASH, SUSPENSION, CONVICTION must not equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.
5K0P	The Year of DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be within three years of the Year of CRASH DATE.
5L0F	If RELATED FACTORS-DRIVER LEVEL equals 20, then DRIVER PRESENCE must not equal 1, 9.
5M0F	If PERSON TYPE equals 01, then all RELATED FACTORS-PERSON LEVEL (MV Occupant) must equal 00.
5N0F	If PERSON TYPE equals 02, then RELATED FACTORS-PERSON LEVEL must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.
5Q0F	If PERSON TYPE equals **02**, and BODY TYPE equals 50-52, **55,** 58-59, then SEATING POSITION must not equal **11, 21**-50, 99.
5S0P	If BODY TYPE equals 80-83, 88-89, then EXTRICATION must equal 0.
5T6P	If ALCHOL TEST STATUS equals 2, and ALCOHOL TEST TYPE equals 98, then ALCOHOL TEST RESULTS must equal 00-94, 97-98.
5T7P	If ALCOHOL TEST STATUS equals 0, 1, then ALCOHOL TEST TYPE must equal 00, and ALCOHOL TEST RESULT must equal 96.
5T8P	If ALCOHOL TEST STATUS equals 9, then ALCOHOL TEST TYPE and ALCOHOL TEST RESULT must equal 99.

ERROR CODE	ERROR TEST
5T9P	If ALCOHOL TEST STATUS equals 2, then ALCOHOL TEST TYPE must equal 01-10, 98, and ALCOHOL TEST RESULT must equal 00-94, 97-98.
5TCP	If ALCOHOL TEST STATUS equals 8, then ALCOHOL TEST TYPE must equal 95 and ALCOHOL TEST RESULT must equal 95.
5W0P	If RELATED FACTORS-PERSON LEVEL equals 18, then SEX must equal 2, and AGE must be greater than 012.
5Y0F	If FIRST HARMFUL EVENT equals 08-09, 15, then NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES must not equal 00.
5Z0F	If SEQUENCE OF EVENTS equals 08, then at least one person must have PERSON TYPE equal to 05, 10.
610P	If TRAFFIC CONTROL DEVICE equals 00, then DEVICE FUNCTIONING must equal 0.
640F	If TRAFFIC CONTROL DEVICE equals *23* for any vehicle, then RELATED FACTORS-CRASH LEVEL should equal 21.
641F	If RELATED FACTORS-CRASH LEVEL equals 21, then TRAFFIC CONTROL DEVICE should not equal 00 for every vehicle.
642F	If TRAFFIC CONTROL DEVICE equals 00 for every vehicle, then RELATED FACTORS-CRASH LEVEL should not equal 21.
650P	If TRAFFIC CONTROL DEVICE equals 65 for any vehicle, then RAIL GRADE CROSSING IDENTIFIER must not equal 0000000.
660P	If TRAFFIC CONTROL DEVICE is not equal to 00, then DEVICE FUNCTIONING must not equal 0.
661P	If TRAFFIC CONTROL DEVICE equals 97, the DEVICE FUNCTIONING must equal 8.
670F	If FIRST HARMFUL EVENT equals 12, 14, 45, 54-55, then NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.

ERROR CODE	ERROR TEST
671F	If the only harmful event in SEQUENCE OF EVENTS for this vehicle equals 02 or 04, then CRITICAL EVENT – PRECRASH (EVENT) must equal 98.
6A1P	If UNDERRIDE/OVERRIDE equals 1-8, then BODY TYPE must not equal 80-83, 88-91.
6D0P	If SPECIAL USE equals 05, then BODY TYPE must equal 01-12, 14-17, 19-22, 28-33, 39-41, 45, 48-49, *55,* 58-59, 60-64, 66-67, 71-72, 78-82, 88-90, 91, *97*-99.
6G0P	If RELATED FACTORS-VEHICLE LEVEL equals 32, then REGISTRATION STATE must not equal 00, 92.
6H0P	If DRIVER PRESENCE equals 0, 9, then DRIVER'S ZIP CODE must be blank.
6H1P	If DRIVER PRESENCE equals 0, 9, then CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) must be blank.
6I0P	If NON-CDL LICENSE STATUS equals 9, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, then COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3.
6K0P	If VIOLATION CHARGED equals 71, then RELATED FACTORS-DRIVER LEVEL must not equal 19.
6L0P	If COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
6Q0F	If PERSON TYPE equals 02-03, 09, and BODY TYPE equals 60-67, 71-72, 78-79, then SEATING POSITION must not equal 31-49.
6S0P	If EJECTION equals 1, then EXTRICATION must not equal 1, 9.
6V0P	DEATH DATE must not be less than CRASH DATE.
6Z0F	If SEQUENCE OF EVENTS equals 09, then at least one person must have PERSON TYPE equal to 06-07.
730P	If RELATION TO JUNCTION (b) equals 07, then RELATION TO TRAFFICWAY must not equal 04-07, 10-11, 99.

740P	If RELATION TO JUNCTION (b) equals 07, then TRAFFICWAY DESCRIPTION must equal 2-3 for at least one vehicle.
750P	If RELATION TO JUNCTION (b) equals 07, then RAIL GRADE CROSSING IDENTIFIER must equal 0000000.
770P	If RELATION TO TRAFFICWAY equals 07, then RELATION TO JUNCTION must equal 01, 03, 08, 19, 98, 99.
772P	If RELATION TO TRAFFICWAY equals 07, then RELATION TO JUNCTION (a) must not equal 1.
773P	If RELATION TO JUNCTION (b) equals 01 or 06, then RELATION TO JUNCTION (a) must equal 0.
775P	If RELATION TO JUNCTION (b) equals 17 or 18 or 19, then RELATION TO JUNCTION (a) must equal 1.
776P	If RELATION TO JUNCTION (b) equals 01, 04-08, 16-19, then TYPE OF INTERSECTION must equal 1.
77AP	If CRASH TYPE equals 14, then RELATION TO JUNCTION (b) must not equal 02.
77BP	If CRASH TYPE equals 68-91, then RELATION TO JUNCTION (b) should not equal 01.
77CP	If CRASH TYPE equals 14, then RELATION TO JUNCTION (b) should equal 01, 03, *19*.
77DP	If RELATION TO TRAFFICWAY equals 07, and RELATION TO JUNCTION (a) equals 1, then RELATION TO JUNCTION (b) should not equal 03, 08.
780P	If RELATION TO TRAFFICWAY equals 10, then RELATION TO JUNCTION (b) must not equal 02, 04, 08.
781P	If TYPE OF INTERSECTION equals 2-7, then TRAFFICWAY IDENTIFIER (b) should not be blank.
782P	If TYPE OF INTERSECTION equals 2-7, then RELATION TO JUNCTION (b) must equal 02, 03.
783P	If RELATION TO JUNCTION (b) equals 98-99, then TYPE OF INTERSECTION should equal 1, 8-9.

ERROR CODE	ERROR TEST
784P	If TYPE OF INTERSECTION equals 1, then RELATION TO JUNCTION (b) must not equal 02-03.
7B0F	If JACKKNIFE equals 2-3, then DRIVER PRESENCE must equal 1.
7D0P	If SPECIAL USE equals 06, then BODY TYPE must equal 11, 14-17, 19, 21-22, 28-29, 40-41, 45, 48-49, 61-62, 64, 79, 97, 99.
7E0P	If INJURY SEVERITY equals 4, then DEATH CERTIFICATE NUMBER must NOT equal 0000-00-000000.
7E1P	If INJURY SEVERITY equals 4, then RACE must not equal 00.
7E2P	If INJURY SEVERITY equals 4, then HISPANIC ORIGIN must not equal 00.
7E3P	If INJURY SEVERITY does not equal 4, then RACE AND HISPANIC ORIGIN must equal 00.
7F0P	If DEATH CERTIFICATE NUMBER is not blank or 0000-00-000000, then INJURY SEVERITY must equal 4.
7F1P	If RACE equals 00, then INJURY SEVERITY must not equal 4.
7F2P	If HISPANIC ORIGIN equals 00, then INJURY SEVERITY must not equal 4.
7F3P	If RACE is not equal to 00, and HISPANIC ORIGIN is not equal to 00, then INJURY SEVERITY must equal 4.
7I0P	If COMPLIANCE WITH LICENSE RESTRICTIONS equals 1, and RELATED FACTORS-DRIVER LEVEL equals 19, then NON-CDL LICENSE STATUS must equal 6.
7K0P	If any VIOLATIONS CHARGED equals 71, then NON-CDL LICENSE STATUS must equal 0, 1-2, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS must equal 01-02, 05.
7L0P	Any RELATED FACTORS-DRIVER LEVEL can be used only once per driver form.
7M0F	If PERSON TYPE equals 03, then RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-53, 57-70, 72-78, 80-83, 91.

ERROR CODE	ERROR TEST
7P0F	If PERSON TYPE equals 01, then AGE must not be less than 002.
7Q0F	If PERSON TYPE equals 09, and BODY TYPE equals 50-52, *55,* 58-59, then SEATING POSITION must not equal 12-50, 52-54.
7R0P	If FATAL INJURY AT WORK equals 0-1, 9, then INJURY SEVERITY must equal 4.
7V0F	If DEATH YEAR equals 9999, then CRASH MONTH must not be 01-11.
7W0P	If FATAL INJURY AT WORK equals 8, then INJURY SEVERITY must not equal 4.
7Z0F	If any SEQUENCE OF EVENTS equals 05-06, then at least one occupant of this vehicle (PERSON TYPES 01-02, 09) must have INJURY SEVERITY equal to 1-5, or blank.
840P	If any RELATED FACTORS-CRASH LEVEL equals 99, then all RELATED FACTORS-CRASH LEVEL must equal 99.
850P	If the first RELATED FACTORS-CRASH LEVEL equals 00, then all RELATED FACTORS-CRASH LEVEL must be 00. If the second equals 00, then the third must also.
860P	If any RELATED FACTORS-CRASH LEVEL is blank, then all RELATED FACTORS-CRASH LEVEL must be blanks.
870P	A RELATED FACTORS-CRASH LEVEL 01-07, 13-23 can be used only once per crash.
880F	If RELATED FACTORS-CRASH LEVEL equals 16, then there must be a Person Level (Not a MV Occupant) form with PERSON TYPE equal to 04-08, 19.
890F	If RELATED FACTORS-CRASH LEVEL equals 15, then there must be a Person Level (Not a MV Occupant) form with PERSON TYPE equal to 04-08, 10, 19.
8D0P	If SPECIAL USE equals 08, then BODY TYPE must not equal 60-64, 66-67, 71-72, 78-79, 99.

ERROR CODE	ERROR TEST
8I0P	If NON-CDL LICENSE STATUS equals 0-4, 9, then RELATED FACTORS-DRIVER LEVEL must not equal 19.
8J0P	If NON-CDL LICENSE TYPE equals 0, then NON-CDL LICENSE STATUS must equal 0.
8J1P	If NON-CDL LICENSE STATUS equals 0, then NON-CDL LICENSE TYPE must equal 0.
8J2P	If RELATED FACTORS-DRIVER LEVEL equals 73-74, then COMPLIANCE WITH LICENSE RESTRICTIONS must equal 2.
8K0P	If VIOLATIONS CHARGED equals 07-08, then HIT-AND-RUN must not equal 0.
8L0P	If LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-2, 9, then RELATED FACTORS-DRIVER LEVEL must not equal 19.
8L8P	If AREAS OF IMPACT-INITIAL DAMAGE AREA or AREAS OF IMPACT-MOST DAMAGED AREA equals 18, then at least one SEQUENCE OF EVENTS should equal 54.
8M0F	If PERSON TYPE equals 04, then RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 86, 90.
8P0P	If PERSON TYPE equals 01, and AGE is less than 008, then BODY TYPE must not equal 01-12, 14-17, 19-22, 28-33, 39-42, 45, 48-52, *55,* 58-67, 71-72, 78-83, 89, 92-93.
8P1P	If PERSON TYPE equals 01, and AGE is less than 008, then BODY TYPE should equal 88, 91.
8Q0F	If PERSON TYPE equals 08, then RELATED FACTORS-PERSON LEVEL must not equal 09, 86, 90.
8S0P	If METHOD OF ALCOHOL DETERMINATION BY POLICE equals 9, then POLICE-REPORTED ALCOHOL INVOLVEMENT must equal 0-1, 8-9.
8T0F	If any NON-MOTORIST SAFETY EQUIPMENT equals 2, then PERSON TYPE *should* equal 06-08.
8V0P	If DEATH YEAR equals 9999, then DEATH MONTH and DEATH DAY must equal 99.

ERROR CODE	ERROR TEST
8Z0F	If any SEQUENCE OF EVENTS equals 15, then at least one Person Level (Not a MV Occupant) form must have a PERSON TYPE code of 08.
900P	If ***VEHICLE IDENTIFICATION NUMBER (VIN) does not equal 0's, 8's or 9's***, and VEHICLE MODEL YEAR is a valid year and greater than or equal to 1980 and VEHICLE MODEL YEAR equals _____, then the 10th digit of the valid VEHICLE IDENTIFICATION NUMBER (VIN) should equal _____ (contact Headquarters for VIN Assistance).
920P	***If any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, equals Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)], then the other three must also equal Not Reported.***
921P	If MAKE is not 97, 98, 99, and equals ___, and MODEL equals ___, then MODEL YEAR must equal ___, or CRASH YEAR plus 1.
930P	***If any one of the fields MAKE, MODEL, BODY TYPE, and MODEL YEAR, does not equal Not Reported [MAKE (97), MODEL (997), BODY TYPE (98), and MODEL YEAR (9998)], then the other three must also not be coded as Not Reported.***
960P	If MAKE is not 98, 99, and equals ___, and MODEL equals ___, then BODY TYPE must equal ___.
981P	***If BODY TYPE equals 80-83, 88-89, 90-91, then RESTRAINT SYSTEM/HELMET USE must equal 05, 16, 17, 97, 98, 99.***
982P	***If BODY TYPE does not equal 80-83, 88-89, 90-91, then RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.***
990P	If any counter equals 99, then all counters and DATE OF LAST CRASH, SUSPENSION, CONVICTION and DATE OF FIRST CRASH, SUSPENSION, CONVICTION must equal 9999.
9A2P	If UNIT TYPE equals 2-3, then REGISTERED VEHICLE OWNER must equal 6.
9A3P	If UNIT TYPE equals 2-4, then DRIVER PRESENCE must equal 0.

ERROR CODE	ERROR TEST
9A5P	If PERSON TYPE equals 03, then UNIT TYPE must equal 2-4.
9B3P	If UNDERRIDE/OVERRIDE equals 7, then there must be at least one vehicle with UNIT TYPE equal to 1.
9B4P	If UNDERRIDE/OVVERIDE equals 8, then there must at least one vehicle with UNIT TYPE equal 2-4.
9B5P	If UNIT TYPE equals 2, 3, then UNDERRIDE/OVERRIDE must equal 0.
9B7P	If UNIT TYPE equals 2-4, then PERSON TYPE of all occupants of this vehicle must equal 03.
9B9P	If any SEQUENCE OF EVENTS equals 55, then there must be at least one other vehicle with UNIT TYPE equal to 1.
9BAP	If MANNER OF COLLISION equals 07 **and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 10 or 11 for either one of the vehicles involved in the first harmful event,** then CRASH TYPE should equal 44-49, 98-99 for the vehicles involved in the first harmful event.
9BCP	If MANNER OF COLLISION equals 08, then CRASH TYPE should equal 64-67, 98-99 for the vehicles involved in the first harmful event.
9BDP	If MANNER OF COLLISION equals 01, then CRASH TYPE should not equal 44-49 for the vehicles involved in the first harmful event.
9C0P	If FIRST HARMFUL EVENT equals 55, then there must be at least one vehicle with UNIT TYPE equal to 1.
9C1P	If UNIT TYPE equals 4, then RELATED FACTORS-VEHICLE LEVEL must not equal 39.
9C4P	If UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 **or 9**, then DRIVER MANEUVERED TO AVOID must only equal 95.
9C5P	If DRIVER MANEUVERED TO AVOID equals 95, then DRIVER PRESENCE must equal 0 **or 9**.

ERROR CODE	ERROR TEST
9J0P	If LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-1, then COMPLIANCE WITH LICENSE RESTRICTIONS must not equal 1-3, 9.
9K0P	If HM2 equals 2, then REGISTRATION STATE must not equal 00.
9M0F	If PERSON TYPE equals 05, then RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 21, 26, 40, 42, 51-52, 57, 68-70, 73-83, 88.
9P0F	If PERSON TYPE equals 04-08, 10, 19, then EXTRICATION must not equal 1, 9.
9V0P	If DEATH MONTH equals 99, then DEATH DAY must equal 99.
A010	If STATE equals 02, and LIGHT CONDITION equals 4, then CRASH TIME should equal 0300-1000, 9999.
A020	If STATE equals 02, and LIGHT CONDITION equals 5, then CRASH TIME should equal 1500-2359, 9999.
A030	If CRASH MONTH equals 05-09, then ATMOSPHERIC CONDI-TIONS should not equal 03-04, 11.
A040	If CRASH MONTH equals 05-09, then ROADWAY SURFACE CONDITIONS should not equal 03-04, *10*.
A050	If CRASH TIME equals 0900-1600, then LIGHT CONDITION should not equal 2-6.
A060	If CRASH TIME equals 2300-0400, then LIGHT CONDITION should not equal 1, 4-5, 9.
A070	If NOTIFICATION TIME EMS is not 8888, 9998 or 9999, then NOTIFICATION TIME EMS should not be more than 120 minutes later than CRASH TIME.
A080	If DRIVER PRESENCE equals 0, FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002, then one RELATED FACTORS-DRIVER LEVEL should equal 20.

ERROR CODE	ERROR TEST
A090	If NUMBER OF VEHICLE FORMS SUBMITTED is greater than 001, then there should be at least one vehicle with TRAVEL SPEED of 001-151, 997-999, or blanks.
A100	If FIRST HARMFUL EVENT is not equal to 02, 04-05, 10, 16, 18, then there should be one vehicle with TRAVEL SPEED of 001-151, 997-999, or blanks.
A110	If FIRST HARMFUL EVENT equals 10, then ROADWAY FUNCTION CLASS should not equal 01, 11-12.
A150	If ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0, then RELATION TO JUNCTION should not equal 02-04, 06, 08.
A160	If ROADWAY FUNCTION CLASS equals 01-02, 04, 11-12, 13, 15, then ROADWAY SURFACE TYPE should equal 1-2, 8 or 9 for at least one vehicle.
A170	If ROADWAY SURFACE TYPE equals 3-5 for every vehicle, then ROADWAY FUNCTION CLASS should not equal 01-03, 11-15.
A180	If ROADWAY FUNCTION CLASS equals 01, 11, then SPECIAL JURISDICTION should not equal 1-5, 8-9.
A190	If ROADWAY FUNCTION CLASS equals 12, then SPECIAL JURISDICTION should not equal 4.
A1A0	If ROADWAY SURFACE CONDITIONS equals 01 for a vehicle involved in the first harmful event, then ATMOSPHERIC CONDITIONS should not equal 02-04, 11.
A1B0	If TRAFFIC CONTROL DEVICE equals 20-21 for a vehicle involved in the first harmful event, then RELATION TO JUNCTION (b) should not equal 01, 18.
A1C0	If ROADWAY SURFACE CONDITIONS equals 01, then DRIVER'S VISION OBSCURED BY should not equal 08.
A1E0	If RELATION TO JUNCTION (b) equals 19, then RELATION TO TRAFFICWAY must not equal 01, 05, 11, 98-99.
A200	If RELATION TO JUNCTION (b) equals 07, then ROADWAY FUNCTION CLASS should not equal 04-06, 16.

ERROR CODE	ERROR TEST
A210	If ROADWAY FUNCTION CLASS equals 01, 11-12, and RELATION TO JUNCTION (a) equals 0, then TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, **23**, 40, 50, 65.
A220	If ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0, then SPEED LIMIT should not equal 05-40 for any vehicle.
A230	If SEQUENCE OF EVENTS equals 10, then ROADWAY FUNCTION CLASS should not equal 01, 11.
A240	If ROADWAY FUNCTION CLASS equals 01, 11, and RELATION TO JUNCTION (a) equals 0, then TRAVEL SPEED should not equal 005-040 for any vehicle.
A250	If ROADWAY FUNCTION CLASS equals 01-02, 11-13, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05, then TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
A260	If WORK ZONE equals 1-3, then TRAFFIC CONTROL DEVICE should equal 01-**29**, 40, 50 or 98 for this vehicle.
A270	If any VIOLATIONS CHARGED equals 31-35, 37, then TRAFFIC CONTROL DEVICE should equal 01-20, 98.
A280	If ROUTE SIGNING equals 1, then SPECIAL JURISDICTION should not equal 1-5, 8-9.
A290	If ROUTE SIGNING equals 1 and RELATION TO JUNCTION (a) equals 0, then RELATION TO JUNCTION (b) should not equal 02-04, 06, 08, 16.
A291	If RELATION TO JUNCTION (b) equals 07, then ROUTE SIGNING should not equal 5-6.
A292	***If <u>any</u> TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00, then <u>all</u> must equal 0, 00, <u>and</u> SPEED LIMIT must equal 00 for this vehicle.***
A300	If ROUTE SIGNING equals 1, then TRAFFICWAY DESCRIPTION should equal 2-3, 6 for at least one vehicle.

A310	If ROUTE SIGNING equals 1 and RELATION TO JUNCTION (a) equals 0, then TOTAL LANES IN ROADWAY should not equal 1 for any vehicle.
A320	If ROUTE SIGNING equals 1 and RELATION TO JUNCTION (a) equals 0, then SPEED LIMIT should not equal 05-40 for any vehicle.
A330	If ROUTE SIGNING equals 1-2, then ROADWAY SURFACE TYPE should equal 1-2, 8 for at least one vehicle.
A350	If ROUTE SIGNING equals 1, then FIRST HARMFUL EVENT should not equal 10.
A360	If RELATION TO JUNCTION (b) equals 07, then ROUTE SIGNING should not equal 4.
A370	If FIRST HARMFUL EVENT equals 99, then MANNER OF COLLISION should not equal 00, 01-11.
A380	If FIRST HARMFUL EVENT equals 01 and this vehicle is involved in the first harmful event and ***BODY TYPE does not equal 80-89 for this vehicle,*** and RELATION TO TRAFFICWAY equals _____, then LOCATION OF ROLLOVER should equal _____ respectively.
A390	If FIRST HARMFUL EVENT equals 17, 19-21, 23-26, 30-35, 38-43, 52-53, 57, then RELATION TO TRAFFICWAY should not equal 01-***02***, 07, 11.
A3C0	If FIRST HARMFUL EVENT equals 02-07, 16, 44, 51, 72, then CRASH TYPE must equal 00 for the vehicle involved in the first harmful event.
A3D0	If FIRST HARMFUL EVENT equals 01-07, 16, 44, 51, 72, then CRASH TYPE must not equal 20-91.
A3E0	If CRASH TYPE equals 13, then FIRST HARMFUL EVENT must equal 08, 09, 11, 15 or 49.
A3G0	***If INTERSTATE HIGHWAY equals 1, RELATION TO JUNCTION (a) equals 1 and RELATION TO JUNCTION (b) is not equal to 05, then TOTAL LANES IN ROADWAY should not equal 1.***

A3H0   *If INTERSTATE HIGHWAY equals 1, RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 05, then TRAFFICWAY DESCRIPTION should not equal 4.*

A3I0   *If INTERSTATE HIGHWAY equals 1, then RELATION TO JUNCTION (b) should not equal 02, 03, 04, 06, 08 or 16.*

A3J0   *If INTERSTATE HIGHWAY equals 1, RELATION TO JUNCTION (a) equals 1 and RELATION TO JUNCTION (b) is not equal to 05, then SPEED LIMIT should not equal 01-40.*

A3K0   *If FIRST HARMFUL EVENT equals 10, then INTERSTATE HIGHWAY should not equal 1.*

A420   If FIRST HARMFUL EVENT equals 10, then RELATION TO JUNCTION (b) should equal 06.

A430   If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-11 for a vehicle involved in the first harmful event, then RELATION TO JUNCTION (b) should not equal 01, 18.

A440   If RELATION TO JUNCTION (b) equals 06, then TRAFFIC CONTROL DEVICE should equal 65 for any vehicle involved in the first harmful event.

A470   If TRAFFICWAY DESCRIPTION equals 1-3, 5, then TOTAL LANES IN ROADWAY should not equal 1.

A480   If CRASH TYPE equals 00, then FIRST HARMFUL EVENT must equal 02-07, 16, 44, 51, 72.

A481   If TRAFFICWAY DESCRIPTION equals 6, then TOTAL LANES IN ROADWAY should equal 1, **8**.

A490   If TRAFFICWAY DESCRIPTION equals 2-3, 5, then ROADWAY SURFACE TYPE should not equal 4-5, 7.

A491   *If TRAFFICWAY DESCRIPTION equals 1, 4, 5, 6, then TOTAL LANES IN ROADWAY should not equal 6.*

A492   *If TRAFFICWAY DESCRIPTION equals 2, 3, 5, 6, then SPEED LIMIT must not equal 00.*

ERROR CODE	ERROR TEST
A493	*If TRAFFICWAY DESCRIPTION equals 2, 3, 5, then SPEED LIMIT should be greater than 15.*
A494	*If TRAFFICWAY DESCRIPTION equals 6, then ROADWAY GRADE should not equal 3, 4.*
A495	*If TRAFFICWAY DESCRIPTION equals 0, then the <u>first event</u> in SEQUENCE OF EVENTS for this vehicle should not equal 63, 64, or 69.*
A4A0	If CRASH TYPE equals 01-16, then FIRST HARMFUL EVENT must not equal 12.
A4B0	If CRASH TYPE equals 01-11 or 14, then RELATION TO TRAFFICWAY should not equal 01 or 11.
A4BP	If FIRST HARMFUL EVENT equals 54 or 55, then CRASH TYPE must equal 98 for the vehicles involved in the first harmful event.
A4C0	If RELATION TO JUNCTION (b) equals 04, then at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) for the vehicles involved in the first harmful event should equal 10, 11, 13 or 98.
A4D0	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 14, then ROADWAY ALIGNMENT must equal 2-4.
A4D1	*If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 01, then ROADWAY ALIGNMENT should not equal 2-4.*
A4DP	If CRASH TYPE equals 20-91, then FIRST HARMFUL EVENT must equal 12.
A500	If TOTAL LANES IN ROADWAY equals 3-7, then ROADWAY SURFACE TYPE should not equal 4-5, 7.
A510	If any AMOSPHERIC CONDITIONS equals 02-04, 11, then ROADWAY SURFACE CONDITIONS should not equal 01, 07-08, 99 for any vehicle.
A520	If SEQUENCE OF EVENTS equals 10, then TRAFFIC CONTROL DEVICE should not equal 01-09, 20-*29*, *40*-50, 98.

A521   If any SEQUENCE OF EVENTS equals 46, then SPEED LIMIT *equal to 50-55, 98 or 99* for this vehicle.

A540   If NOTIFICATION TIME EMS is not 8888, 9998, or 9999, and ARRIVAL TIME EMS is not 8888, 9997, 9998, 9999, then ARRIVAL TIME EMS should not be more than 120 minutes later than NOTIFICATION TIME EMS.

A550   If ARRIVAL TIME EMS is not 8888, 9997, 9998, or 9999, and EMS TIME AT HOSPITAL is not 8888, 9997, 9998, 9999, then EMS TIME AT HOSPITAL should not be more than 60 minutes later than ARRIVAL TIME EMS.

A551   If EMS TIME AT HOSPITAL equals 8888, 9997, 9998, then TRANSPORTED TO MEDICAL FACILITY BY should not equal 1, 3, 5 for any PERSON.

A560   If NOTIFICATION TIME EMS is not 8888, 9998, or 9999, and EMS TIME AT HOSPITAL is not 8888, 9997, 9998, 9999, then EMS TIME AT HOSPITAL should not be more than 180 minutes later than NOTIFICATION TIME EMS.

A60F   If FIRST HARMFUL EVENT equals 14, then CRASH TYPE should equal 01-11, 92, 98-99 for the in-transport vehicle involved in the first harmful event.

A610   If RELATION TO JUNCTION (b) equals 05, then TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle.

A611   If TRAFFICWAY DESCRIPTION equals 6 in first harmful event, then RELATION TO JUNCTION (b) should equal 02, 05, 17-19.

A61F   If FIRST HARMFUL EVENT equals 08-09, 11*, 15, 49* and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to *00,* 13, then CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.

A620   If CRASH TYPE equals 06-10 and TRAFFICWAY DESCRIPTION equals 2-3, then RELATION TO TRAFFICWAY should equal 03.

A62F   If FIRST HARMFUL EVENT equals 18 or 43, and RELATION TO TRAFFICWAY equals 01 or 11, then CRASH TYPE should equal 12 or 15 for the vehicle involved in the first harmful event.

ERROR CODE	ERROR TEST
A63F	If FIRST HARMFUL EVENT equals 01, then CRASH TYPE should equal 01-10, 98-99 for the vehicle involved in the first harmful event.
A64F	If CRASH TYPE equals 99, then FIRST HARMFUL EVENT should equal 99.
A700	If SPEED LIMIT is greater than 65 for every vehicle, then ROUTE SIGNING should equal 1-4.
A720	If ROADWAY FUNCTION CLASS equals *01, 11*-12, then TRAFFICWAY DESCRIPTION should equal 2-3, 6 for at least one vehicle.
A770	If FIRST HARMFUL EVENT equals 46, then TRAFFIC CONTROL DEVICE should equal 01-04 for the vehicle involved in the first harmful event.
A780	If FIRST HARMFUL EVENT equals 46, then TRAFFIC CONTROL DEVICE should not equal 00 for the vehicle involved in the first harmful event.
A790	If FIRST HARMFUL EVENT equals 46, then RELATION TO JUNCTION (b) should not equal 01, 07.
A800	If FIRST HARMFUL EVENT equals 46, then RELATION TO TRAFFICWAY should not equal 01-02, 05, 07, 11.
A810	If FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02-03, 05, then ROADWAY FUNCTION CLASS should not equal 01, 11.
A820	If FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1 and RELATION TO JUNCTION (b) does not equal 02-03, 05, then ROUTE SIGNING should not equal 1.
A830	If FIRST HARMFUL EVENT equals 46, then SPEED LIMIT should be less than 55 for the vehicle involved in the first harmful event.
A840	If ROUTE SIGNING equals 7, then ROADWAY FUNCTION CLASS should equal 01-02, 11-13.

ERROR CODE	ERROR TEST
A850	If ROADWAY FUNCTION CLASS equals 02, 12, and ROUTE SIGNING equals 2, then NATIONAL HIGHWAY SYSTEM should equal 1.
A860	If NATIONAL HIGHWAY SYSTEM equals 1, then ROADWAY FUNCTION CLASS should equal 01-02, 11-13.
A881	If RELATION TO TRAFFICWAY equals 11, then TRAFFICWAY DESCRIPTION should equal 5 for at least one vehicle.
A882	If RELATION TO TRAFFICWAY equals 07, then ROUTE SIGNING should not equal 1.
A883	If RELATION TO TRAFFICWAY equals 07, then ROADWAY FUNCTION CLASS should not equal 01, 11-12.
A890	If RELATION TO JUNCTION equals 01, then TRAFFIC CONTROL DEVICE should not equal 01-03 for any vehicle involved in the first harmful event.
A8A0	If CRASH TYPE equals 12, then RELATION TO TRAFFICWAY should equal 01 or 11.
A900	If SPEED LIMIT equals 60, 65 for every vehicle, then ROADWAY FUNCTION CLASS should not equal 05-06, 14-16.
A910	If ROADWAY FUNCTION CLASS equals 03-06, 14-16, then NATIONAL HIGHWAY SYSTEM should equal 0, 9.
A920	If NATIONAL HIGHWAY SYSTEM equals 0, 9, then ROADWAY FUNCTION CLASS should not equal 02, 12, and ROUTE SIGNING should not equal 2.
A930	*If INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03, 05, then TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65.*
A940	*If STATE NUMBER equals 11, then maximum SPEED LIMIT (not including 98 or 99) should equal 55.*
A945	*If STATE NUMBER equals 15, then maximum SPEED LIMIT (not including 98 or 99) should equal 60.*

ERROR CODE	ERROR TEST
A950	*If STATE NUMBER equals 02, 09, 10, 17, 23, 24, 25, 33, 34, 36, 39, 41, 42, 43, 44, 50, 55, then maximum SPEED LIMIT (not including 98 or 99) should equal 65.*
A955	*If STATE NUMBER equals 01, 05, 06, 12, 13, 18, 19, 20, 21, 22, 26, 27, 28, 29, 37, 45, 47, 48, 51, 53, 54, then maximum SPEED LIMIT (not including 98 or 99) should equal 70.*
A960	*If STATE NUMBER equals 04, 08, 16, 30, 31, 32, 35, 38, 40, 46, 49, 56, then maximum SPEED LIMIT (not including 98 or 99) should equal 75.*
A965	*If PSU equals 72, 91, 9, 21, 22, 4, 1, 2, 3, 23, 24, 25, 26, 29, 30, 31, 5, 6, 7, 8, 71, then maximum SPEED LIMIT (not including 98 or 99) should equal 65.*
A970	*If PSU equals 47, 48, 79, 80, 96, 97, 41, 42, 61, 73, 93, 28, 10, 11, 12, 13, 32, 33, 92, 43, 44, 45, 46, 49, 50, 51, 62, 63, 27, 81, 82, then maximum SPEED LIMIT (not including 98 or 99) should equal 70.*
A975	*If PSU equals 76, 77, 78, 75, 94, 74, 95, 64, then maximum SPEED LIMIT (not including 98 or 99) should equal 75.*
AB1P	If VEHICLE CONFIGURATION equals 01, then CARGO BODY TYPE must NOT equal 22.
AC0A	If RELATION TO JUNCTION (b) equals 02-03, then the second TRAFFICWAY IDENTIFIER should not be all blank.
AC1A	If FIRST HARMFUL EVENT equals 54, then MANNER OF COLLISION should equal 11.
AD0P	If VEHICLE CONFIGURATION equals 04, 06-08, then VEHICLE TRAILING must not equal 0.
AE0P	If VEHICLE CONFIGURATION equals 05 and CARGO BODY TYPE does not equal 12, then VEHICLE TRAILING must equal 0.
AE1P	If VEHICLE CONFIGURATION equals 05-08, then BODY TYPE must equal 66.
AF1P	If VEHICLE CONFIGURATION equals 20, then CARGO BODY TYPE must equal 22.

ERROR CODE	ERROR TEST
AF2P	If VEHICLE CONFIGURATION equals 20-21, then BODY TYPE must equal 20-21, 50-52, **55,** 58-59.
AH0P	If VEHICLE CONFIGURATION does not equal 00, 99, then BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.
AH1P	If BUS USE equals 08, then BODY TYPE must equal 21-22, 28-29, 50-59.
AH2P	If BUS USE equals 06, then BODY TYPE should equal 21 or 52 **or 55**.
AK00	If CARGO BODY TYPE equals 22, 96, then JACKKNIFE should equal 0.
AL0P	If CARGO BODY TYPE equals 22, then BODY TYPE must equal 21, 50-52, **55,** 58-59.
AL1P	If SEQUENCE OF EVENTS equals 51, 62, 70, then VEHICLE TRAILING must not equal 0.
AL2P	If SEQUENCE OF EVENTS equals 45, then WORK ZONE should equal 1-4.
AL5P	If UNIT TYPE equals 1, then at least one event in the SEQUENCE OF EVENTS must equal the MOST HARMFUL EVENT.
AL6P	If MOST HARMFUL EVENT equals __, and UNIT TYPE equals 1, then at least one event in the SEQUENCE OF EVENTS must equal ___.
AL7P	If FIRST HARMFUL EVENT equals __, then at least one SEQUENCE OF EVENTS must equal __ for at least one vehicle.
AL8P	If SEQUENCE OF EVENTS equals 51, 70, then JACKKNIFE must equal 2-3.
AM0P	If CARGO BODY TYPE does not equal 00, 99, then BODY TYPE should equal 15-16, 21, 28, 31, 40-41, 45, 48-52, **55,** 58-64, 66-67, 71-72, 78, 92-93, or HM2 must equal 2.

ERROR CODE	ERROR TEST
AM1P	If FIRST HARMFUL EVENT equals 54, or SEQUENCE OF EVENTS equals 54 for any vehicle, then one RELATED FACTORS-CRASH LEVEL must equal 14.
AM2P	If any SEQUENCE OF EVENTS equals 25 or 57, then TRAFFICWAY DESCRIPTION should equal 3, *6*.
AQ0P	If REGISTRATION STATE equals 00, 92, then REGISTERED VEHICLE OWNER must equal 0, 5-6.
AR0P	If SPECIAL USE equals 04, then REGISTERED VEHICLE OWNER must not equal 0, 1-2, 4.
AS0P	If RELATED FACTORS-VEHICLE LEVEL equals 32, then REGISTERED VEHICLE OWNER must not equal 0.
AT00	An ATMOSPHERIC CONDITIONS 01-08, 10-11, 98, 99 can be used only once per crash.
AT10	If first ATMOSPHERIC CONDITIONS equals *99*, then second ATMOSPHERIC CONDITIONS must equal 00.
AT20	If first ATMOSPHERIC CONDITIONS equals 01-08, 10-11, 99, then second ATMOSPHERIC CONDITIONS must not equal 99.
AT30	First ATMOSPHERIC CONDITIONS must not equal 00.
AT40	***If the first ATMOSPHERIC CONDITIONS equals 01, then the second ATMOSPHERIC CONDITIONS must equal 00 or 10.***
AV0P	If REGISTERED VEHICLE OWNER equals 3-4, then REGISTRATION STATE must not equal 99.
AZ1P	If UNIT TYPE equals 1, and FIRE OCCURRENCE equals 1, then at least one SEQUENCE OF EVENTS must equal 02.
AZ20	If UNIT TYPE equals 1, and DRIVER PRESENCE equals 0, then PRE-EVENT MOVEMENT (PRIOR TO CRITICAL EVENT) must equal 00.
AZ2P	If CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01, then CRASH TYPE must equal 14.

ERROR CODE	ERROR TEST
AZ30	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00, then ATTEMPTED AVOIDANCE MANEUVER must equal 00.
AZ50	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00, then PRE-IMPACT STABILITY must equal 0.
AZ5P	If CRITICAL EVENT-PRECRASH (EVENT) equals 70-73 for a vehicle involved in the first harmful event, then RELATION TO JUNCTION (b) should equal 04 *or 08*.
AZ60	If PRE-IMPACT STABILITY equals 00, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
AZ6P	If any DRIVER MANEUVERED TO AVOID equals 00, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 17.
AZ70	If PRE-IMPACT LOCATION equals 0, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
AZ7P	If any DRIVER MANEUVERED TO AVOID equals 00 or 95 or 99, then only that one code and no other must be coded for this vehicle.
AZ80	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00, then PRE-IMPACT LOCATION must equal 0.
AZA0	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 05 or 07, then TRAVEL SPEED should equal 000 for this vehicle.
AZBP	If any DRIVER MANEUVERED TO AVOID equals 03, then CRITICAL EVENT – PRECRASH (EVENT) should equal 87-89.
AZCP	If any DRIVER MANEUVERED TO AVOID equals 05, then CRITICAL EVENT – PRECRASH (EVENT) should equal 80-85.

ERROR CODE	ERROR TEST
AZDP	If any DRIVER MANEUVERED TO AVOID equals 04, then CRITICAL EVENT – PRECRASH (EVENT) should equal 50-56, 59-68, 70-74 or 78.
AZEP	If any DRIVER MANEUVERED TO AVOID equals 01, then CRITICAL EVENT – PRECRASH (EVENT) should equal 90-92.
B10P	If ATTEMPTED AVOIDANCE MANUEVER equals 00-01, then DRIVER MANEUVERED TO AVOID should equal 00 or 95.
B13P	If CRASH TYPE equals 20-49, and ATTEMPTED AVOIDANCE MANEUVER equals 00-01, then CRITICAL EVENT-PRECRASH (EVENT) should not equal 12-14, 54, 66-68, 71-73 or 80-85.
B15P	If CRITICAL EVENT-PRECRASH (EVENT) equals 91 and ATTEMPTED AVOIDANCE MANEUVER equals 00-01 and the vehicle is involved in the first harmful event, then CRASH TYPE should equal 15.
B16P	If CRITICAL EVENT-PRECRASH (EVENT) equals 90, ATTEMPTED AVOIDANCE MANEUVER equals 01 and the vehicle is involved in the first harmful event, then CRASH TYPE should equal 12 or 15.
BA0P	If EJECTION equals 0, 8, then EJECTION PATH must equal 0.
BB0P	If EJECTION equals 1-3, 9, then EJECTION PATH must equal 1-9, or blanks.
BC0P	If EJECTION PATH equals 1-9, then EJECTION must equal 1-3, *7 or* 9.
BE0P	If BODY TYPE equals 80-83, 88-89, then EJECTION PATH must equal 0.
BF0F	If PERSON TYPE equals 04-08, 10, 19, then EJECTION PATH must equal 0.
BI0P	If DRIVER'S LICENSE STATE equals 99, then COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1-2.
BJ0P	If DRIVER PRESENCE equals 0, 9, then COMPLIANCE WITH CDL ENDORSEMENTS must be blank.

BJ1P	If UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 *or 9*, then DRIVER DISTRACTED BY must equal 16.
BJ2P	If UNIT TYPE equals 1, and DRIVER PRESENCE equals 1, then DRIVER DISTRACTED BY must not equal 16 or blank.
BJ3P	If UNIT TYPE equals 1, and DRIVER DISTRACTED BY equals 16, then DRIVER PRESENCE must equal 0 *or 9*.
BJ4P	If any DRIVER DISTRACTED BY equals 03, then NUMBER OF OCCUPANTS must be greater than 01.
BJ7P	If any DRIVER DISTRACTED BY equals 00, or 01, or 16, or 96 or 99, then only that one code and no other must be used.
BK0P	If LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 1, then COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1-3, 9.
BL0P	If COMPLIANCE WITH CDL ENDORSEMENTS equals 1, and any RELATED FACTORS-DRIVER LEVEL equals 19, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE must equal 3.
BN0P	If DRIVER PRESENCE equals 0, 9, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS must be blank.
BP0P	If MODEL YEAR is greater than 1999 and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88-93, 97 and SEATING POSITION equals *11, 13,* 18, 19 then AIRBAG DEPLOYED should not equal 00.
BQ0P	If METHOD OF DRUG DETERMINATION BY POLICE equals 8, then POLICE-REPORTED DRUG INVOLVEMENT must equal 0, 1, 8-9.
BR0P	If METHOD OF DRUG DETERMINATION BY POLICE equals 1-7, then POLICE-REPORTED DRUG INVOLVEMENT must equal 0, 1, 8.
BT1P	If DRUG TEST STATUS equals 0, 1, then all DRUG TEST TYPE must equal 0, and all DRUG TEST RESULT must equal 000.
BT2P	If DRUG TEST STATUS equals 8, then all DRUG TEST TYPE must equal 6, and all DRUG TEST RESULT must equal 095.

ERROR CODE	ERROR TEST
BT3P	If DRUG TEST STATUS equals 2, then at least one DRUG TEST TYPE must equal 1-8, and one corresponding DRUG TEST RESULT must equal 001, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996-998.
BT6P	*If DRUG TEST STATUS equals 9, then all DRUG TEST TYPE 1 must equal 9, and all DRUG TEST RESULT 1 must equal 999 and remaining DRUG TEST TYPES AND DRUG TEST RESULTS must be 0 filled.*
BT7P	*If DRUG TEST STATUS equals 2, and DRUG TEST RESULT one equals 001, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996, 997, 998, then DRUG TEST RESULT two and three must not equal 999.*
BT8P	*More than one of the same DRUG TEST RESULT values must not be coded for the same person except for 000, 996.*
BT9P	*If DRUG TEST RESULT 1 equals 000, 001, 997, 998, 095, or 999, then DRUG TEST RESULT 2 and DRUG TEST RESULT 3 must equal 000.*
BY0P	DRIVER'S ZIP CODE must be a valid code, blanks, 00000 or 99999.
BZ10	If CRITICAL EVENT- PRECRASH (EVENT) equals 53, then AREAS OF IMPACT-INITIAL DAMAGE AREA should not equal 12 for this vehicle.
BZ20	If CRITICAL EVENT-PRECRASH (EVENT) equals 51-52, then AREAS OF IMPACT-INITIAL DAMAGE AREA should not equal 06 for this vehicle.
BZ30	If CRITICAL EVENT-PRECRASH (EVENT) equals 06, then SPEED RELATED should equal 1 for this vehicle.
BZ40	*If CRITICAL EVENT - PRECRASH (EVENT) equals 01, then at least one SEQUENCE OF EVENTS must equal 61 for this vehicle.*
BZ50	*If CRITICAL EVENT - PRECRASH (EVENT) equals 12, then at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.*

ERROR CODE	ERROR TEST
BZ60	*If CRITICAL EVENT - PRECRASH (EVENT) equals 13, then at least one SEQUENCE OF EVENTS must equal 63 for this vehicle.*
BZ70	*If CRITICAL EVENT - PRECRASH (EVENT) equals 14, then at least one SEQUENCE OF EVENTS must equal 63 or 64 for this vehicle.*
BZ80	*If MANNER OF COLLISION equals 00, then PRECRASH – CRASH TYPE must equal 00, 01-16, 92, 98, 99 for the vehicle in the first harmful event.*
BZ90	*If CRASH TYPE equals 01-05, then at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.*
BZ91	*If CRASH TYPE equals 06-10, then at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 64.*
CB0P	If REGISTERED VEHICLE OWNER equals 6, then DRIVER PRESENCE must equal 0.
CC0P	If COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, 98, 99, then COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1.
CG0P	If LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0, then COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1, 3.
CI0P	If VEHICLE TRAILING equals 1-4, then JACKKNIFE must not equal 0.
CJ00	If PREVIOUS RECORDED CRASHES equals 98, then DRIVER'S LICENSE STATE should equal 09, 13, 30, 35, *49*.
CK0P	If PERSON TYPE equals 07, then RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 09, 13, 69-70, 86-87, 90.
CL0P	If PERSON TYPE equals 09, then RELATED FACTORS-PERSON LEVEL (MV Occupant) must not equal 21, 26, 28-29, 33, 37, 40-42, 44-45, 47, 51-52, 56-70, 72-78, 80-83, 91.

ERROR CODE	ERROR TEST
CM0P	If PERSON TYPE equals 19, then RELATED FACTORS-PERSON LEVEL (Not a MV Occupant) must not equal 13, 69-70, 90.
CSI1	NUMBER OF VEHICLE FORMS must equal the actual number of Vehicle Level forms for this case.
CSI2	There must be exactly one Driver Level form corresponding to each Vehicle Level form.
CSI3	NUMBER OF ***MOTOR VEHICLE OCCUPANT*** FORMS SUBMITTED must equal the actual number of Person Level ***(Motor Vehicle Occupant)*** forms for this case.
CSI4	NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES must equal the actual number of persons not in motor vehicles in this case.
CSI5	If VEHICLE NUMBER at the Person Level is greater than 000, then VEHICLE NUMBER at the Person Level must equal a VEHICLE NUMBER at the Vehicle Level.
CSI6	For each VEHICLE NUMBER, PERSON NUMBERS must be consecutive, beginning with 001 and with no gaps.
CSI7	PERSON NUMBERS for persons not in motor vehicles must be consecutive, beginning with 001 and with no gaps.
D010	If DRIVER'S LICENSE STATE equals 96-97, then PREVIOUS RECORDED CRASHES should equal 99.
D020	If DRIVER'S LICENSE STATE equals 96-97, then PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS should equal 99.
D030	If DRIVER'S LICENSE STATE equals 96-97, then PREVIOUS DWI CONVICTIONS should equal 99.
D040	If DRIVER'S LICENSE STATE equals 96-97, then PREVIOUS SPEEDING CONVICTIONS should equal 99.
D050	If DRIVER'S LICENSE STATE equals 96-97, then PREVIOUS OTHER HARMFUL MV CONVICTIONS should equal 99.

ERROR CODE   ERROR TEST

ERROR CODE	ERROR TEST
D060	If NON-CDL LICENSE STATUS equals 1-4, 6, or COMMER-CIAL MOTOR VEHICLE LICENSE STATUS equals 1-8, and PERSON TYPE equals 01, then AGE should not be less than 015.
D080	If VIOLATION CHARGED equals 01-09, *31-91*, 98, then RELATED FACTORS-DRIVER LEVEL should not all equal 00, 99.
D090	If VIOLATIONS CHARGED equals 11-19, and PERSON TYPE equals 01, 03, then POLICE-REPORTED ALCOHOL INVOLVEMENT should equal 1, or POLICE-REPORTED DRUG INVOLVEMENT should equal 1.
D091	*DRIVER LICENSE NUMBER must not equal the VEHICLE LICENSE PLATE NUMBER for the vehicle driven.*
D100	If NON-CDL LICENSE STATUS equals 9, then all driver history counters PREVIOUS RECORDED CRASHES should equal 99.
D110	If NON-CDL LICENSE STATUS equals 9, then all driver history counters PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS should equal 99.
D120	If NON-CDL LICENSE STATUS equals 9, then all driver history counters PREVIOUS DWI CONVICTIONS should equal 99.
D130	If NON-CDL LICENSE STATUS equals 9, then all driver history counters PREVIOUS SPEEDING CONVICTIONS should equal 99.
D140	If NON-CDL LICENSE STATUS equals 9, then all driver history counters PREVIOUS OTHER HARMFUL MV CONVICTIONS should equal 99.
D150	If the sum of all counters less than 98 is greater than five but less than fifteen, then DATE OF LAST CRASH, SUSPENSION, CONVICTION should not equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.
D160	If NON-CDL LICENSE STATUS does not equal 9, or COMMER-CIAL MOTOR VEHICLE LICENSE STATUS does not equal 99, then DRIVER'S ZIP CODE should not equal 99999.
D170	If DRIVER'S LICENSE STATE does not equal 93-97, 99, then DRIVER'S ZIP CODE should not equal 99999.

ERROR CODE	ERROR TEST
D180	**If DRIVER LICENSE STATE equals 95-97, then DRIVER ZIP CODE should not equal 99999.**
D260	If NON-CDL LICENSE STATUS equals 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 9, then COMPLIANCE WITH LICENSE RESTRICTIONS should not equal 0.
D270	If BODY TYPE equals 50-52, **55,** 63, 66, 72, or HM1 equals 2, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
D280	If VEHICLE CONFIGURATION equals 05-08, 21, or HM1 equals 2, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
D300	If HM2 equals 2, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00 or 99.
D310	If HM2 equals 2, then COMPLIANCE WITH CDL ENDORSE-MENTS should equal 1-3.
D320	If DRIVER'S LICENSE STATE does not equal 93-97, 99, then DRIVER'S ZIP CODE should be a valid zip code for DRIVER'S LICENSE STATE.
D330	If DRIVER PRESENCE equals 0, and REGISTRATION STATE is not equal to 00, 92, 99, then REGISTERED VEHICLE OWNER should equal 3-6.
D340	If NON-CDL LICENSE STATUS equals 1-4, 6, 9, or COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 01-08, 99, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 0.
D350	If VIOLATIONS CHARGED equals 71, then NON-CDL LICENSE STATUS should not equal 0, 3, 6, 9.
D380	If NON-CDL LICENSE STATUS equals 9, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE should equal 1, 9.
D390	If NON-CDL LICENSE STATUS equals 0, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 2-3, 8-9.

ERROR CODE	ERROR TEST
D400	If NON-CDL LICENSE STATUS equals 0-4, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 3, 8-9.
D410	If LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0, then COMPLIANCE WITH CDL ENDORSEMENTS should not equal 1-3, 9.
D420	If COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 0, then COMPLIANCE WITH CDL ENDORSEMENTS should not equal 1-3.
D430	If COMPLIANCE WITH CDL ENDORSEMENTS equals 1-3, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 00.
D440	If COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, then BODY TYPE should not equal 50-52, *55,* 63, 66, 72, and HM2 should not equal 2.
D450	If COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, then VEHICLE CONFIGURATION should not equal 05-08, 21, and HM2 should not equal 2.
D460	If COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 9, then COMPLIANCE WITH CDL ENDORSEMENTS should equal 0, 3, 9.
D470	If any RELATED FACTORS-DRIVER LEVEL equals 37, then at least one RELATED FACTORS-CRASH LEVEL should equal 20.
D480	If DRIVER'S LICENSE STATE equals 09, 13, 30, 35, *49,* then PREVIOUS RECORDED CRASHES should equal 98.
D500	If VIOLATIONS CHARGED equals 05, then at least one RELATED FACTORS-CRASH LEVEL should equal 20.
D530	If any VIOLATIONS CHARGED equals 36 for a vehicle involved in the first harmful event, then RELATION TO JUNCTION (b) should equal 06.
D560	If VIOLATIONS CHARGED equals 66, then BODY TYPE should equal 80-83, 88-89.

ERROR CODE	ERROR TEST
D570	If any VIOLATIONS CHARGED equal 83, then not all occupants of this vehicle should have RESTRAINT SYSTEM/HELMET USE equal 01-05, 08, 10-12, 16.
D580	If VIOLATIONS CHARGED equals 85, then HM1 should equal 2.
D5A0	If VIOLATIONS CHARGED equals 21-25, 29, then SPEED RELATED must equal 1.
D5B0	If any VIOLATIONS CHARGED equals 11-13, 18-19, then at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) **should** equal 09.
D5C0	If VIOLATIONS CHARGED equals 14 or 16, then at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) should equal 09.
D5D0	If any VIOLATIONS CHARGED equals 16, and COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 06, then at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) must equal 09.
D5E0	If any VIOLATIONS CHARGED equals 00 or 97, then only that one code and no other must be coded for this driver.
D600	If DRIVER HEIGHT/INCHES is greater than 11, then DRIVER HEIGHT/INCHES should not be less than 48.
D610	If DRIVER HEIGHT/FEET is not blank, then DRIVER HEIGHT/FEET should not be less than 3.
D620	If NON-CDL LICENSE TYPE equals 7, then AGE (for the driver) should equal 014-016.
D630	If NON-CDL LICENSE TYPE equals 2, then AGE (for the driver) should equal 015-017.
D640	If AGE equals 014-017, and PERSON TYPE equals 01, then NON-CDL LICENSE TYPE should equal 2, 7.
D650	If AGE equals 018-120, and PERSON TYPE equals 01, **and NON-CDL LICENSE STATUS does not equal 0,** then NON-CDL LICENSE TYPE should equal 1.

D680	If NON-CDL LICENSE TYPE does not equal 0, 9, then NON-CDL LICENSE STATUS should not equal 0, 9.
D690	If NON-CDL LICENSE TYPE equals 2, 7, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2, then RELATED FACTORS-DRIVER LEVEL should equal 73-74.
D700	If NON-CDL LICENSE TYPE equals 1, and COMPLIANCE WITH LICENSE RESTRICTIONS equals 2, then RELATED FACTORS-DRIVER LEVEL should equal 74.
D710	If DRIVER'S LICENSE STATE equals 02, 04, 09, 15, 20-21, 30, 38, 40, 56, then NON-CDL LICENSE TYPE should not equal 2.
D730	If RELATED FACTORS-DRIVER LEVEL equals 73, then COMPLIANCE WITH LICENSE RESTRICTIONS should equal 2, and NON-CDL LICENSE TYPE should equal 2, 7.
E01P	If NOTIFICATION TIME EMS equals 9998, then ARRIVAL TIME EMS must equal 9998, and EMS TIME AT HOSPITAL must equal 8888 or 9998.
E02P	If ARRIVAL TIME EMS equals 9998, then EMS TIME AT HOSPITAL must equal 8888 or 9998.
E03P	If ARRIVAL TIME EMS equals 8888, then NOTIFICATION TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
E04P	If NOTIFICATION TIME EMS equals 8888, then ARRIVAL TIME EMS and EMS TIME AT HOSPITAL must equal 8888.
E05P	If EMS TIME AT HOSPITAL equals 9997, then ARRIVAL TIME EMS must equal 9997.
E06P	If ARRIVAL TIME EMS equals 9997, then EMS TIME AT HOSPITAL must equal 9997.
E07P	If ARRIVAL TIME EMS equals 9997, then NOTIFICATION TIME EMS must not equal 8888, 9998.
E08P	If NOTIFICATION TIME EMS is not 8888, 9998, and EMS TIME AT HOSPITAL is not 8888, **9996,** 9997, 9998, then ARRIVAL TIME EMS must not equal 9997 or 9998.

ERROR CODE	ERROR TEST
FA0F	If FIRST HARMFUL EVENT equals blank, case status is flawed.
FA1F	CRASH TYPE for all in-transport vehicles not involved in the first harmful event must equal 98.
FD0F	If DRIVER PRESENCE is blank, case status is flawed.
FP0F	If PERSON TYPE is blank, case status is flawed.
FP1F	*If AREAS OF IMPACT - INITIAL equals blank, case status is flawed.*
FP2F	*If UNIT TYPE equals 1, and CRASH TYPE equals blank, case status is flawed.*
FP3F	*If UNIT TYPE is blank, case status is flawed.*
FP4F	*If CRASH DATE is blank, case status is flawed.*
FP5F	*If CRASH TIME is blank, case status is flawed.*
FP6F	*If UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (CATEGORY) equals blank, case status is flawed.*
FP7F	*If UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (EVENT) equals blank, case status is flawed.*
FP8F	*If INJURY SEVERITY is blank, case status is flawed.*
FP9F	*If Person Type equals 05, 06, 07, 08 and the PEDESTRIAN/ BIKE - CRASH TYPE equals blank, case status is flawed.*
G01P	If STATE is _____ and GLOBAL POSITION - LATITUDE (degrees) is not equal to 77, 88, 99 or blank, then LATITUDE (degrees) must be equal to, or greater than (1d) and LATITUDE (degrees) must not be greater than (2d).
G02P	If STATE is _____ and GLOBAL POSITION - LATITUDE (degrees) equals (1d), then LATITUDE (minutes) must be equal to, or greater than (1s).
G03P	If STATE is _____ and GLOBAL POSITION - LATITUDE (degrees) equals (2d), then LATITUDE (minutes) must not be greater than (2s).

ERROR CODE   ERROR TEST

G04P   If STATE is _____ and GLOBAL POSITION - LONGITUDE (degrees) is not equal to 777, 888, 999 or blank, then LONGITUDE (degrees) must be equal to, or greater than, (_3d_) and LONGITUDE (degrees) must not be greater than (_4d_).

G05P   If STATE is _____ and GLOBAL POSITION - LONGITUDE (degrees) equals (_3d_), then LONGITUDE (minutes) must be equal to, or greater than (_3s_).

G06P   If STATE is _____ and GLOBAL POSITION - LONGITUDE (degrees) equals (_4d_), then LONGITUDE (minutes) must not be greater than (_4s_).

G07P   If any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 8's, then all parts of LATITUDE must be all 8's.

G08P   If any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 8's, then all parts of LONGITUDE must be all 8's.

G09P   If any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 9's, then all parts of LATITUDE must be all 9's.

G10P   If any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 9's, then all parts of LONGITUDE must be all 9's.

G11P   If any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is blank, then all parts of LATITUDE must be blank.

G12P   If any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is blank, then all parts of LONGITUDE must be blank.

G0AP   If any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 7's, then all parts of LONGITUDE must be all 7's.

G0BP   If any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 7's, then all parts of LATITUDE must be all 7's.

ERROR CODE	ERROR TEST
P010	If PERSON TYPE equals 01, then AGE should not be less than 012.
P01F	If PERSON TYPE equals 01-03, 09, and RESTRAINT SYSTEM/ HELMET USE equals 01-04, 08, 10-12, and BODY TYPE does not equal 80-89, then EJECTION should equal 0 *or 7*.
P020	If PERSON TYPE equals 02-03, 09, and RESTRAINT SYSTEM/HELMET USE equals 04, 10-12, then AGE should be less than 010, or equal to 999.
P030	If PERSON TYPE equals 01, then SEATING POSITION should not equal 12-19.
P040	If PERSON TYPE equals 02, 09, then SEATING POSITION should not equal 11.
P050	If EJECTION equals 1, then RESTRAINT SYSTEM/HELMET USE should not equal 01-04, 08, 10-12.
P060	If SEATING POSITION equals 18, 28, 38, 48, 50-55, then RESTRAINT SYSTEM/HELMET USE should not equal 01, 03.
P071	If PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, then ALCOHOL TEST STATUS should not equal 9, ALCOHOL TEST TYPE should not equal 99, and ALCOHOL TEST RESULT should not equal 99.
P072	If PERSON TYPE equals 02-03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 96, then POLICE- REPORTED ALCOHOL INVOLVEMENT should equal 0, 8.
P073	If PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, then DRUG TEST STATUS should not equal 9 and any DRUG TEST TYPE should not equal 9, and any DRUG TEST RESULTS should not equal 999.
P074	*If PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, then ALCOHOL TEST STATUS must not equal 8, ALCOHOL TEST TYPE must not equal 95, and ALCOHOL TEST RESULT must not equal 95.*
P075	*If PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, then DRUG TEST STATUS must not equal 8, any DRUG TEST TYPE must not equal 6, and any DRUG TEST RESULTS must not equal 095.*

ERROR CODE	ERROR TEST
P080	ALCOHOL TEST RESULTS should not equal 34-94.
P090	If TRANSPORTED TO MEDICAL FACILITY BY equals 1-6, then INJURY SEVERITY should not be blank, 0, 9.
P091	If TRANSPORTED TO MEDICAL FACILITY BY equals 1, then EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
P092	If TRANSPORTED TO MEDICAL FACILITY BY equals 0, then INJURY SEVERITY should not equal 3.
P110	If METHOD OF ALCOHOL DETERMINATION BY POLICE equals 1-5, 8, then POLICE-REPORTED ALCOHOL INVOLVEMENT should equal 0, 1.
P130	If BODY TYPE equals 60-67, 71-72, 78-79, and PERSON TYPE equals 01, 03, and INJURY SEVERITY equals 4, then FATAL INJURY AT WORK should equal 1.
P140	If POLICE-REPORTED DRUG INVOLVEMENT equals 8-9, then METHOD OF DRUG DETERMINATION BY POLICE should equal 8.
P150	If POLICE-REPORTED DRUG INVOLVEMENT equals 1, then DRUG TEST RESULTS should not equal 000.
P160	If POLICE-REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2, then not all DRUG TEST RESULTS should equal 001.
P170	If METHOD OF DRUG DETERMINATION BY POLICE equals 1-7, then POLICE-REPORTED DRUG INVOLVEMENT should equal 0, 1.
P180	If PERSON TYPE equals 01, and AGE is less than 009, then BODY TYPE should not equal 90.
P1A0	If AGE is less than 012 and not blank and INJURY SEVERITY equals 4, then FATAL INJURY AT WORK should equal 0.
P1B0	*If no BODY TYPE equals 60-79, and INJURY SEVERITY equals 4 for at least one occupant of a vehicle where BODY TYPE equals 01-49, and VEHICLE REMOVAL equals 2, then STRATUM should equal 1.*

ERROR CODE	ERROR TEST
P200	If POLICE-REPORTED ALCOHOL INVOLVEMENT equals 8-9, then METHOD OF ALCOHOL DETERMINATION BY POLICE should equal 9.
P210	If AIR BAG DEPLOYED equals 28, then SEATING POSITION should equal 13.
P230	If SEATING POSITION equals 21, 23, 28-29, 31, 33, 38 or 39 and BODY TYPE equals 50-97, then AIR BAG DEPLOYED **should** equal 00.
P260	If SEATING POSITION equals 18-19, then AIR BAG DEPLOYED **should** equal 00, 99.
P290	If AIR BAG DEPLOYED equals 01-03, 07-09, 20, 28, and BODY TYPE equals 01-49 and MODEL YEAR equals 1998 or newer, then SEATING POSITION should equal 11, 13, 21, 23, 31 or 33.
P300	If POLICE-REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4, then ALCOHOL TEST STATUS should not equal 0-1.
P310	If EJECTION equals 1-3 and BODY TYPE does not equal 90, 91, 97, then RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.
P320	If SEATING POSITION equals 22, 23, 31-**53**, **55,** then RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17.
P330	If RESTRAINT SYSTEM/HELMET USE equals 00, then SEATING POSITION should equal 50-55.
P340	*If SEATING POSITION equals 50, 52-55, then RESTRAINT SYSTEM/HELMET USE should equal 00.*
P50P	If DIED AT SCENE/EN ROUTE equals 7, then TRANSPORTED TO MEDICAL FACILITY BY must equal 0.
P510	If EMS TIME AT HOSPITAL equals 8888, 9997, 9998, then DIED AT SCENE/EN ROUTE should not equal 8 for any PERSON.
P51P	If DIED AT SCENE/EN ROUTE equals 8, then TRANSPORTED TO MEDICAL FACILITY BY must equal 1-6.

ERROR CODE	ERROR TEST

P520   If CRASH DATE and DEATH DATE are the same and CRASH TIME AND DEATH TIME are the same, then TRANSPORTED TO MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

P52P   If DIED AT SCENE/EN ROUTE equals 9, then TRANSPORTED TO MEDICAL FACILITY BY must equal **8 or** 9.

P530   If EMS TIME AT HOSPITAL equals 9996, then DIED AT SCENE/EN ROUTE must equal 8 for at least one person.

P53P   If INJURY SEVERITY equals 0-3, 5-6, then DIED AT SCENE/ EN ROUTE must equal 0.

P54P   If DIED AT SCENE/EN ROUTE equals 8, then EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.

P55P   If TRANSPORTED TO MEDICAL FACILITY BY equals 9, then DIED AT SCENE/EN ROUTE must equal 0, 9.

PB00   If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 110-910, then at least one SEQUENCE OF EVENTS for the striking vehicle must equal 08 or 15.

PB02   If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111-980, then at least one SEQUENCE OF EVENTS for the striking vehicle must equal 09.

PB04   If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 211, 212, 460, 465, 680, 830, 890, 900 or 910, then RELATION TO JUNCTION (b) must not equal 02. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).

PB05   If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 311, 312 or 313, then RELATION TO TRAFFICWAY must equal 01 or 11. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).

PB06   If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 730, then TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-03.

ERROR CODE	ERROR TEST
PB07	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE for a person involved in the first harmful event equals 311, 312, 321 or 322, then RELATION TO JUNCTION (b) must equal 04 or 08. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s).*
PB08	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE for a person involved in the first harmful event equals 141-144, 147, 151-157 or 159, then RELATION TO JUNCTION (b) must equal 02 or 03. Note: this edit is restricted to vehicles which are involved in only one event with bicyclist(s).*
PB09	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 141, 143, 151-158, 217 or 218, then TRAFFIC CONTROL DEVICE for the striking vehicle must not equal 00.*
PB10	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 151, 156, 157, 217 or 218, then TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04.*
PB11	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 143 or 154, then TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04, 20, 21, 28 or 29.*
PB12	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 510, 520 or 590, then RELATION TO TRAFFICWAY must not equal 01 or 11. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).*
PB15	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 910, then NON-MOTORIST ACTION/CIRCUM-STANCES PRIOR TO CRASH must equal 03.*
PB16	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357, then at least one NON-MOTORIST ACTION/ CIRCUMSTANCES AT TIME OF CRASH must equal 02.*
PB17	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE for a person involved in the first harmful event equals 211-214 or 219, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, 13 or 97. Note: this edit is restricted to vehicles which are involved in only one event with pedestrian(s).*

PB18	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 741 or 742, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH must equal 01.*
PB19	*If NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH equals 08, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 510, 520, 590, 830 or 890.*
PB20	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 510, 520 or 590, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 02.*
PB21	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 160, then TRAFFIC CONTROL DEVICE for the striking vehicle should equal 00.*
PB22	*If SCHOOL BUS RELATED equals 1, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 342.*
PB23	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 342, and PERSON TYPE equals 05 or 08, then SCHOOL BUS RELATED should equal 1.*
PB24	*If PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 14, 16, 20, 21, 22, 24 or 25, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 230, 320, 410, 420, 430, 440, 459, 510, 520, 590, 830 or 890.*
PB25	*If PERSON TYPE equals 05 or 08, and NON-MOTORIST LOCATION AT TIME OF CRASH equals 01-03 or 09, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.*
PB26	*If NON-MOTORIST ACTION/CIRCUMSTANCES AT TIME OF CRASH equals 02, and PERSON TYPE equals 06 or 07, then PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357.*

ERROR CODE	ERROR TEST
PB27	*If NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH equals 05, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410 or 420.*
PB28	*If NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH equals 06, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 430 or 440.*
PB29	*If NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH equals 04, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 410, 420, 430, 440 or 459.*
PB30	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 220, then at least one DRIVER PRESENCE must equal 0 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
PB31	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 147, 157 or 357, then at least one DRIVER'S VISION OBSCURED BY must equal 06 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
PB32	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 742, then at least one DRIVER'S VISION OBSCURED BY must not equal 00 or 95 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
PB33	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 156, then DRIVER'S VISION OBSCURED BY for the striking vehicle must not equal 06.*
PB34	*If NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 01, and FIRST HARMFUL EVENT equals 08, and RELATION TO JUNCTION (b) equals 02, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH TYPE must not equal 320, 330, 360, 680, 830, 890, 900, or 910.*

PB35   *If NUMBER OF FORMS SUBMITTED FOR PERSONS NOT IN MOTOR VEHICLES equals 1, and FIRST HARMFUL EVENT equals 08, and RELATION TO JUNCTION (b) equals 02, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN CRASH LOCATION must equal 001.*

PB36   *If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 250, then PERSON TYPE must equal 08.*

PB37   *If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 311, 312 or 313, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 08 or 10.*

PB38   *If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 410 or 420, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 05.*

PB39   *If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 430 or 440, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES PRIOR TO CRASH must equal 06.*

PB40   *If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 600, then at least one PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08, 09, or 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

PB41   *If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 215, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 08 or 09 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

PB42   *If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 111, 211 or 212, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

ERROR CODE	ERROR TEST
PB43	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 112, 151, 213, 214, 217 or 218, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
PB44	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 240, then EMERGENCY USE should equal 1 for at least one vehicle.*
PB45	*If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 781 or 782, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
PB46	*If PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE equals 221-225, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 01 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*
PB47	*PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE must not equal 400.*
PB48	*If at least one DRIVER PRESENCE equals 0, and at least one PERSON TYPE equals 05 or 08, then at least one PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 220 or 230.*
PB49	*If PERSON TYPE equals 05 or 08 and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then at least one PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 211-214 or 219.*
PB50	*If PERSON TYPE equals 05 or 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10-12 or 16 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then at least one PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.*

ERROR CODE	ERROR TEST

PB51   *If PERSON TYPE equals 06 or 07 and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 11 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then at least one PEDESTRIAN/ BIKE TYPING -BICYCLIST CRASH TYPE should equal 111, 211 or 212.*

PB52   *If PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then at least one PEDESTRIAN/BIKE TYPING - BICYCLIST CRASH TYPE should equal 600.*

PB53   *If PERSON TYPE equals 06 or 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then at least one PEDESTRIAN/ BIKE TYPING - BICYCLIST CRASH TYPE should equal 112, 151, 213, 214, 217 or 218.*

PB56   *If PEDESTRIAN/BIKE TYPING - PEDESTRIAN CRASH TYPE equals 791, 792, 794, 795, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 10 or 17 for the vehicle number identified in this person's NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST.*

PC20   If RELATION TO TRAFFICWAY equals 04-06 or 08, then PRE-IMPACT LOCATION of the vehicle(s) involved in the first harmful event should equal 0, 4-5 or 9.

PC30   If PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 4, 5, then RELATION TO TRAFFICWAY should not equal 01 or 11.

PC40   If PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 1-3, 6, then RELATION TO TRAFFICWAY should equal 01 or 11.

PC50   If PRE-IMPACT LOCATION equals 2, then TOTAL LANES IN ROADWAY should not equal 1.

U010   UNLIKELY: SPECIAL JURISDICTION equals 02-04, 06.

ERROR CODE	ERROR TEST
U020	UNLIKELY: FIRST HARMFUL EVENT equals 02, 04, 06, 51, **72**.
U030	UNLIKELY: MANNER OF COLLISION equals 10-11.
U040	UNLIKELY: REGISTRATION STATE equals 97.
U050	UNLIKELY: SPECIAL USE equals **04, 08**.
U070	UNLIKELY: More than one vehicle with HIT-AND-RUN equal to 1.
U120	UNLIKELY: AGE should not be greater than 094**, unless equal to 998, 999.**
U130	UNLIKELY: SEATING POSITION equals 41-43, 48.
U150	UNLIKELY: NON-MOTORIST LOCATION AT TIME OF CRASH equals 16, 25.
U160	UNLIKELY: INJURY SEVERITY equals 6.
U170	UNLIKELY: RESTRAINT SYSTEM/HELMET USE equals 01.
U180	**If BODY TYPE of at least one of the involved vehicles does not equal 50 (School Bus), then** UNLIKELY: SCHOOL BUS RELATED equals 1.
U210	UNLIKELY: PREVIOUS RECORDED CRASHES is greater than 5 and less than 98.
U220	UNLIKELY: PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS is greater than 10 and less than 98.
U230	UNLIKELY: PREVIOUS DWI CONVICTIONS is greater than 5 and less than 98.
U240	UNLIKELY: PREVIOUS SPEEDING CONVICTIONS is greater than 5 and less than 98.
U250	UNLIKELY: PREVIOUS OTHER HARMFUL MV CONVICTIONS is greater than 5 and less than 98.
U260	UNLIKELY: DRIVER HEIGHT is less than 3 feet or greater than 7 feet, verify data.

ERROR CODE	ERROR TEST
U280	UNLIKELY: DRIVER HEIGHT is less than 36 inches or greater than 84 inches, verify data.
U290	UNLIKELY: DRIVER WEIGHT is less than 50 lbs. or greater than 399 lbs., verify data.
U310	UNLIKELY: WORK ZONE equals 8.
U320	UNLIKELY: EMERGENCY USE equals 8.
U330	UNLIKELY: HIT-AND-RUN equals 8.
U340	*If HIT-AND-RUN equals 0, 8 or 9*, then SEX should not equal **9**.
U350	*If INJURY SEVERITY equals 1-6, then* UNLIKELY: SEATING POSITION equals 98.
U360	If *HIT-AND-RUN equals 0, 8 or 9,* then AGE should not equal ***999***.
U370	UNLIKELY: EXTENT OF DAMAGE equals 8.
U380	UNLIKELY: CARGO BODY TYPE equals 28.
U390	UNLIKELY: LIGHT CONDITION equals 8.
U410	UNLIKELY: DRIVER'S LICENSE STATE equals 98.
U420	UNLIKELY: SPECIAL USE equals 98.
U430	UNLIKELY: VEHICLE REMOVAL equals 8.
U440	UNLIKELY: VIOLATIONS CHARGED equals 97.
U450	UNLIKELY: REGISTRATON STATE equals 91.
U460	UNLIKELY: VEHICLE MODEL equals 997.
U470	UNLIKELY: BODY TYPE equals 98.
U480	UNLIKELY: VEHICLE MAKE equals 97.
U490	UNLIKELY: GVWR/GVCR equals 8.
U510	UNLIKELY: VEHICLE MODEL YEAR equals 9998.

ERROR CODE	ERROR TEST
U520	UNLIKELY: RESTRAINT SYSTEM/HELMET USE equals 98.
U530	UNLIKELY: any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals *03,* 05 or 07.
U540	UNLIKELY: VEHICLE CONFIGURATION equals 98.
U590	UNLIKELY: CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 05 or 07.
U630	UNLIKELY: SCHOOL BUS RELATED equals 8.
U640	UNLIKELY: FIRST HARMFUL EVENT equals *99*.
U670	*UNLIKELY: TOTAL LANES IN ROADWAY equals 7 (Note: If coding a divided highway, count only the through lanes on the side of the highway where <u>this vehicle was prior to</u> its Critical Precrash Event.).*
U680	*UNLIKELY: MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 999999997.*
V010	MODEL YEAR should not be less than 1940.
V020	If VEHICLE TRAILING equals 1, then BODY TYPE should not equal 50-52, *55,* 80-83, 88-91.
V031	If RELATED FACTORS-VEHICLE LEVEL equals 39, then BODY TYPE should not equal 01, 12-13, 32-33, 42, 50-52, *55,* 58-59, 65, 73, 80-83, 88-92.
V032	If RELATED FACTORS-VEHICLE LEVEL equals 40, then BODY TYPE should not equal 01, 12-13, 32-33, 42, 50-52, *55,* 58-59, 60-67, 71-73, 78, 80-83, 88-93.
V050	If RESTRAINT SYSTEM/ HELMET USE equals 05, 16, 17, then BODY TYPE *must* equal 55, 80-83, 88-91.
V051	If BUS USE equals 01, then BODY TYPE should equal 21 or 50 *or 55.*
V052	If BUS USE equals 04, then BODY TYPE should equal 51.

ERROR CODE	ERROR TEST
V053	If BUS USE equals 05, then BODY TYPE should equal 12, 16, 21, 51*, 55* or 58.
V054	If BUS USE equals 07, then BODY TYPE should equal 21-22, 29, 50, 51-59.
V055	If BUS USE equals 00, then BODY TYPE must not equal 50-59.
V056	If SPECIAL USE equals 02, then BUS USE should equal 01.
V057	If SPECIAL USE equals 03, then BUS USE should equal 04-07, 99.
V058	If EMERGENCY USE equals 1, then SPECIAL USE should equal 04-08.
V060	If SPECIAL USE equals 04, then REGISTRATION STATE should equal 94.
V070	If HM1 equals 2, then REGISTRATION STATE should not equal 92.
V090	If HM1 equals 2, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should equal 06, 99.
V100	If HM1 equals 2, and RELATED FACTORS-DRIVER LEVEL does not equal 19, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should not equal 01-02, 05.
V16P	If RELATED FACTORS-DRIVER LEVEL equals 88, then VEHICLE TRAILING must not equal 0, 9.
V170	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, then NUMBER OF OCCUPANTS should not be greater than 8.
V180	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 06, 11, then NUMBER OF OCCUPANTS should not be greater than 12.
V190	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12, then NUMBER OF OCCUPANTS should not be greater than 15.

ERROR CODE	ERROR TEST
V200	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 80-83, 88-89, then NUMBER OF OCCUPANTS should not be greater than 2.
V210	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 15, 16, 42, 73, then NUMBER OF OCCUPANTS should not be greater than 12.
V220	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 60-65, 71-72, 79, then NUMBER OF OCCUPANTS should not be greater than 12.
V230	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66, then NUMBER OF OCCUPANTS should not be greater than 5.
V240	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91, then NUMBER OF OCCUPANTS should not be greater than 2.
V250	If NUMBER OF OCCUPANTS is 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90, then NUMBER OF OCCUPANTS should not be greater than 8.
V260	If NUMBER OF OCCUPANTS is, 01-96, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99, then NUMBER OF OCCUPANTS should not be greater than 5.
V270	Possible error in VIN character types or number of characters.
V280	Possible error in VIN digit check
V300	Possible error in VIN Production Number.
V320	If BODY TYPE equals 50-52, *55,* 58-66, 71-79 and SEATING POSITION does not equal 11, *13, 98,* then AIR BAG DEPLOYED should equal 00.
V330	If SCHOOL BUS RELATED equals 1, then BODY TYPE of at least one of the involved vehicles should equal 50 (School Bus) or SPECIAL USE for at least one involved vehicle should equal 02 - Vehicle Used as School Bus, and BUS USE for at least one vehicle should equal 01.

ERROR CODE	ERROR TEST
V340	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 01-05, 07-09, 14-15, 17, 19, 97, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 8.
V350	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 12.
V360	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 12, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 15.
V370	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 80-83, 88-89, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 2.
V380	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 12.
V390	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 60-65, 71-72, 79, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 12.
V400	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 66, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 5.
V410	If NUMBER OF OCCUPANTS is less than 01-96, and BODY TYPE equals 91, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 2.
V420	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 8.
V430	If NUMBER OF OCCUPANTS is 01-96, and BODY TYPE equals 98, 99, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 5.
V440	If BODY TYPE equals 50, then SCHOOL BUS RELATED should equal 1.

ERROR CODE	ERROR TEST
V46P	If VEHICLE CONFIGURATION equals 21, then BODY TYPE must equal 21, 50-52, *55,* 58-59.
V470	If VEHICLE CONFIGURATION equals 01, then CARGO BODY TYPE should be 01-05, 07, 12, 96, *97*.
V47P	If VEHICLE CONFIGURATION equals 21, then CARGO BODY TYPE must equal 22.
V502	If GVWR/GCWR equals 0, and HM1 equals 1, then VEHICLE CONFIGURATION and CARGO BODY TYPE must equal 00.
V503	If GVWR/GCWR equals 1, then HM2 should equal 2, or VEHICLE CONFIGURATION should equal *20*.
V504	If GVWR/GCWR equals 1, then BODY TYPE should equal 01-22, 28-39, 41-49.
V505	If GVWR/GCWR equals 9, then BODY TYPE should not equal 61-63, 66-67.
V506	If BODY TYPE equals 60, then GVWR/GCWR should equal 2.
V507	If BODY TYPE equals 01-*21*, 28-30, 32-39, 45-49, then GVWR/GCWR should equal 0-1.
V50P	If BODY TYPE equals 61-62, 67, 71, and VEHICLE CONFIGURATION does not equal 04, then GVWR/GCWR must equal 2, 9. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)
V51P	If BODY TYPE equals 63, 66, 72, then GVWR/GCWR must equal 3. (See GVWR/GCWR Remarks on how to use PCVina to determine GVWR.)
V531	If BUS USE equals 01, 04-07, 98, then VEHICLE CONFIGURATION should equal 20-21, and CARGO BODY TYPE should equal 22.
V532	If VEHICLE CONFIGURATION equals 01-02, 04-08, 19, *21,* then GVWR/GCWR should equal 2-3, 9.
V533	If CRASH TYPE equals 03, 08, 38, 40, 58 or 60, then ATTEMPTED AVOIDANCE MANEUVER must not equal 00 or 01.

V535	If ATTEMPTED AVOIDANCE MANEUVER equals 00, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
V538	If JACKKNIFE equals 2, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 04-05, 07-09 or 13 for this vehicle.
V540	If BODY TYPE equals 42, 65, 73, and HM1 equals 1, then GVWR/GCWR should equal 0.
V550	If REGISTRATION STATE equals 93-94, then REGISTERED VEHICLE OWNER should equal 3-4.
V55P	If VEHICLE CONFIGURATION equals 10, then BODY TYPE must equal 01-13.
V560	If SPECIAL USE equals 04, then REGISTERED VEHICLE OWNER should equal 3, and REGISTRATION STATE should equal 94.
V56P	If VEHICLE CONFIGURATION equals 10, then BODY TYPE must equal 14-22, 28-49.
V570	If HM1 equals 2, then REGISTERED VEHICLE OWNER should not equal 0, 1-2, 4.
V57P	If VEHICLE CONFIGURATION equals 05, then CARGO BODY TYPE must equal 12, 96, and BODY TYPE must equal 66.
V580	If HM1 equals 2, then REGISTERED VEHICLE OWNER should equal 3.
V58P	If VEHICLE CONFIGURATION equals 04, then BODY TYPE must not equal 66.
V590	If RELATED FACTORS-VEHICLE LEVEL equals 32, then REGISTERED VEHICLE OWNER should equal 1-3.
V592	If RELATED FACTORS-VEHICLE LEVEL equals 37, then REGISTRATION STATE should not equal 00, 92.
V593	If RELATED FACTORS-VEHICLE LEVEL equals 37, then REGISTERED VEHICLE OWNER should not equal 0.

ERROR CODE	ERROR TEST
V59P	If VEHICLE CONFIGURATION equals 06, then BODY TYPE must equal 66, and VEHICLE TRAILING must equal 1.
V600	If REGISTERED VEHICLE OWNER equals 9, then REGISTRATION STATE should equal 99.
V60P	If VEHICLE CONFIGURATION equals 07, then BODY TYPE must equal 66, and VEHICLE TRAILING must equal 2.
V61P	If VEHICLE CONFIGURATION equals 08, then BODY TYPE must equal 66, and VEHICLE TRAILING must equal 3.
V620	If CRASH MONTH is between January and March, then the VEHICLE MODEL YEAR should NOT be greater than the CRASH YEAR (contact Coding Assistance).
V62P	If CARGO BODY TYPE equals 01-12, 97-98, and VEHICLE IDENTIFICATION NUMBER is not Blank, Not Reported or Unknown, then GVWR/GCWR must equal 2-3.
V630	If REGISTRATION STATE equals 00, 92, then REGISTERED VEHICLE OWNER should NOT equal 5.
V640	If VEHICLE CONFIGURATION does not equal 00, 99, then BODY TYPE should not equal 28, 30, 42, 45, 48-49.
V64P	If BODY TYPE equals *50-59,* 60-64, 66-72, 78, then GVWR/GCWR must not equal 0-1.
V65P	If GVWR/GCWR equals 2-3, then VEHICLE CONFIGURATION must not equal 00 and CARGO BODY TYPE must not equal 00.
V660	If CARGO BODY TYPE does not equal 00, 99, then BODY TYPE should not equal 28, 30, 42, 45, 48-49.
V670	If REGISTERED VEHICLE OWNER equals 1-2, then REGISTRATION STATE should NOT equal 99.
V68P	If CARGO BODY TYPE equals 12, then VEHICLE TRAILING must equal 5.
V700	If ROLLOVER equals 2, then CRASH TYPE should equal 01-10, 14, 98 or 99 for this vehicle.

ERROR CODE	ERROR TEST
V74P	If ROLLOVER equals 1-2, 9, or LOCATION OF ROLLOVER equals 1-*7*, 9, then at least one SEQUENCE OF EVENTS must equal 01.
V750	If UNDERRIDE/OVERRIDE equals 1-3, then FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 12, 55.
V75P	If ROLLOVER is not blank, then LOCATION OF ROLLOVER must not be blank.
V760	If UNDERRIDE/OVERRIDE equals 4-6, then FIRST HARMFUL EVENT or at least one SEQUENCE OF EVENTS (for this vehicle) should equal 14, 45.
V76P	If ROLLOVER is blank, then LOCATION OF ROLLOVER must be blank.
V770	If UNDERRIDE/OVERRIDE equals 7, then at least one SEQUENCE OF EVENTS (for this vehicle) must equal 12, 55.
V77P	If ROLLOVER equals 1-2, 9, then LOCATION OF ROLLOVER must equal 1-*7*, 9.
V780	If UNDERRIDE/OVERRIDE equals 8, then at least one SEQUENCE OF EVENTS (for this vehicle) must equal 14, 45.
V78P	If ROLLOVER equals 0, then LOCATION OF ROLLOVER must equal 0.
V790	If BODY TYPE equals 20, then VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
V79P	If ROLLOVER equals 2, and FIRST HARMFUL EVENT equals 01, then CRASH TYPE must equal 01-10, 14-15 or 98 for the vehicle involved in the first harmful event.
V800	If BODY TYPE equals 21-22, 28-29, then VEHICLE CONFIGURATION should equal 00, 04, 10, 20-21, 99, and CARGO BODY TYPE should equal 00-01, 22, 99.
V810	If BODY TYPE equals 67, and VEHICLE TRAILING equals 1-4, then VEHICLE CONFIGURATION should equal 04, and CARGO BODY TYPE should equal 01, 03-04, 09.
V840	If BODY TYPE equals 50-59, then VEHICLE CONFIGURATION

ERROR CODE	ERROR TEST
	should equal 21, and CARGO BODY TYPE should equal 22.
V850	If BODY TYPE equals 60, then VEHICLE CONFIGURATION should equal 01, 03-04, and CARGO BODY TYPE should equal 01.
V860	If BODY TYPE equals 61-64, then VEHICLE CONFIGURATION should equal 01-02, 04, and CARGO BODY TYPE should equal 01-10, 12, *28,* 96-98.
V870	If BODY TYPE equals 65, then VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
V880	If BODY TYPE equals 66, then VEHICLE CONFIGURATION should equal 05-08,19, and CARGO BODY TYPE should equal 01-04, 06-12, *28,* 96-98.
V890	If BODY TYPE equals 71-72, then VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 01-04, 08, 10, 96-98.
V900	If BODY TYPE equals 73, then VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
V910	If BODY TYPE equals 78, then VEHICLE CONFIGURATION should equal 19, and CARGO BODY TYPE should equal 98.
V915	If BODY TYPE equals 67, and VEHICLE TRAILING equals 0, then VEHICLE CONFIGURATION should equal 01, and CARGO BODY TYPE should equal 97.
V920	If BODY TYPE equals 79, then VEHICLE CONFIGURATION should equal 99, and CARGO BODY TYPE should equal 99.
V922	If MAKE equals 98, 99, and MODEL equals ___, then MODEL YEAR should equal ___.
V930	If VEHICLE CONFIGURATION equals 00, or CARGO BODY TYPE equals 00, then BODY TYPE should not equal 50-64, 66-72, 78-79.
V940	If HM1 equals 2, then VEHICLE CONFIGURATION should not equal 00, 99 and CARGO BODY TYPE should not equal 00, 99.

ERROR CODE   ERROR TEST

V941   ***If BODY TYPE equals 90 or 91, then VEHICLE LICENSE PLATE NUMBER should equal 0000000000.***

V950   If vehicle MODEL YEAR is less than 1994, and SEATING POSITION equals 31, 33, 39, then RESTRAINT SYSTEM/HELMET USE should not equal 01, 03, and BODY TYPE should equal 12, 15-16, 19-21.

V960   If REGISTRATION STATE equals 99, then REGISTERED VEHICLE OWNER should equal 5-6, 9.

V961   If MAKE equals 98, 99, and MODEL equals ___, then BODY should equal ___.

V980   If BODY TYPE equals **50**-52, **55,** 58-64, 66-67, 71-72, 78, 93, or HM1 equals 2, then MOTOR CARRIER IDENTIFICATION NUMBER ***must*** not equal 00-000000000.

V981   If VEHICLE CONFIGURATION equals 00, then MOTOR CARRIER IDENTIFICATION NUMBER should equal 00-000000000.

V982   If MOTOR CARRIER IDENTIFICATION NUMBER does not equal 00-000000000, then VEHICLE CONFIGURATION should not equal 00.

V983   If VEHICLE TRAILING equals 3, then STATE should equal 04, 08, 16, 18, 20, 30-32, 38-41, 46, 49.

V984   If STATE does not equal 04, 08, 16, 18, 20, 30-32, 38-41, 46, 49, then VEHICLE TRAILING should not equal 3.

V985   If VEHICLE TRAILING equals 5, then VEHICLE CONFIGURA-TION should not equal 04, 06-08, 20-21.

V986   ***If VEHICLE TRAILING equals 3, then PSU should equal 29, 30, 31, 64, 73, 74, 75, 76, 77, 78, 94.***

V990   If any SEQUENCE OF EVENTS equals 61, then CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE should not equal 00.

VA00   If HM1 equals 1, then HM2, HM5 must equal 0, HM4 must equal 00 and HM3 must equal 0000.

ERROR CODE	ERROR TEST
VA10	If HM1 equals 2, then HM2, HM5 must not equal 0, HM4 must not equal 00 and HM3 must not equal 0000.
VA20	If any of HM2, HM5 equals 0, or HM4 equals 00 or HM3 equals 0000, then HM1 must equal 1.
VA30	If any of HM2, HM5 does not equal 0, or HM4 does not equal 00, or HM3 does not equal 0000, than HM1 must equal 2.
VA40	If HM5 equals 2, then HM3 should not equal 8888 or HM4 should not equal 88.
VA50	If HM3 equals 8888 and HM4 equals 88, then HM5 should not equal 2.
VA60	If HM3 does not equal blanks, 0000, 8888, or HM4 does not equal blank, 00, 88, then HM2 should equal 2.
VA70	If GVWR/GCWR equals 1, and HM2 equals 2, then VEHICLE CONFIGURATION must equal 10.
VB60	If PRE-IMPACT STABILITY equals 0, then PRE-IMPACT LOCATION must equal 0.
VB70	If PRE-IMPACT STABILITY is not equal to 0, then PRE-IMPACT LOCATION must not equal 0.
VBA0	If PRE-IMPACT LOCATION equals 1, then PRE-IMPACT STABILITY should equal 1-2.
VBA0	If PRE-IMPACT LOCATION equals 1, then PRE-IMPACT STABILITY should equal 1-2.
VH03	If AREAS OF IMPACT-INITIAL DAMAGE AREA or AREAS OF IMPACT-MOST DAMAGED AREA equals 18, then RELATED FACTORS-CRASH LEVEL should equal 14-15.
VH10	If PRE-IMPACT LOCATION equals 0, then ATTEMPTED AVOIDANCE MANEUVER must equal 00.
VH20	If ATTEMPTED AVOIDANCE MANEUVER equals 00, then PRE-IMPACT LOCATION must equal 0.

ERROR CODE   ERROR TEST

VH25   If UNIT TYPE equals 4, then REGISTERED VEHICLE OWNER
                should not equal 6, 9.

VH70   If UNIT TYPE equals 2-4, then elements V15, V24, V26, V27,
                V31 must all be left blank.

VH75   If UNIT TYPE equals 4, then VEHICLE CONFIGURATION
                should not equal 05, 20-21, 10.

VH80   If UNIT TYPE equals 4, then CARGO BODY TYPE should not
                equal 06-07, 11-12, 22.

INJURY SEVERITY CONVERSION TABLES

State	PAR	Code/Definition	NASS Scheme/Code
Alabama	K	= Killed	K - 4
	A	= Visible or carried from scene	A - 3
	B	= Bruise/abrasion/swelling	B - 2
	C	= Not visible - has pain/faint	C - 1
	Blank	= Occupant present	O - 0
	Blank	= Occupant not present	- 9

State	PAR	Code/Definition	NASS Scheme/Code
Arizona	5	= Fatal Injury	K - 4
	4	= Incapacitating injury	A - 3
	3	= Non-incapacitating Evident	B - 2
	2	= Possible Injury	C - 1
	1	= No injury	O - 0
	6	= Unknown	U - 9

State	PAR	Code/Definition	NASS Scheme/Code
California	1	= Fatal	K - 4
	2	= Severe injury	A - 3
	3	= Other visible injury	B - 2
	4	= Complaint of pain	C - 1
	Blank	= Occupant present	O - 0
	Blank	= Occupant not present	- 9

State	PAR	Code/Definition	NASS Scheme/Code
Colorado*	5	= Fatal	K - 4
	4	= Evident - incapacitating	A - 3
	3	= Evident - non-incapacitating	B - 2
	2	= Possible injury	C - 1
	1	= No injury	O - 0

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State	PAR	Code/Definition	NASS Scheme/Code
Florida	5	= Fatal (within 30 days) injury	K - 4
	4	= Incapacitating	A - 3
	3	= Non-Incapacitating	B - 2
	2	= Possible	C - 1
	1	= None	O - 0
	6	= No set unknown code	- 9

State	PAR	Code/Definition	NASS Scheme/Code
Illinois	K	= Fatal	K - 4
	A	= Incapacitating Injury	A - 3
	B	= Non-Incapacitating Injury	B - 2
	C	= Reported not evident	C - 1
	O	= No indication of injury	O - 0
		= No set unknown code	- 9

Indiana

Injury Status:

- Code "refused" as no injury when "Nature of Most Severe Injury" is blank.
- If the officer selects a code for "Nature of Most Severe Injury" that does not correspond to the code for "Victim's Injury Status,"
  - Use the "Victim's Injury Status" to determine the crash stratum and injury severity.
  - If "Victim's Injury Status" is blank, default to "Nature of Most Severe Injury."
  - If "Victim's Injury Status" indicates a fatal injury, verify that someone was killed on the front of the PAR. Do not use the block on the front of the PAR showing number injured to verify other injuries.
  - If the "Nature of Most Severe Injury" information reflects a more severe injury than that reflected by the "Injury Status" box, upgrade the injury to match.
- Use the table below to determine injury status.

Nature of Most Severe Injury	Victim's Injury Status	NASS Scheme/Code
Any Entry	Fatal Injury	K (see 2nd bullet note above)
Severed	Incapacitating - Nonfatal Injury	A
Internal	Incapacitating - Nonfatal Injury	A
Minor Burn	Incapacitating B Nonfatal Injury	B
Severe Burn	Incapacitating - Nonfatal Injury	A
Abrasion	Incapacitating B Nonfatal Injury	B
Minor Bleeding	Incapacitating B Nonfatal Injury	B
Severe Bleeding (Arterial)	Incapacitating - Nonfatal Injury	A
Fracture/Dislocation	Incapacitating - Nonfatal Injury	A
Contusion/Bruise	Incapacitating B Nonfatal Injury	B
Complaint of pain	Possible B Nonfatal Injury	C
None Visible	Not Report B Nonfatal Injury	O
Other (explain in Narrative)	Possible B Nonfatal Injury	C
Unknown	Unknown B Nonfatal Injury	U

State	PAR	Code/Definition	NASS Scheme/Code
Iowa	1	= Fatal	K - 4
	2	= Incapacitating	A - 3
	3	= Non-incapacitating	B - 2
	4	= Possible	C - 1
	5	= Uninjured	O - 0
	9	= Unknown	U - 9

State	PAR	Code/Definition	NASS Scheme/Code
Kentucky	1	= Fatal	K - 4
	2	= Incapacitating	A - 3
	3	= Non-Incapacitating	B - 2
	4	= Possible Injury	C - 1
	5	= None Detected	O - 0

State	PAR	Code/Definition	NASS Scheme/Code
Massachusetts	1	= Fatal Injury	K - 4
	2	= Incapacitating	A - 3
	3	= Non-incapacitating	B - 2
	4	= Possible	C - 1
	5	= No Injury	O - 0
	Blank	= No occupant documentation	O - 0
	99	= unknown	- 9

State	PAR	Code/Definition	NASS Scheme/Code
Maryland	05	= Fatal	K - 4
	04	= Disabled (Incapacitated)	A - 3
	03	= Injured (Not Incapacitated)	B - 2
	02	= Possible Injury	C - 1
	01	= Not Injured (& Present)	O - 0
	01	= Not Known (If Left Scene)	- 9
	Blank	= No Occupant Documentation	- 9

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State	PAR	Code/Definition	NASS Scheme/Code
Michigan	K	= Fatal Injury: Any injury which results in death	K - 4
	A	= Incapacitating Injury: Any injury, other than fatal, which prevents normal activities and generally requires hospitalization	A - 3
	B	= Non-Incapacitating Injury: Any injury not incapacitating, but evident to others at the scene	B - 2
	C	= Possible Injury: No visible injury, but complaint of pain or momentary unconsciousness	C - 1
	O	= No Injury: No indication of injury	O - 0
		= No set unknown code	- 9

State	PAR	Code/Definition	NASS Scheme/Code
Missouri	1	= Fatal	K - 4
	2	= Disabling	A - 3
	3	= Evident-Not Disabling	B - 2
	4	= Probable-Not Apparent	C - 1
	5	= None Apparent	O - 0
	6	= Unknown	U - 9

State	PAR	Code/Definition	NASS Scheme/Code
Nebraska	1	= Killed	K - 4
	2	= Disabling - cannot leave scene without assistance	A - 3
	3	= Visible but not disabling	B - 2
	4	= Possible but not visible	C - 1
	Blank	= Occupant present	O - 0

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

New Jersey:

Victim's Physical Condition [PAR Column 86]	Location of Most Severe Injury [PAR Column 89]	Type of Most Severe Physical Injury [PAR Column 90]	NASS Scheme/Code
01 Killed	01-12 Any Entry	01-08 Any Entry	K-4
02 Incapacitated	01-12 Any Entry	01-08 Any Entry	A-3
03 Moderate Injury or 04 Complaint of Pain	01-12 Any Entry	01 Amputation 02 Concussion 03 Internal 04 Fracture/Dislocation	A-3
03 Moderate Injury or 04 Complaint of Pain	03 Eye	04 Bleeding 06 Burn 08 Complaint of Pain	A-3
03 Moderate Injury	01-12 Any Entry	04 Bleeding 05 Contusion/Bruise/ Abrasion	B-2
04 Complaint of Pain	01, 02, 04-12 Any Entry (Except Eye)	08 Complaint of Pain	C-1
(-)	(-) = N/A	(-)	O-0
Blank	Blank	Blank	O-0
00 = Unknown	00 = Unknown	00 = Unknown	-9

New York:

Location of Most Severe Physical Complaint [PAR Column 14]	Type of Physical Complaint [PAR Column 15]	Victim's Physical Condition [PAR Column 16]	NASS Scheme/Code
1-12 Any Entry	1-14 Any Entry	1 Apparent Death	K-4
1-12 Any Entry	Any Entry	2 Unconscious 3 Semi-Conscious 4 Incoherent	A-3
1-12 Any Entry	1 Amputation 2 Concussion 3 Internal 5 Severe Bleeding 7 Moderate Burn 8 Severe Burn, 9 Fracture-Dislocation	5 Shock 6 Conscious	A-3

New York (Cont.):

Location of Most Severe Physical Complaint [PAR Column 14]	Type of Physical Complaint [PAR Column 15]	Victim's Physical Condition [PAR Column 16]	NASS Scheme/Code
3 Eye	4 Minor Bleeding 6 Minor Burn 12 Complaint of Pain	5 Shock 6 Conscious	A-3
1, 2, 4-12 Any Entry (Except Eye)	4 Minor Bleeding 6 Minor Burn	5 Shock 6 Conscious	B-2
1-12 Any Entry	10 Contusion-Bruise 11 Abrasion	5 Shock 6 Conscious	B-2
1, 2, 4-12 Any Entry (Except Eye)	12 Complaint of Pain 13 None Visible 14 Whiplash	5 Shock 6 Conscious	C-1
1-12 Any Entry or (X) = Unknown	13 None Visible	6 Conscious or (-)	C-1
1, 2, 4-12 Any Entry (Except Eye)	(X) = Unknown	6 Conscious	C-1
Blank or (-)	13 None Visible or (-)	6 Conscious	O-0
Blank or (-)	Blank or (-)	Blank or (-)	O-0
(X) = Unknown	(X) = Unknown	(X) = Unknown	-9

State	PAR	Code/Definition	NASS Scheme/Code
New Mexico	K	= Killed	K - 4
	A	= Incapacitated – carried from scene	A - 3
	B	= Visible injury	B - 2
	C	= Complaint of injury	C - 1
	O	= No apparent injury	O - 0
		= No Set Unknown Code	- 9

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State	PAR Col. 32	Code/Definition	NASS Scheme/Code
North Carolina	K-1	= Killed	K - 4
	A-2	= A-Type Injury (Disabling)	A - 3
	B-3	= B-Type Injury (Evident)	B - 2
	C-4	= C-Type Injury (Possible)	C - 1
	O-5	= No Injury	O - 0
	-6	= Unknown	- 9

State		Code/Definition	NASS Scheme/Code
Ohio	1	= No Injury	O - 0
	2	= Possible Injury	C - 1
	3	= Non-Incapacitating	B - 2
	4	= Incapacitating	A - 3
	5	= Fatal Injury	K - 4
	6	= Unknown	U - 9

State		Code/Definition	NASS Scheme/Code
Oklahoma	1	= No Injury	O - 0
	2	= Possible Injury	C - 1
	3	= Non-Incapacitating	B - 2
	4	= Incapacitating	A - 3
	5	= Fatal Injury	K - 4
	Also codes for 'Type of Injury':		
	1	= Head	
	2	= Trunk External	
	3	= Trunk Internal	
	4	= Arm	
	5	= Leg	

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State		Code/Definition	NASS Scheme/Code
Pennsylvania	1	= Killed	K-4
	2	= Major Injury	A-3
	3	= Moderate Injury	B-2
	4	= Minor Injury	C-1
	0	= Not Injured	O-0
	8	= Injury, Unknown Severity	-5
	9	= Unknown if Injury	-9

State		Code/Definition	NASS Scheme/Code
Tennessee	4	= Fatal Injury	K-4
	3	= Incapacitating Injury	A-3
	2	= Non-Incapacitating Injury	B-2
	1	= Possible Injury	C-1
	0	= No Injury	O-0
		= Unknown	-9

State		Code/Definition	NASS Scheme/Code
Texas	4	= Killed	K-4
	1	= Incapacitating Injury	A-3
	2	= Non-Incapacitating Injury	B-2
	3	= Possible Injury	C-1
	5	= Not Injured	O-0
		= No Set Unknown Code	-9

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

State			Code/Definition	NASS Scheme/Code
Virginia	1		= Dead Before Report Made	K-4
	2		= Visible Signs of Injury, as bleeding wound or distorted member; or had to be carried from scene.	A-3
	3		= Other Visible Injury, as bruises, abrasions, swelling limping, etc.	B-2
	4		= No Visible Injury, but complaint of pain or momentary unconsciousness.	C-1
	(X)		= N/A	O-0
	(U)		= Unknown	-9
	Blank			

State			Code/Definition	NASS Scheme/Code
Washington	1		= No Injury	O-0
	2		= Dead at Scene	K-4
	3		= Dead on Arrival	K-4
	4		= Dead at Hospital	K-4
	5		= Disabling	A-3
	6		= Non Disabling (Evident Injury)	B-2
	7		= Possible Injury	C-1
	0		= Unknown	U-9

State			Code/Definition	NASS Scheme/Code
Wisconsin	K		= Fatal Injury	K-4
	A		= Incapacitating Injury	A-3
	B		= Non-Incapacitating Injury	B-2
	C		= Possible of Injury	C-1
	N		= No Apparent Injury	O-0
			= No Set Unknown Code	-9

*There is a box at the top of the PAR indicating number of persons injured. If this box is marked 0 and the injury code is left "blank", assume "No injury". If the box is marked 1 (or more) pertaining to the vehicle occupants in question and the injury code is "blank", assume "Injured, severity unknown". If "blanks" are present in both the persons injured box and the injury code box, assume "Unknown".

<u>PEDESTRIAN/BIKE TYPING</u>
<u>MARKED CROSSWALK PRESENT</u>
<u>SIDEWALK PRESENT</u>
<u>SCHOOL ZONE</u>

GES: PB27/PB28/PB29   FARS:NM9

<u>Screen Heading</u>: Marked Crosswalk Present / Sidewalk Present / School Zone

<u>Format:</u> Element Completed in MDE

<u>Screen Name:</u>

<u>Long Name:</u> Was a marked crosswalk present at the crash site? / Was a sidewalk present at the crash site? / Did the crash occur in a school zone?

<u>SAS Name:</u> pbtype.PBCWALK/ pbtype.PBSWALK/ pbtype.PBSZONE

<u>Oracle Name:</u> GES.Nonmotorist.Crosswalkpresent / GES.Nonmotorist.Sidewalkpresent / GES.Nonmotorist.Schoolzone

ELEMENT VALUES

Was a marked crosswalk present at the crash site?

SCN	ORACLE	SAS GES	FARS	
1	1	0	0	No
2	2	1	1	Yes
9	9	9	9	Unknown

Was a sidewalk present at the crash site?

1	1	0	0	No
2	2	1	1	Yes
9	9	9	9	Unknown

Did the crash occur in a school zone?

1	1	0	0	No
2	2	1	1	Yes
9	9	9	9	Unknown

<u>Remarks:</u>

School Zone
Yes is used when the case materials indicated the crash occurred in a school zone. It does not matter as to the time of the crash, but only that the investigating officer stated or coded the crash was in a school zone.

PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN

GES: PB30

Screen Heading: Crash Type – Pedestrian

Screen Name:

Long Name:

SAS Name: pbtype.PEDCTYPE

Oracle Name: GES.PEDBIKETYPE.PedTypeid

FARS: NM9

Format: Element
Completed in MDE

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
N/A	-1	000	000	Not a Pedestrian
110	110	110	110	Assault with Vehicle
120	120	120	120	Dispute-Related
130	130	130	130	Pedestrian on Vehicle
140	140	140	140	Vehicle-Vehicle / Object
150	150	150	150	Motor Vehicle Loss of Control
160	160	160	160	Pedestrian Loss of Control
190	190	190	190	Other Unusual Circumstances
211	211	211	211	Backing Vehicle - Driveway
212	212	212	212	Backing Vehicle - Driveway / Sidewalk Intersection
213	213	213	213	Backing Vehicle - Roadway
214	214	214	214	Backing Vehicle - Parking Lot
219	219	219	219	Backing Vehicle - Other / Unknown
220	220	220	220	Driverless Vehicle
230	230	230	230	Disabled Vehicle-Related
240	240	240	240	Emergency Vehicle-Related
250	250	250	250	Play Vehicle-Related
311	311	311	311	Working in Roadway
312	312	312	312	Playing in Roadway
313	313	313	313	Lying in Roadway
320	320	320	320	Entering / Exiting Parked Vehicle
330	330	330	330	Mailbox-Related
341	341	341	341	Commercial Bus-Related
342	342	342	342	School Bus-Related
360	360	360	360	Ice Cream / Vendor Truck-Related
410	410	410	410	Walking Along Roadway With Traffic - From Behind
420	420	420	420	Walking Along Roadway With Traffic - From Front

430	430	430	430	Walking Along Roadway Against Traffic - From Behind
440	440	440	440	Walking Along Roadway Against Traffic - From Front
				Walking Along Roadway - Direction / Position
459	459	459	459	Unknown
460	460	460	460	Motorist Entering Driveway or Alley
465	465	465	465	Motorist Exiting Driveway or Alley
469	469	469	469	Driveway Crossing - Other / Unknown
510	510	510	510	Waiting to Cross - Vehicle Turning
520	520	520	520	Waiting to Cross - Vehicle Not Turning
590	590	590	590	Waiting to Cross - Vehicle Action Unknown
610	610	610	610	Standing in Roadway
620	620	620	620	Walking in Roadway
680	680	680	680	Non-Intersection - Other / Unknown
690	690	690	690	Intersection - Other / Unknown
710	710	710	710	Multiple Threat
730	730	730	730	Trapped
741	741	741	741	Dash
742	742	742	742	Dart-Out
760	760	760	760	Pedestrian Failed to Yield
770	770	770	770	Motorist Failed to Yield
781	781	781	781	Motorist Left Turn - Parallel Paths
782	782	782	782	Motorist Left Turn - Perpendicular Paths
791	791	791	791	Motorist Right Turn - Parallel Paths
792	792	792	792	Motorist Right Turn on Red - Parallel Paths
794	794	794	794	Motorist Right Turn on Red - Perpendicular Paths
795	795	795	795	Motorist Right Turn - Perpendicular Paths
799	799	799	799	Motorist Turn / Merge - Other / Unknown
830	830	830	830	Off Roadway - Parking Lot
890	890	890	890	Off Roadway - Other / Unknown
900	900	900	900	Other - Unknown Location
910	910	910	910	Crossing an Expressway

Remarks:

Assault with Vehicle (110) is used when the driver intentionally struck the pedestrian with the vehicle.

Dispute-Related (120) is used when the pedestrian struck by a vehicle during a domestic altercation or other dispute.

Pedestrian on Vehicle (130) is used when the pedestrian was sitting on, leaning against, or clinging to a vehicle which began to move or was moving.

Vehicle-Vehicle/Object (140) is used when the pedestrian was struck as a result of a prior vehicle into vehicle or vehicle into object crash.

Motor Vehicle Loss of Control (150) is used when the vehicle lost control due to mechanical failure, surface conditions, driver error or impairment.

Pedestrian Loss of Control (160) is used when the pedestrian stumbled, fell or rolled into path of vehicle due to surface conditions, impairment or other mishap.

Other Unusual Circumstances (190) is used when the crash involved other unusual circumstances, such as pedestrian being struck by falling cargo or a loose wheel.

Backing Vehicle - Driveway (211) is used when the pedestrian was struck in a driveway by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Driveway/Sidewalk Intersection (212) is used when the pedestrian was struck in a driveway/sidewalk intersection by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Roadway (213) is used when the pedestrian was struck in a roadway by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Parking Lot (214) is used when the pedestrian was struck in a parking lot by a vehicle that was backing with a driver at the controls.

Backing Vehicle - Other/Unknown (219) is used when the pedestrian was struck in another or unknown location by a vehicle that was backing with a driver at the controls.

Driverless Vehicle (220) is used when the pedestrian was struck by a vehicle that was moving without a driver at the controls or that was set in motion by the actions of a child.

Disabled Vehicle-Related (230) is used when the pedestrian was struck while near or next to a disabled vehicle (including a vehicle that had been in a crash) or while walking to or from a disabled vehicle. Note: Crashes involving pedestrians standing near tow trucks responding to the disabled vehicle are also included in this crash type.

Emergency Vehicle-Related (240) is used when the pedestrian was struck while near an active emergency vehicle, by an active emergency vehicle or by a vehicle being pursued.

Play Vehicle - Related (250) is used when the pedestrian was struck while riding a play vehicle that was not a bicycle (e.g., skates, scooter, wagon, sled, etc.).

Playing in Roadway (311) is used when the pedestrian is playing in the roadway.

Working in Roadway (312) is used when the pedestrian is working in the roadway.

Lying in Roadway (313) is used when the pedestrian is lying in the roadway.

Entering/Exiting Parked Vehicle (420) is used when the pedestrian was in the process of getting into or out of a stopped or parked vehicle. Note: Does not include crashes involving pedestrian crossing or other movements that occurred after the pedestrian exited the vehicle.

Mailbox-Related (330) is used when the pedestrian is going to or from or standing at a mailbox or newspaper box.

Commercial Bus-Related (341) is used when the pedestrian is crossing in front of a commercial bus stopped at a marked bus stop.

School Bus-Related (342) is used when the pedestrian is going to or from or waiting at a school bus or school bus stop.

Ice-Cream/Vendor Truck-Related (360) is used when the pedestrian is going to or from an ice-cream truck or other type of vehicle vending from the curb or roadside.

Walking Along Roadway With Traffic - From Behind (410) is used when the pedestrian was walking/running along the roadway with traffic and was struck from behind.

Walking Along Roadway With Traffic - From Front (420) is used when the pedestrian was walking/running along the roadway with traffic and was struck from front.

Walking Along Roadway Against Traffic - From Behind (430) is used when the pedestrian was walking/running along the roadway against traffic and was struck from behind.

Walking Along Roadway Against Traffic - From Front (440) is used when the pedestrian was walking/running along the roadway against traffic and was struck from front.

Walking Along Roadway - Direction/Position Unknown (459) is used when the pedestrian was walking/running along the roadway, but there is insufficient information to determine either the position or direction of the pedestrian at the time of the crash.

Motorist Entering Driveway or Alley (460) is used when the motor vehicle was turning into a driveway or alley and struck the pedestrian on a sidewalk/walkway or driveway crossing.

Motorist Exiting Driveway or Alley (465) is used when the motor vehicle was exiting a driveway or alley and struck the pedestrian on a sidewalk/walkway or driveway crossing.

Driveway Crossing Other/Unknown (469) is used when the pedestrian was on a driveway intersection when struck but there were other or unknown circumstances surrounding the crash from those described.

Waiting to Cross - Vehicle Turning (510) is used when the pedestrian was standing near the curb or roadway edge and waiting to cross the roadway when struck by a turning vehicle.

Waiting to Cross - Vehicle Not Turning (520) is used when the pedestrian was standing near the curb or roadway edge and waiting to cross the roadway when struck by a vehicle that was not turning.

Waiting to Cross - Vehicle Action Unknown (590) is used when the pedestrian was standing near the curb or roadway edge and waiting to cross the roadway when struck by a vehicle, but it could not be determined if the vehicle was turning or not.

Standing in Roadway (610) is used when the pedestrian was standing in the roadway prior to the crash, but the crash cannot be further classified.

Walking in Roadway (620) is used when the pedestrian was walking in the roadway prior to the crash, but the crash cannot be further classified.

Non-Intersection Other/Unknown (680) is used when the crash occurred at a non-intersection location, but the actions of the pedestrian prior to the crash cannot be determined.

Intersection - Other/Unknown (690) is used when the crash occurred at an intersection, but the actions of the pedestrian prior to the crash cannot be determined or it cannot be determined who failed to yield.

Multiple Threat (710) is used when the pedestrian entered the traffic lane in front of stopped or slowing traffic and was struck by a vehicle traveling in the same direction as the stopped or slowing traffic.

Trapped (730) is used when the pedestrian was struck while crossing at a signalized intersection or signalized mid-block crossing when the light changed and traffic started moving.

Dash (741) is used when the pedestrian ran into the roadway and was struck by a vehicle whose view of the pedestrian was not obstructed..

Dart-Out (742) is used when the pedestrian walked or ran into the roadway and was struck by a motorist whose view of the pedestrian was blocked until an instant before impact.

Pedestrian Failed to Yield (760) is used when the pedestrian failed to yield to the motorist.

Motorist Failed to Yield (770) is used when the motorist failed to yield to the pedestrian.

Motorist Left Turn - Parallel Paths (780) is used when the motorist was initially traveling on a parallel path with the pedestrian before making a left turn and striking the individual.

Motorist Left Turn - Perpendicular Paths (781) is used when the motorist was initially traveling on a crossing path with the pedestrian before making a left turn and striking the individual.

Motorist Right Turn - Parallel Paths (791) is used when the motorist was initially traveling on a parallel path with the pedestrian before making a right turn and striking the individual.

Motorist Right Turn on Red - Parallel Paths (792) is used when the motorist was initially traveling on a parallel path with the pedestrian before making a right turn on red and striking the individual.

Motorist Right Turn on Red - Perpendicular Paths (794) is used when the motorist was initially traveling on a crossing path with the pedestrian before making a right turn on red and striking the individual.

Motorist Right Turn - Perpendicular Paths (795) is used when the motorist was initially traveling on a crossing path with the pedestrian before making a right turn and striking the individual.

Motorist Turn/ Merge - Other / Unknown (799) is used when either the approach paths or turn direction are unknown and do not fit with any of the prescribed circumstances.

Off Roadway - Parking Lot (830) is used when the motorist struck a pedestrian in a parking lot.

Off Roadway - Other/ Unknown (890) is used when there were other or unknown circumstances surrounding the crash.

Other - Unknown Location (900) is used when the crash did not involve any of the usual vehicle types or vehicle actions described.

Crossing an Expressway (910) is used the pedestrian was crossing a limited access expressway or expressway ramp.

PEDESTRIAN/BIKE TYPING
CRASH TYPE LOCATION - PEDESTRIAN

GES: PB31

Screen Heading: Crash Type Location (Pedestrian)

Screen Name:

Long Name: What was the location of the Pedestrian?

SAS Name: pbtype.PEDLOC

Oracle Name: GES.PEDBIKETYPE.Pedlocation

FARS:NM9
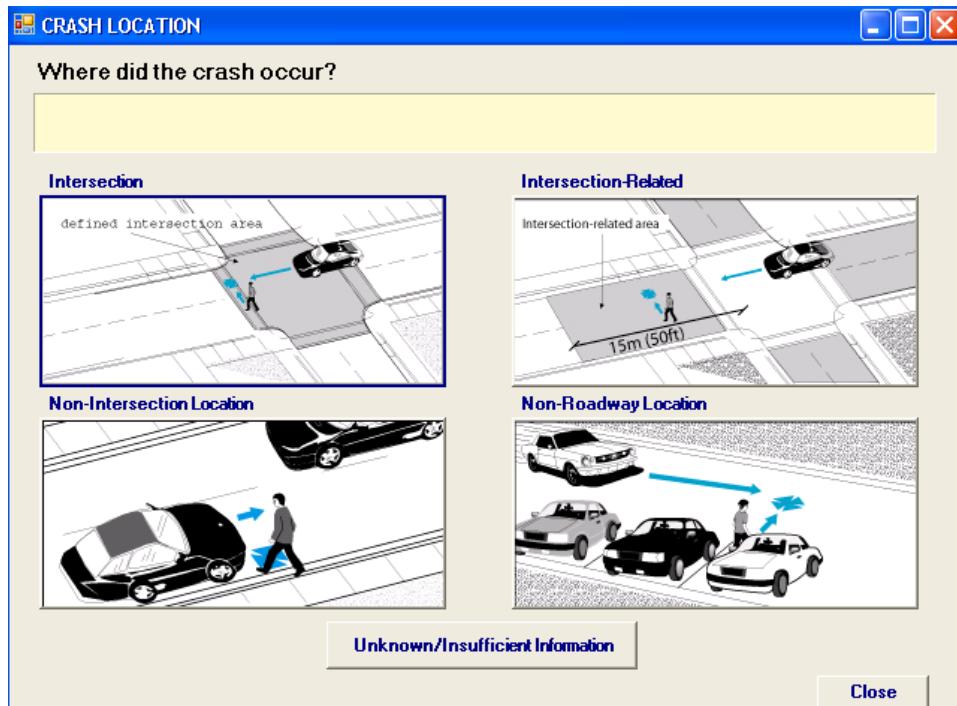
Format: Element
Completed in MDE

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	1	1	Intersection
4	4	2	2	Intersection- Related
2	2	3	3	Non-Intersection
3	3	4	4	Non-Roadway
N/A	-1	7	7	Not a Pedestrian
9	9	9	9	Unknown/Insufficient Information

Remarks:

Intersection is used when the crash occurred within the intersection proper or within the crosswalk area. Note: Driveways controlled by signals or signs should be coded as **Intersection**. Uncontrolled driveways should be coded as **Non-Intersection Location**.

Non-Intersection Location is used when the crash occurred on or along the roadway and more than 15m (50ft) from an intersection.

Non-Roadway Location is used when the crash occurred off the roadway, including parking lots, driveways, private roads, yards, alleys and other open areas. Note: Crashes occurring on paved shoulders, sidewalks or driveway crossings are considered to be "roadway" crashes and should not be placed in the **Non-Roadway Location**.

Intersection-Related is used when the crash occurred outside the intersection crosswalk area but within 15m (50ft) of the intersection.

Unknown/Insufficient Information is used when there is insufficient information to determine where the crash occurred.

PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION

GES: PB32

Screen Heading: Pedestrian Position

Screen Name:

Long Name: What was the position of the pedestrian when struck?

SAS Name: pbtype.PEDPOS

Oracle Name: GES.PEDBIKETYPE.Pedposition

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	1	1	01	Intersection Proper
2	2	2	02	Crosswalk Area
3	3	3	03	Travel Lane
4	4	4	04	Paved Shoulder / Bike Lane / Parking Lane
5	5	5	05	Sidewalk / Shared Use Path / Driveway Crossing
6	6	6	06	Unpaved Right-of-Way
7	7	7	07	Driveway/alley
8	8	8	08	Non-Roadway-Parking Lot/Other
n/a	-1	77	77	Not a Pedestrian
9	9	9	09	Other / Unknown

Remarks:

Crosswalk area is used when the pedestrian is within a crosswalk, marked or unmarked.

Travel lane is used when the pedestrian is on a roadway, in a travel lane.

Paved Shoulder / Bike Lane / Parking Lane is used when the pedestrian is on a roadway, in a paved shoulder or bike lane, or parking lane.

Sidewalk / Shared Use Path / Driveway Crossing is used when the pedestrian is on a sidewalk, shared-use path, or driveway crossing.

Unpaved Right-of-Way is used when the pedestrian is on another road right-of-way (unpaved shoulder, etc.).

Driveway/alley is used when the pedestrian is on a driveway or alley.

Non-Roadway-Parking Lot/Other is used when the pedestrian is on other non-roadway areas (parking lot, non-right-of-way sidewalk or multi-use path, yard, open areas, etc.)

Other / Unknown is used when the pedestrian's position is other or unknown.

PEDESTRIAN/BIKE TYPING - PEDESTRIAN INITIAL DIRECTION OF TRAVEL

GES: PB33

Screen Heading: Pedestrian Initial Direction

Screen Name:

Long Name: What was the Pedestrian direction of travel?

SAS Name: pbtype.PEDDIR

Oracle Name: GES.PEDBIKETYPE.PEDDIRECTION

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

What was the Pedestrian's direction of Travel?

SCN	ORACLE	SAS GES	FARS	
1	1	1	1	North
3	3	2	2	East
2	2	3	3	South
4	4	4	4	West
5	5	9	9	Unknown
n/a	-1	7	7	Not a Pedestrian
7	7	8	8	Not Applicable / Unknown

Remarks:

GES SPECIAL INSTRUCTION:

This data element is derived by the PBCAT application from PB34-Motorist Direction and PB37-Pedestrian Scenario.   For example, if PB34-motorist direction is coded west and PB37-pedestrian scenario, is coded 11a-"pedestrian within crosswalk area, approached from same direction as motorist", then the PBCAT application derives PB33-pedestrian initial direction of travel, as west, the same direction as the motorist.

Unknown is used when the pedestrian is at or near an intersection (PB31 - Pedestrian Crash Type Location equals Intersection or Intersection- Related) and the travel direction is unknown.

Not Applicable/Unknown is used when PB31 - Pedestrian Crash Type Location equals Non-Intersection, Non-Roadway or Unknown/Insufficient Information.

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PEDESTRIAN/BIKE TYPING - MOTORIST DIRECTION

GES: PB34

Screen Heading: Motorist Direction

Screen Name:

Long Name: What was the motorist's direction of travel?

SAS Name: pbtype.MOTDIR

Oracle Name: GES.PEDBIKETYPE.Motoristdirection

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

What was the Motorist Initial Direction of Travel?

| | | SAS | | |
SCN	ORACLE	GES	FARS	
1	1	1	1	North
3	3	2	2	East
2	2	3	3	South
4	4	4	4	West
5	5	9	9	Unknown
n/a	-1	7	7	Not a pedestrian
7	7	8	8	Not Applicable

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PEDESTRIAN/BIKE TYPING - MOTORIST MANEUVER

GES: PB35

Screen Heading: Motorist Maneuver

Screen Name:

Long Name: Select the motorists maneuver

SAS Name: pbtype.MOTMAN

Oracle Name: GES.PEDBIKETYPE.Motoristmaneuver

FARS:NM9
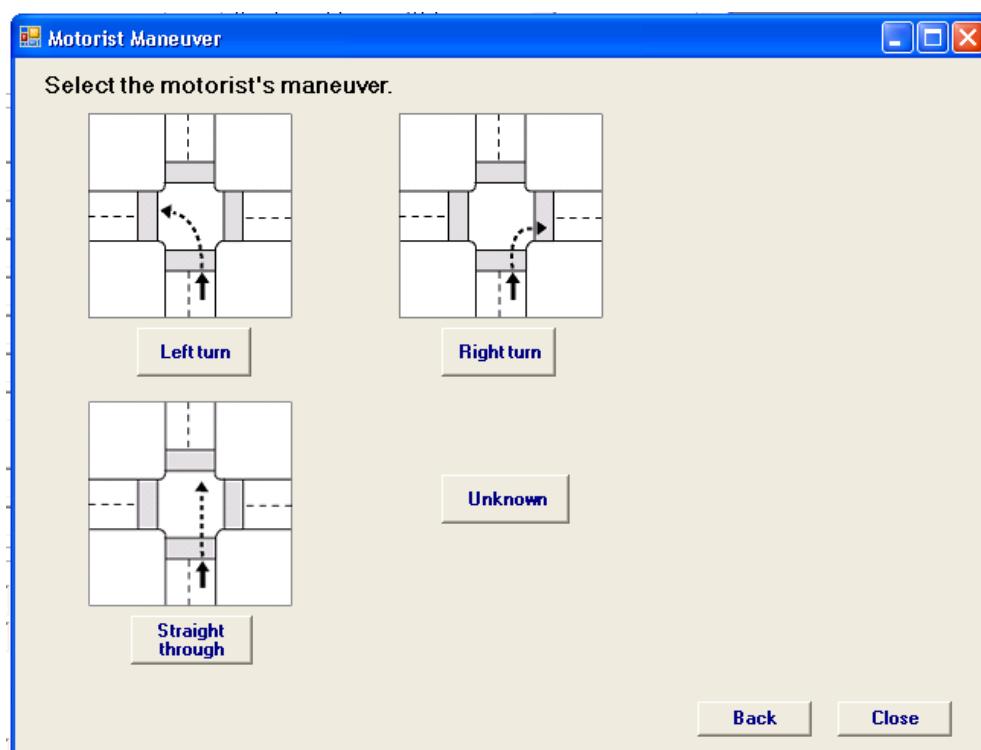
Format: Element
Completed in MDE

ELEMENT VALUES

Select the maneuver being made by the motorist at the time of the collision.

SCN	ORACLE	SAS GES	FARS	
1	1	1	1	Left Turn
2	2	2	2	Right Turn
3	3	3	3	Straight Through
7	7	8	8	Not Applicable
4	4	9	9	Unknown
n/a	-1	7	7	Not a pedestrian

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PEDESTRIAN/BIKE TYPING
INTERSECTION LEG

GES: PB36
Screen Heading: Intersection Leg

Screen Name:

Long Name: Select the leg of the intersection where the crash occurred?

SAS Name: pbtype.PEDLEG

Oracle Name: GES.PEDBIKETYPE.Intersectionleg
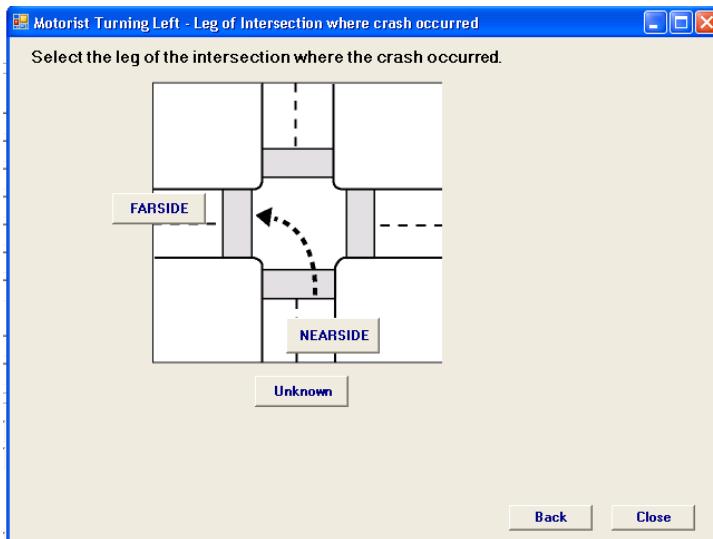
FARS:NM9
Format: Element
Completed in MDE

ELEMENT VALUES
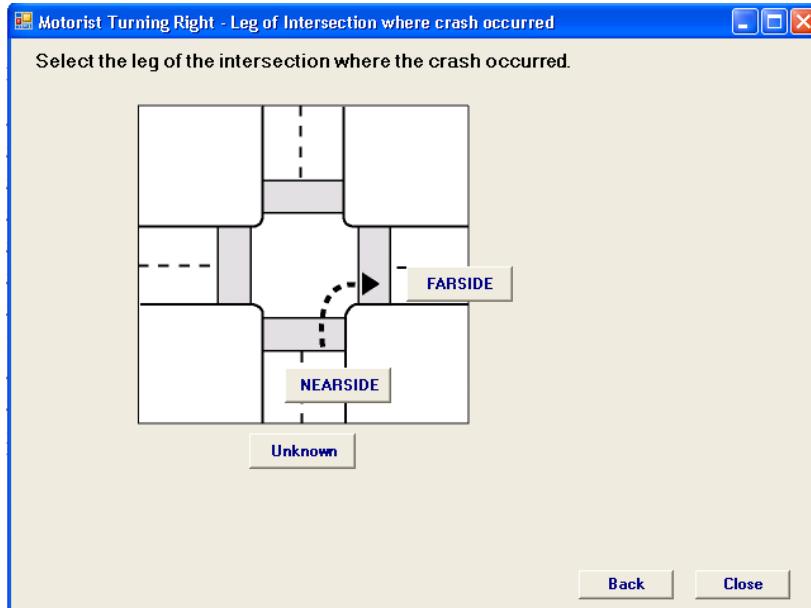
SCN	ORACLE	SAS GES	FARS	
2	2	1	1	Near
1	1	2	2	Far
n/a	-1	7	7	Not a Pedestrian
7	7	8	8	Not Applicable
3	3	9	9	Unknown
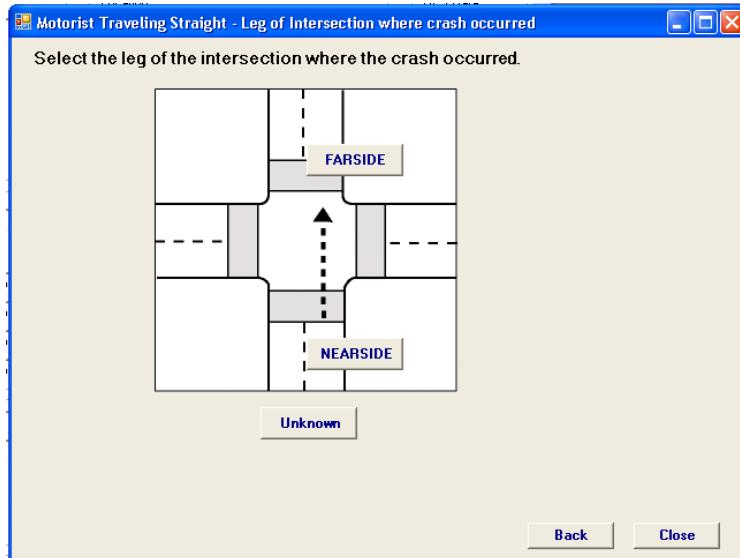
Remarks:
Requires the user to select the correct leg of the intersection where the crash occurred. The choices, regardless of the motorist maneuver, will always be "Nearside" and "Farside."

Motorist Turning Left

Motorist Traveling Straight

Farside indicates that the collision occurred as the motorist was departing the intersection.

Nearside indicates that the collision occurred as the motorist was approaching the intersection.

PEDESTRIAN/BIKE TYPING
PEDESTRIAN SCENARIO

GES: PB37
Screen Heading: Pedestrian Scenario

Screen Name:

Long Name:

SAS Name: pbtype.PEDSNR

Oracle Name: GES.PEDBIKETYPE.PEDSCENARIO

FARS:NM9
Format: Element
Completed in MDE

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
				Motorist traveling straight through - Crash Occurred on Near (Approach) Side of Intersection
1a	1a	1a	1a	Pedestrian within crosswalk area, traveled from motorist's left.
1b	1b	1b	1b	Pedestrian within crosswalk area, traveled from motorist's right.
1c	1c	1c	1c	Pedestrian within crosswalk area, approach direction unknown.
2a	2a	2a	2a	Pedestrian outside crosswalk area, traveled from motorist's left.
2b	2b	2b	2b	Pedestrian outside crosswalk area, traveled from motorist's right.
2c	2c	2c	2c	Pedestrian outside crosswalk area, approach direction unknown.
				Motorist traveling straight through - Crash Occurred on Far Side of Intersection
3a	3a	3a	3a	Pedestrian within crosswalk area, traveled from motorist's left.
3b	3b	3b	3b	Pedestrian within crosswalk area, traveled from motorist's right.
3c	3c	3c	3c	Pedestrian within crosswalk area, approach direction unknown.
4a	4a	4a	4a	Pedestrian outside crosswalk area, traveled from motorist's left.
4b	4b	4b	4b	Pedestrian outside crosswalk area, traveled from motorist's right.

4c	4c	4c	4c	Pedestrian outside crosswalk area, approach direction unknown.

Motorist turning right - Crash Occurred on Near (Approach) Side of Intersection

5a	5a	5a	5a	Pedestrian within crosswalk area, traveled from motorist's left.
5b	5b	5b	5b	Pedestrian within crosswalk area, traveled from motorist's right.
5c	5c	5c	5c	Pedestrian within crosswalk area, approach direction unknown.
6a	6a	6a	6a	Pedestrian outside crosswalk area, traveled from motorist's left.
6b	6b	6b	6b	Pedestrian outside crosswalk area, traveled from motorist's right.
6c	6c	6c	6c	Pedestrian outside crosswalk area, approach direction unknown.

Motorist turning right - Crash Occurred on Far Side of Intersection

7a	7a	7a	7a	Pedestrian within crosswalk area, approach direction same as motorist's.
7b	7b	7b	7b	Pedestrian within crosswalk area, approach direction opposite motorist's.
7c	7c	7c	7c	Pedestrian within crosswalk area, approach direction unknown.
8a	8a	8a	8a	Pedestrian outside crosswalk area, approach direction same as motorist's.
8b	8b	8b	8b	Pedestrian outside crosswalk area, approach direction opposite motorist's.
8c	8c	8c	8c	Pedestrian outside crosswalk area, approach direction unknown.

Motorist turning left - Crash Occurred on Near (Approach) Side of Intersection

9a	9a	9a	9a	Pedestrian within crosswalk area, traveled from motorist's left.
9b	9b	9b	9b	Pedestrian within crosswalk area, traveled from motorist's right.
9c	9c	9c	9c	Pedestrian within crosswalk area, approach direction unknown.
10a	10a	10a	10a	Pedestrian outside crosswalk area, traveled from motorist's left.
10b	10b	10b	10b	Pedestrian outside crosswalk area, traveled from motorist's right.
10c	10c	10c	10c	Pedestrian outside crosswalk area, approach direction unknown.
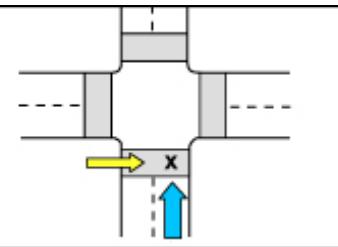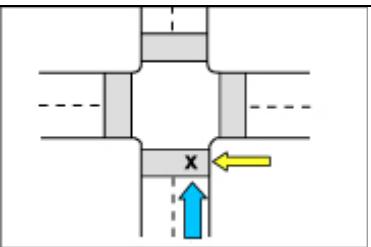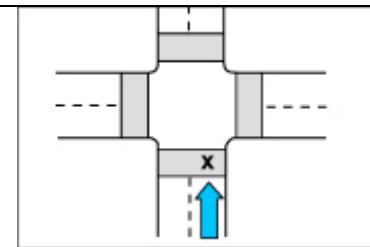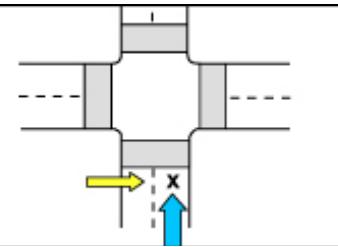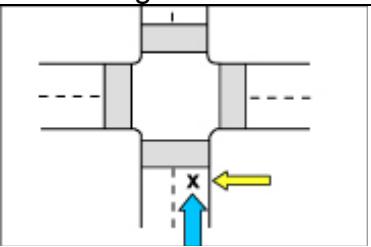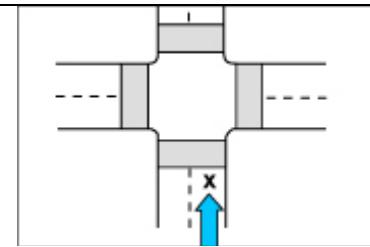
<u>Motorist turning left - Crash Occurred on Far Side of Intersection</u>

11a	11a	11a	11a	Pedestrian within crosswalk area, approach direction same as motorist's.
11b	11b	11b	11b	Pedestrian within crosswalk area, approach direction opposite motorist's.
11c	11c	11c	11c	Pedestrian within crosswalk area, approach direction unknown.
12a	12a	12a	12a	Pedestrian outside crosswalk area, approach direction same as motorist's.
12b	12b	12b	12b	Pedestrian outside crosswalk area, approach direction opposite motorist's**.**
12c	12c	12c	12c	Pedestrian outside crosswalk area, approach direction unknown.
n/a	-1	7	7	Not a Pedestrian
77	77	8	8	Not Applicable

<u>Remarks:</u>

(See Scenario Diagram on following pages)

Crash Occurred Near (Approach) Side of Intersection

 1a. Pedestrian within crosswalk area, traveled from motorist's left.	 1b. Pedestrian within crosswalk area, traveled from motorist's right.	 **1c**. Pedestrian within crosswalk area, approach direction unknown.
 2a. Pedestrian outside crosswalk area, traveled from motorist's left.	 2b. Pedestrian outside crosswalk area, traveled from motorist's right.	 2c. Pedestrian outside crosswalk area, approach direction unknown.

Crash Occurred Far Side of Intersection
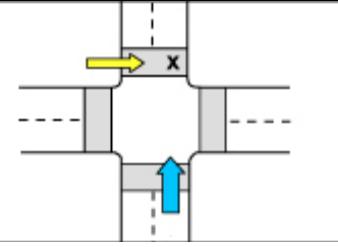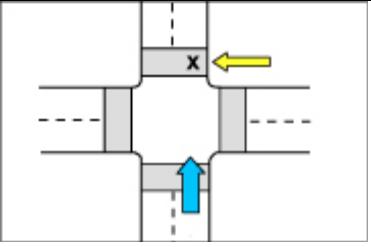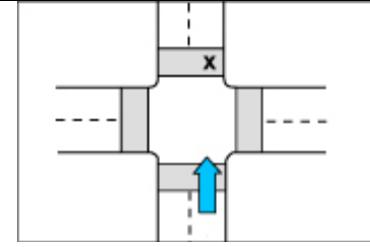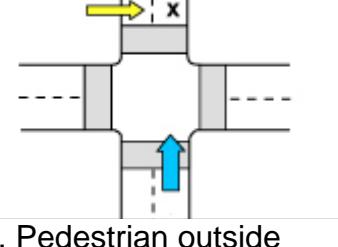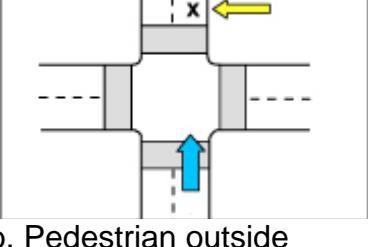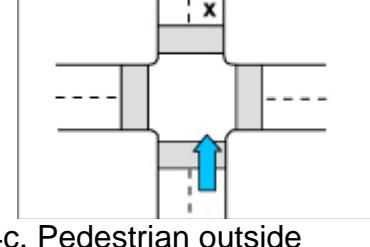
 3a. Pedestrian within crosswalk area, traveled from motorist's left.	 3b. Pedestrian within crosswalk area, traveled from motorist's right.	 3c. Pedestrian within crosswalk area, approach direction unknown.
 4a. Pedestrian outside crosswalk area, traveled from motorist's left.	 4b. Pedestrian outside crosswalk area, traveled from motorist's right.	 4c. Pedestrian outside crosswalk area, approach direction unknown.

Figure 118. Motorist traveling straight through.
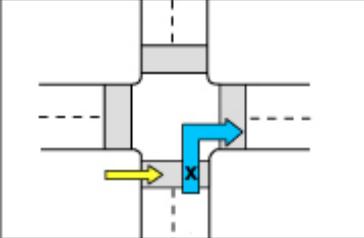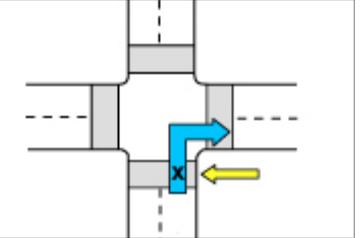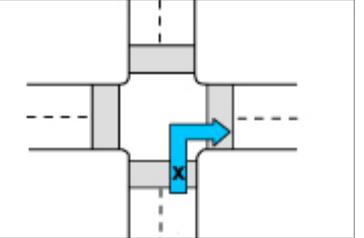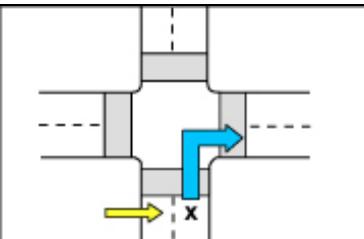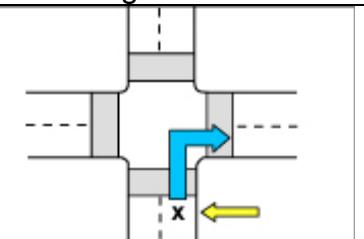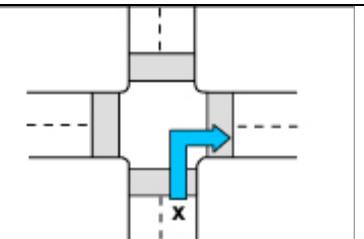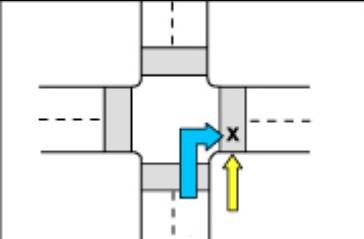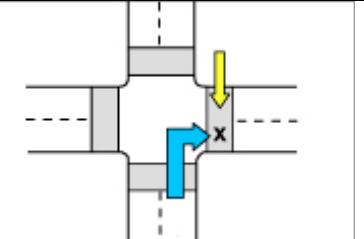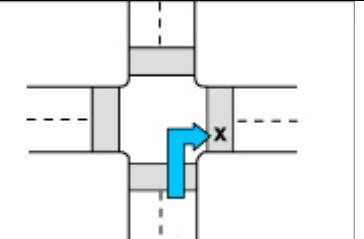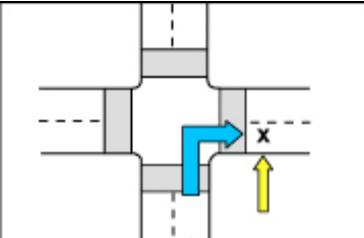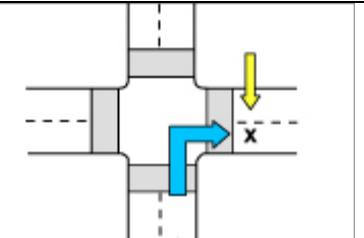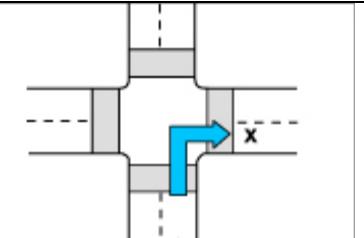
Crash Occurred Near (Approach) Side of Intersection		
5a. Pedestrian within crosswalk area, traveled from motorist's left.	5b. Pedestrian within crosswalk area, traveled from motorist's right.	5c. Pedestrian within crosswalk area, approach direction unknown.
6a. Pedestrian outside crosswalk area, traveled from motorist's left.	6b. Pedestrian outside crosswalk area, traveled from motorist's right.	6c. Pedestrian outside crosswalk area, approach direction unknown.
Crash Occurred Far Side of Intersection		
7a. Pedestrian within crosswalk area, approach direction same as motorist's.	7b. Pedestrian within crosswalk area, approach direction opposite motorist's.	7c. Pedestrian within crosswalk area, approach direction unknown.
8a. Pedestrian outside crosswalk area, approach direction same as motorist's**.**	8b. Pedestrian outside crosswalk area, approach direction opposite motorist's.	8c. Pedestrian outside crosswalk area, approach direction unknown.
Figure 119. Motorist turning right.		
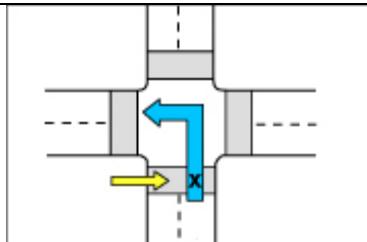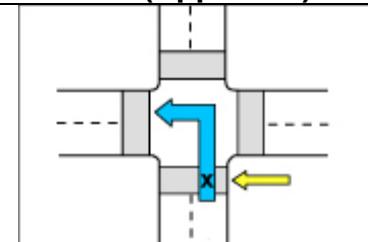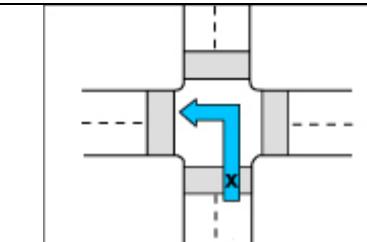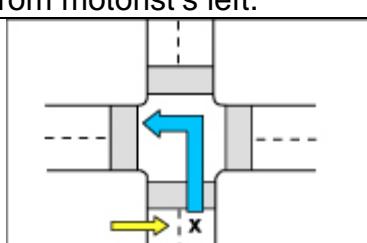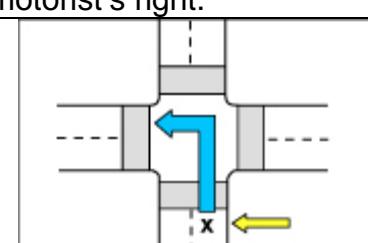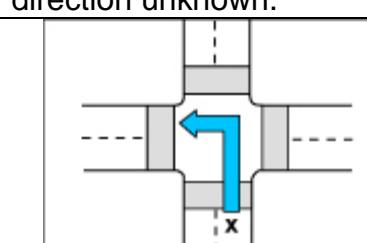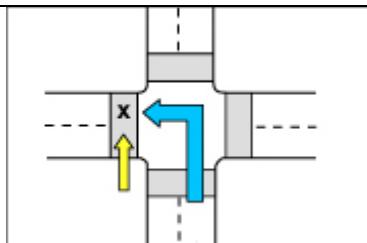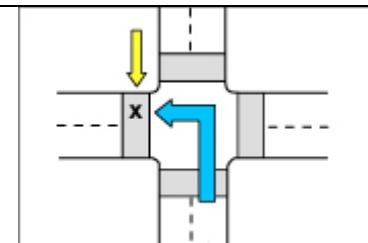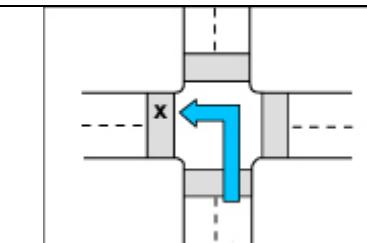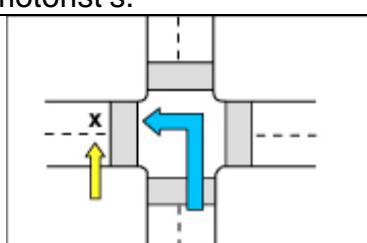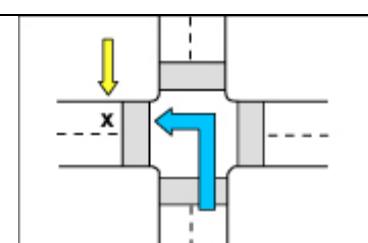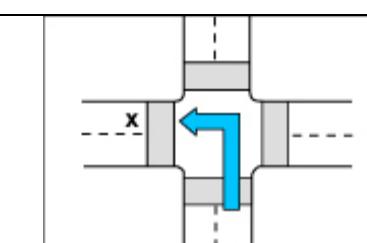
Crash Occurred Near (Approach) Side of Intersection		
9a. Pedestrian within crosswalk area, traveled from motorist's left.	9b. Pedestrian within crosswalk area, traveled from motorist's right.	9c. Pedestrian within crosswalk area, approach direction unknown.
10a. Pedestrian outside crosswalk area, traveled from motorist's left.	10b. Pedestrian outside crosswalk area, traveled from motorist's right.	10c. Pedestrian outside crosswalk area, approach direction unknown.
Crash Occurred Far Side of Intersection		
11a. Pedestrian within crosswalk area, approach direction same as motorist's.	11b. Pedestrian within crosswalk area, approach direction opposite motorist's.	11c. Pedestrian within crosswalk area, approach direction unknown.
12a. Pedestrian outside crosswalk area, approach direction same as motorist's.	12b. Pedestrian outside crosswalk area, approach direction opposite motorist's.	12c. Pedestrian outside crosswalk area, approach direction unknown.

Figure 120. Motorist turning left.

PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE

GES: PB30B

Screen Heading: Crash Type – Bicycle

Screen Name:

Long Name:

SAS Name: pbtype.BIKECTYPE

Oracle Name: GES.PEDBIKETYPE.BIKETYPEID

FARS:NM9

Format: Element
Completed in MDE

ELEMENT VALUES

| SCN	ORACLE	SAS GES	FARS	
N/A	-1	000	000	Not a Cyclist
111	111	111	111	Motorist Turning Error - Left Turn
112	112	112	112	Motorist Turning Error - Right Turn
113	113	113	113	Motorist Turning Error - Other
114	114	114	114	Bicyclist Turning Error - Left Turn
115	115	115	115	Bicyclist Turning Error - Right Turn
116	116	116	116	Bicyclist Turning Error - Other
121	121	121	121	Bicyclist Lost Control - Mechanical Problems
122	122	122	122	Bicyclist Lost Control - Oversteering, Improper Braking, Speed
123	123	123	123	Bicyclist Lost Control - Alcohol/Drug Impairment
124	124	124	124	Bicyclist Lost Control - Surface Conditions
129	129	129	129	Bicyclist Lost Control - Other/Unknown
131	131	131	131	Motorist Lost Control - Mechanical Problems
132	132	132	132	Motorist Lost Control - Oversteering, Improper Braking, Speed
133	133	133	133	Motorist Lost Control - Alcohol/Drug Impairment
134	134	134	134	Motorist Lost Control - Surface Conditions
139	139	139	139	Motorist Lost Control - Other/Unknown
141	141	141	141	Motorist Drive-out Sign-Controlled Intersection
142	142	142	142	Bicyclist Ride-out Sign-Controlled Intersection
143	143	143	143	Motorist Drive-Through-Sign-Controlled Intersection
144	144	144	144	Bicyclist Ride-Through-Sign-Controlled Intersection
147	147	147	147	Multiple Threat - Sign-Controlled Intersection
148	148	148	148	Sign-Controlled Intersection - Other/Unknown
151	151	151	151	Motorist Drive-out - Right Turn on Red
152	152	152	152	Motorist Drive-out - Signalized Intersection

153	153	153	153	Bicyclist - Ride-out - Signalized Intersection
154	154	154	154	Motorist Drive-Through - Signalized Intersection
155	155	155	155	Bicyclist Ride-Through - Signalized Intersection
156	156	156	156	Bicyclist Failed to Clear - Trapped
157	157	157	157	Bicyclist Failed to Clear - Multiple Threat
158	158	158	158	Signalized Intersection - Other/Unknown
159	159	159	159	Bicyclist Failed to Clear - Unknown
160	160	160	160	Crossing Paths - Uncontrolled Intersection
180	180	180	180	Crossing Paths - Intersection - Other/Unknown
211	211	211	211	Motorist Left Turn - Same Direction
212	212	212	212	Motorist Left Turn - Opposite Direction
213	213	213	213	Motorist Right Turn - Same Direction
214	214	214	214	Motorist Right Turn - Opposite Direction
215	215	215	215	Motorist Drive-in/out - Parking
216	216	216	216	Bus/Delivery Vehicle Pullover
217	217	217	217	Motorist Right Turn on Red - Same Direction
218	218	218	218	Motorist Right Turn on Red - Opposite Direction
219	219	219	219	Motorist Right Turn/Merge - Other/Unknown
221	221	221	221	Bicyclist Left Turn - Same Direction
222	222	222	222	Bicyclist Left Turn - Opposite Direction
223	223	223	223	Bicyclist Right Turn - Same Direction
224	224	224	224	Bicyclist Right Turn - Opposite Direction
225	225	225	225	Bicyclist Ride-out - Parallel Path
231	231	231	231	Motorist Overtaking - Undetected Bicyclist
232	232	232	232	Motorist Overtaking - Misjudged Space
235	235	235	235	Motorist Overtaking - Bicyclist Swerved
239	239	239	239	Motorist Overtaking - Other/Unknown
241	241	241	241	Bicyclist Overtaking - Passing on Right
242	242	242	242	Bicyclist Overtaking - Passing on Left
243	243	243	243	Bicyclist Overtaking - Parked Vehicle
244	244	244	244	Bicyclist Overtaking - Extended Door
249	249	249	249	Bicyclist Overtaking - Other/Unknown
250	250	250	250	Head-on - Bicyclist
255	255	255	255	Head-on - Motorist
259	259	259	259	Head-on - Unknown
280	280	280	280	Parallel Paths - Other/Unknown
311	311	311	311	Bicyclist Ride-out - Residential Driveway
312	312	312	312	Bicyclist Ride-out - Commercial Driveway/Alley
318	318	318	318	Bicyclist Ride-out - Other Midblock
319	319	319	319	Bicyclist Ride-out - Midblock - Unknown
321	321	321	321	Motorist Drive-out - Residential Driveway
322	322	322	322	Motorist Drive-out - Commercial Driveway/Alley
328	328	328	328	Motorist Drive-out - Other Midblock
329	329	329	329	Motorist Drive-out - Midblock - Unknown
357	357	357	357	Multiple Threat - Midblock
380	380	380	380	Crossing Paths - Midblock - Other/Unknown

400	400	400	400	Bicycle Only
510	510	510	510	Motorist Intentionally Caused
520	520	520	520	Bicyclist Intentionally Caused
600	600	600	600	Backing Vehicle
700	700	700	700	Play Vehicle-Related
800	800	800	800	Unusual Circumstances
910	910	910	910	Non-Roadway
970	970	970	970	Unknown Approach Paths
980	980	980	980	Unknown Location

Remarks:

Motorist Turning Error - Left Turn is used when the motorist made a left turn, cut the corner and entered the opposing traffic lane.

Motorist Turning Error - Right Turn is used when the motorist made a right turn, swung too wide and entered the opposing traffic lane.

Motorist Turning Error - Other is used when the motorist made another type of turning error which led them into the path of the bicyclist.

Bicyclist Turning Error - Left Turn is used when the bicyclist made a left turn, cut the corner and entered the opposing traffic lane.

Bicyclist Turning Error - Right Turn is used when the bicyclist made a right turn, swung too wide and entered the opposing traffic lane.

Bicyclist Turning Error - Other is used when the bicyclist made another type of turning error which led them into the path of the bicyclist.

Bicyclist Lost Control - Mechanical Problems is used when the bicyclist lost control due to mechanical problems.

Bicyclist Lost Control - Oversteering, Improper Braking, Speed is used when the bicyclist lost control due to oversteering, improper braking, or speed too fast for conditions.

Bicyclist Lost Control - Alcohol/Drug Impairment is used when the bicyclist lost control due to alcohol or drug impairment.

Bicyclist Lost Control - Surface Conditions is used when the bicyclist lost control due to surface conditions (sand, debris, potholes, ice, etc.).

Bicyclist Lost Control - Other/Unknown is used when the bicyclist lost control due to other or unknown circumstances.

Motorist Lost Control - Mechanical Problems is used when the motorist lost control due to mechanical problems.

Motorist Lost Control - Oversteering, Improper Braking, Speed is used when the motorist lost control due to oversteering, improper braking, or speed too fast for conditions.

Motorist Lost Control - Alcohol/Drug Impairment is used when the motorist lost control due to alcohol or drug impairment.

Motorist Lost Control - Surface Conditions is used when the motorist lost control due to surface conditions (sand, debris, potholes, ice, etc.).

Motorist Lost Control - Other/Unknown is used when the motorist lost control due to other or unknown circumstances.

Motorist Drive-out Sign-Controlled Intersection is used when he motorist was facing the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist after stopping or yielding.

Bicyclist Ride-out Sign-Controlled Intersection is used when the bicyclist was facing the sign or flashing signal and rode into the intersection and collided with the motorist after stopping or yielding.

Motorist Drive-through Sign-Controlled Intersection is used when the motorist violated the sign or flashing signal and drove into the crosswalk area or intersection and collided with the bicyclist.

Bicyclist Ride-through Sign-Controlled Intersection is used when the bicyclist violated the sign or flashing signal and rode into the intersection and collided with the motorist.

Multiple Threat - Sign-Controlled Intersection is used when the bicyclist entered a sign-controlled intersection in front of standing or slowing traffic and was struck by another vehicle whose view of the bicyclist was blocked.

Sign-Controlled Intersection - Other/Unknown is used when the crash occurred at a sign-controlled intersection but cannot be further classified.

Motorist Drive-out - Right Turn on Red is used when the motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist while attempting to make a right turn on red.

Motorist Drive-out - Signalized Intersection is used when the motorist was facing a red signal, stopped, and then drove into the crosswalk area or intersection and collided with the bicyclist.

Bicyclist Ride-out - Signalized Intersection is used when the bicyclist was facing the red signal, stopped, and then rode into the intersection and collided with the motorist.

Motorist Drive-through - Signalized Intersection is used when the motorist violated the signal and drove into the crosswalk area or intersection and collided with the bicyclist.

Bicyclist Ride-through - Signalized Intersection is used when the bicyclist violated the signal and rode into the intersection and collided with the motorist.

Bicyclist Failed to Clear - Trapped is used when the bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a vehicle whose view was not obstructed by standing or stopped traffic.

Bicyclist Failed to Clear - Multiple Threat is used when the bicyclist lawfully entered the intersection on green but did not clear the intersection before the signal changed to green for the cross-street traffic and was struck by a motorist whose view of the bicyclist was obstructed by standing or stopped traffic.

Signalized Intersection - Other/Unknown is used when the crash occurred at a signal-controlled intersection but cannot be further classified.

Bicyclist Failed to Clear - Unknown is used when the bicyclist failed to clear the intersection and was struck by a motorist, but it is unknown whether the bicyclist was trapped in the intersection by a signal change or if there was a multiple threat situation or other circumstances surrounding the crash.

Crossing Paths - Uncontrolled Intersection is used when the crash occurred at an intersection not controlled by signs or signals.

Crossing Paths - Intersection - Other/Unknown is used when the crash involved a bicyclist and motorist on initial crossing paths but cannot be further classified.

Motorist Left Turn - Same Direction is used when the motorist turned left in front of a bicyclist going in the same direction.

Motorist Left Turn - Opposite Direction is used when the motorist turned left in front of a bicyclist coming from the opposite direction.

Motorist Right Turn - Same Direction is used when the motorist turned right in front of a bicyclist going in the same direction.

Motorist Right Turn - Opposite Direction is used when the motorist turned right in front of a bicyclist coming from the opposite direction.

Motorist Drive-in/Out - Parking is used when the motorist struck the bicyclist while exiting or entering on-street parking.

Bus/Delivery Vehicle Pullover is used when the bicyclist was struck by a bus or delivery vehicle pulling into or away from the curb.

Motorist Right Turn on Red - Same Direction is used when the bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the same direction as the motorist.

Motorist Right Turn on Red - Opposite Direction is used when the bicyclist and motorist were initially traveling on parallel paths when the motorist turned right on red in front of a bicyclist traveling in the opposite direction as the motorist.

Motorist Turn/Merge - Other/Unknown is used when the motorist's turning maneuver is other than those described or is unknown.

Bicyclist Left Turn - Same Direction is used when the bicyclist turned or merged left in front of a motorist going in the same direction.

Bicyclist Left Turn - Opposite Direction is used when the bicyclist turned or merged left in front of a motorist coming from the opposite direction.

Bicyclist Right Turn - Same Direction is used when the bicyclist turned or merged right in front of a motorist going in the same direction.

Bicyclist Right Turn - Opposite Direction is used when the bicyclist turned or merged right in front of a motorist coming from the opposite direction.

Bicyclist Ride-out - Parallel Path is used when the bicyclist, initially on a sidewalk or other parallel path, rode into the roadway and into the path of a motor vehicle.

Motorist Overtaking - Undetected Bicyclist is used when the motorist was overtaking the bicyclist and failed to detect the bicyclist.

Motorist Overtaking - Misjudged Space is used when the motorist was overtaking the bicyclist and misjudged the width and distance required to pass the bicyclist.

Motorist Overtaking - Bicyclist Swerved is used when the bicyclist swerved or moved suddenly into the path of an overtaking vehicle.

Motorist Overtaking - Other/Unknown is used when the motorist was overtaking the bicyclist, but the specific circumstances surrounding the overtaking maneuver do not conform to the other situations described or are unknown.

Bicyclist Overtaking - Passing on Right is used when the bicyclist struck a motor vehicle in the travel lane while passing on the right.

Bicyclist Overtaking - Passing on Left is used when the bicyclist struck a motor vehicle in the travel lane while passing on the left.

Bicyclist Overtaking - Parked Vehicle is used when the bicyclist struck a parked vehicle while passing.

Bicyclist Overtaking - Extended Door is used the bicyclist struck an extended door on a parked vehicle while passing.

Bicyclist Overtaking - Other/Unknown is used when the specific circumstances surrounding the overtaking maneuver of the bicyclist do not conform to any of the situations described or are unknown.

Head-On - Bicyclist is used when the bicyclist was traveling the wrong way/wrong side and the two parties collided head-on.

Head-On - Motorist is used when the motorist was traveling the wrong way/wrong side and the two parties collided head-on.

Head-On - Unknown is used when he two parties collided head-on but it is unknown which party was traveling on the wrong side.

Parallel Paths - Other/Unknown is used when the crash involved a bicyclist and motorist on initial parallel paths but cannot be further classified.

Bicyclist Ride-out - Residential Driveway is used when the bicyclist rode into the roadway and into the path of a motor vehicle from a residential driveway.

Bicyclist Ride-out - Commercial Driveway/Alley is used when the bicyclist rode into the roadway and into the path of a motor vehicle from a commercial driveway or alley.

Bicyclist Ride-out - Other Midblock is used when the bicyclist rode into the roadway and into the path of a motor vehicle from a midblock area other than a driveway or alley.

Bicyclist Ride-out - Midblock - Unknown is used when the bicyclist rode into the roadway and into the path of a motor vehicle from an unknown midblock location.

Motorist Drive-out - Residential Driveway is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a residential driveway.

Motorist Drive-out - Commercial Driveway/Alley is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a commercial driveway or alley.

Motorist Drive-out - Other Midblock is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist from a midblock area other than a driveway or alley.

Motorist Drive-out - Midblock - Unknown is used when the motorist drove into the roadway or sidewalk/driveway crossing area and into the path of a bicyclist an unknown midblock area.

Multiple Threat - Midblock is used when the bicyclist entered the roadway in front of standing or slowing traffic at a mid-block location and was struck by a motorist traveling in the same direction as the stopped traffic, and whose view of the bicyclist was blocked.

Crossing Paths -Midblock - Other/Unknown is used when the crash involved a bicyclist and motorist on initial crossing paths at a midblock location but cannot be further classified.

Bicycle Only is used when the crash involved a bicycle but no motor vehicle.

Motorist Intentionally Caused is used when the motorist intentionally caused the crash.

Bicyclist Intentionally Caused is used when the bicyclist intentionally caused the crash.

Backing Vehicle is used when the crash involved a motor vehicle that was backing and did not involve a play vehicle.

Play Vehicle-Related is used when the bicyclist was riding a child's vehicle such as a tricycle (not an adult tricycle), bicycle with training wheels, or "Big Wheel" type tricycle.

Unusual Circumstances is used when there were other unusual circumstances not defined above (e.g., bicyclist struck by falling cargo).

Non-Roadway is used when the crash occurred off the street network (e.g., parking lots, driveways, alleys, trails, and other open areas). Note: crashes occurring on paved shoulders, bike lanes, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not be placed in the non-roadway classification.

Unknown Approach Paths is used when there is insufficient information to determine the initial approach paths for the two vehicles.

Unknown Location is used when there is insufficient information to determine where the crash occurred

PEDESTRIAN/BIKE TYPING - CRASH LOCATION - BICYCLE

GES: PB31B

Screen Heading: Crash Type Location (Bike)

Screen Name:

Long Name: What was the location of the Bike, etc.?

SAS Name: pbtype.BIKELOC

Oracle Name: GES.PEDBIKETYPE.BIKELOCATION

FARS:NM9
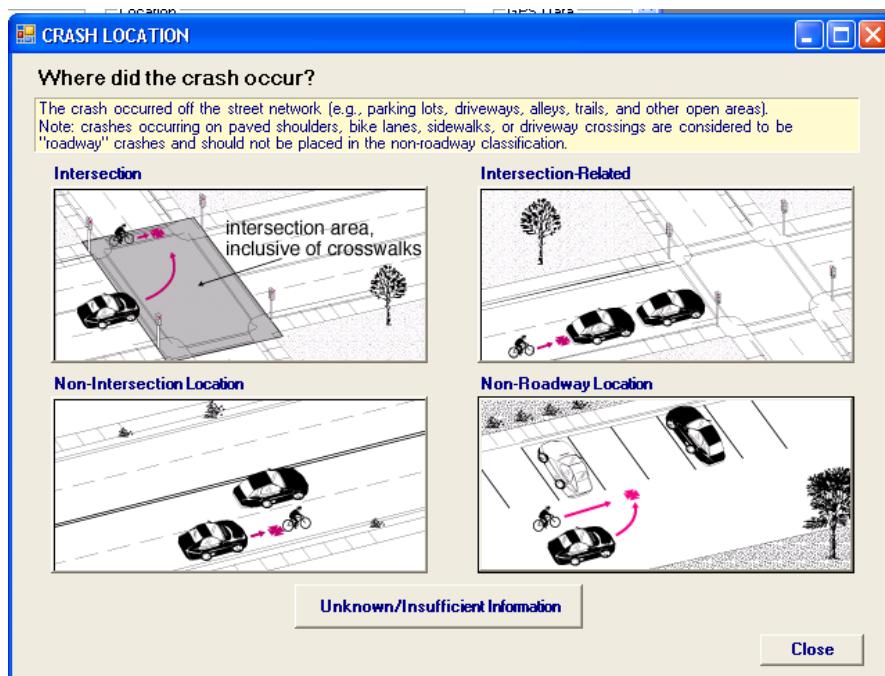
Format: Element
Completed in MDE

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	1	1	Intersection
2	2	2	2	Intersection-Related
3	3	3	3	Non-Intersection
4	4	4	4	Non-Roadway
n/a	-1	7	7	Not A Cyclist
9	9	9	9	Unknown/Insufficient Information

Remarks:

Intersection is used when the crash occurred within the intersection proper or within the crosswalk area. Note: Driveways are considered to be non-intersection locations. The exception is signalized commercial driveways which should be coded as intersections. Selecting this attribute moves to screen Bicyclist Position.

Intersection-Related is used when the crash occurred outside the intersection proper or crosswalk area but was the related to the presence of the intersection (e.g., the result of queuing traffic). Selecting this attribute moves to screen Bicyclist Position.

Non-intersection Location is used when the crash occurred outside the intersection proper or crosswalk area and was **not** related to the presence of any intersection. Selecting this attribute moves to screen Bicyclist Position.

Non-roadway Location is used when the crash occurred off the street network; this includes parking lots, driveways, alleys, and other open areas. Note: crashes occurring on paved shoulders, sidewalks, or driveway crossings are considered to be "roadway" crashes and should not be placed in the non-roadway classification. Selecting this attribute moves to screen Bicyclist Position.

Unknown/Insufficient Information is used when there is insufficient information to determine where the crash occurred.

PEDESTRIAN/BIKE TYPING - BICYCLIST POSITION

GES: PB32B

Screen Heading: Bike Position

Screen Name:

Long Name: What was the initial position of the bicyclist?

SAS Name: pbtype.BIKEPOS

Oracle Name: GES.PEDBIKETYPE.BIKEPOSITION

FARS:**NM9**

Format: Element
Completed in MDE

ELEMENT VALUES

SCN	ORACLE	SAS GES	FARS	
1	1	1	1	Travel Lane
2	2	2	2	Bike Lane / Paved Shoulder
3	3	3	3	Sidewalk / Crosswalk / Driveway crossing
4	4	4	4	Multi-Use Path
5	5	5	5	Driveway / Alley
6	6	6	6	Non-Roadway
8	8	8	8	Other
n/a	-1	7	7	Not a Cyclist
9	9	9	9	Unknown

Remarks:

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PEDESTRIAN/BIKE TYPING - BICYCLIST DIRECTION

GES: PB33B

Screen Heading: Bicyclist Direction

Screen Name:

Long Name: In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?

SAS Name: pbtype.BIKEDIR

Oracle Name: GES.PEDBIKETYPE.BICYCLISTDIRECTION

FARS:NM9

Format: Element
Completed by MDE

ELEMENT VALUES

In what direction was the bicyclist initially traveling prior to being struck or prior to making any turns which caused the crash?

SCN	ORACLE	GES	SAS FARS	
1	1	1	1	With Traffic
2	2	2	2	Facing Traffic
3	3	3	3	Not Applicable
n/a	-1	7	7	Not a Cyclist
9	9	9	9	Unknown

Remarks:

Information related to where the bicyclist was riding just prior to the crash or prior to making a maneuver that caused the crash.

With Traffic is used when the bicyclist was traveling with traffic prior to the crash.

Facing Traffic is used when the bicyclist was traveling facing traffic prior to the crash.

Not Applicable is used when the bicyclist was doing one of the following traveling on one of the following: exiting a driveway, parking lot, or other non-roadway area.

Unknown is used when the bicyclist's direction is unknown.

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PEDESTRIAN/BIKE TYPING
CRASH GROUP - PEDESTRIAN

GES: PB38

Screen Heading: Crash Group Pedestrian

Screen Name:

Long Name:

SAS Name: pbtype.PEDCGP

Oracle Name: GES.PEDBIKETYPE.PEDTYPEID

FARS:NM9

Format: Element
Completed by MDE

ELEMENT VALUES

		SAS		
SCN	**ORACLE**	**GES**	**FARS**	
n/a	-1	000	000	Not a Pedestrian
n/a	n/a	100	100	Unusual Circumstances
				Assault with Vehicle (110)
				Dispute-Related (120)
				Pedestrian on Vehicle (130)
				Vehicle - Vehicle/Object (140)
				Motor Vehicle Loss of Control (150)
				Pedestrian Loss of Control (160)
				Other Unusual Circumstances (190)
				Driverless Vehicle (220)
				Disabled Vehicle-Related (230)
				Emergency Vehicle-Related (240)
				Play Vehicle-Related (250)
n/a	n/a	200	200	Backing Vehicle
				Backing Vehicle - Driveway (211)
				Backing Vehicle - Driveway/Sidewalk Intersection (212)
				Backing Vehicle - Roadway (213)
				Backing Vehicle - Parking Lot (214)
				Backing Vehicle - Other Unknown (219)
n/a	n/a	310	310	Working or Playing in Roadway
				Working in Roadway (311)
				Playing in Roadway (312)
n/a	n/a	340	340	Bus-Related
				Commercial Bus-Related (341)
				School Bus Related (342)
n/a	n/a	350	350	Unique Midblock

				Entering/Exiting Parked Vehicle (320)
				Mailbox-Related (330)
				Ice Cream/Vendor Truck-Related (360)
n/a	n/a	400	400	Walking Along Roadway
				Walking Along Roadway With Traffic - From Behind (410)
				Walking Along Roadway With Traffic - From Front (420)
				Walking Along Roadway Against Traffic - From Behind (430)
				Walking Along Roadway Against Traffic - From Front (440)
				Walking Along Roadway - Direction/Position Unknown (459)
n/a	n/a	460	460	Crossing Driveway or Alley
				Motorist Entering Driveway or Alley (460)
				Motorist Exiting Driveway or Alley (465)
				Driveway Crossing - Other/Unknown (469)
n/a	n/a	500	500	Waiting to Cross
				Waiting to Cross - Vehicle Turning (510)
				Waiting to Cross - Vehicle Not Turning (520)
				Waiting to Cross - Vehicle Action Unknown (590)
n/a	n/a	600	600	Pedestrian in Roadway - Circumstances Unknown
				Standing in Roadway (610)
				Walking in Roadway (620)
				Lying in Roadway (313)
n/a	n/a	720	720	Multiple Threat / Trapped
				Multiple Threat (710)
				Trapped (730)
n/a	n/a	740	740	Dash / Dart-Out
				Dash (741)
				Dart-Out (742)
n/a	n/a	750	750	Crossing Roadway - Vehicle Not Turning
				Pedestrian Failed to Yield (760)
				Motorist Failed to Yield (770)
n/a	n/a	790	790	Crossing Roadway - Vehicle Turning
				Motorist Left Turn - Parallel Paths (781)
				Motorist Left Turn - Perpendicular Paths (782)
				Motorist Right Turn - Parallel Paths (791)
				Motorist Red Turn on Red - Parallel Paths (792)
				Motorist Right Turn - Perpendicular Paths (795)
				Motorist Right Turn on Red - Perpendicular Paths (794)
				Motorist Turn/Merge - Other/Unknown (799)
n/a	n/a	800	800	Off Roadway
				Off Roadway - Parking Lot (830)

				Off Roadway - Other/Unknown (890)
n/a	n/a	910	910	Crossing Expressway
				Crossing an Expressway (910)
n/a	n/a	990	990	Other / Unknown - Insufficient Details
				Other - Unknown Location (900)
				Non-Intersection - Other/Unknown (680)
				Intersection - Other/Unknown (690)

Remarks:

Unusual Circumstances is used when the crash involved a disabled vehicle, emergency vehicle or vehicle in pursuit, play vehicle, driverless vehicle, or the pedestrian was struck intentionally, was clinging to a vehicle, or was struck as a result of other unusual circumstances.

Backing Vehicle is used when the pedestrian was struck by a vehicle that was backing at the time.

Working or Playing in Roadway is used when the pedestrian was working or playing in the roadway.

Bus-Related is used when the pedestrian was struck while crossing/walking to a bus or bus stop or while waiting at a bus stop.

Unique Midblock is used when the crash was associated with a vendor truck, mailbox, or other roadside 'destination' that was not a bus, or the pedestrian was struck while entering or exiting a parked vehicle.

Walking Along Roadway is used when the pedestrian was standing or walking along the roadway on the edge of a travel lane, or on a shoulder or sidewalk.

Crossing Driveway or Alley is used when the pedestrian was crossing a driveway on a sidewalk crossing, shared-use path, shoulder, or edge of the travel lane.

Waiting to Cross is used when the pedestrian was standing on the curb or near the roadway edge waiting to cross the roadway when struck.

Pedestrian in Roadway - Circumstances Unknown is used when the pedestrian was standing, walking, or lying in the road right-of-way at an intersection or midblock location but the circumstances do not otherwise fit any previously described or are unknown.

Multiple Threat/Trapped is used when the pedestrian entered the roadway on a green signal or in front of standing or slowing traffic and was trapped when the signal changed and traffic started moving or was struck by a vehicle traveling in the same direction as the stopped traffic. Note: Multiple threat may occur at nonsignalized locations.

Dash/Dart-Out is used when the pedestrian either ran into the roadway in front of a motorist whose view of the pedestrian was not obstructed or walked or ran into the road and was struck by a motorist

Crossing Roadway - Vehicle Not Turning is used when the pedestrian was struck while crossing the roadway (not an expressway) by a vehicle that was traveling straight through. **Crossing Roadway - Vehicle Turning** is used when the pedestrian was struck while crossing a non-expressway road by a vehicle that was turning or about to turn.

Off Roadway is used when the pedestrian was struck in a parking lot, driveway, open area or other or unknown, non-roadway area (vehicle not backing).

Crossing Expressway is used when the pedestrian was on an expressway or expressway ramp when struck by a motor vehicle.

Other/Unknown - Insufficient Details is used when the circumstances do not clearly fit any of the situations described or are unknown.

PEDESTRIAN/BIKE TYPING
CRASH GROUP - BICYCLIST

GES: PB38B

Screen Heading: Crash Type Location (Bicyclist)

Screen Name:

Long Name: What was the location of the Bicyclist?

SAS Name: pbtype.BIKECGP

Oracle Name: GES.PEDBIKETYPE.BIKETYPEID

FARS:NM9

Format: Element
Completed by MDE

ELEMENT VALUES

| | | SAS | | |
SCN	ORACLE	GES	FARS	
n/a	-1	000	000	Not a Cyclist
n/a	n/a	110	110	Loss of Control / Turning Error
				Bicyclist Lost Control - Mechanical Problems (121)
				Bicyclist Lost Control - Oversteering, Improper Braking, Speed (122)
				Bicyclist Lost Control - Alcohol/Drug Impairment (123)
				Bicyclist Lost Control - Surface Conditions (124)
				Bicyclist Lost Control - Other/Unknown (129)
				Motorist Lost Control - Mechanical Problems (131)
				Motorist Lost Control - Oversteering, Improper Braking, Speed (132)
				Motorist Lost Control - Alcohol/Drug Impairment (133)
				Motorist Lost Control - Surface Conditions (134)
				Motorist Lost Control - Other/Unknown (139)
				Motorist Turning Error - Left Turn (111)
				Motorist Turning Error - Right Turn (112)
				Motorist Turning Error - Other (113)
				Bicyclist Turning Error - Left Turn (114)
				Bicyclist Turning Error - Right Turn (115)
				Bicyclist Turning Error - Other (116)
n/a	n/a	140	140	Motorist Failed to Yield - Sign-Controlled Intersection
				Motorist Drive-Out - Sign-Controlled Intersection (141)
				Motorist Drive-Through - Sign-Controlled Intersection (143)

n/a	n/a	145	145	Bicyclist Failed to Yield - Sign-Controlled Intersection

      Bicyclist Ride-Out - Sign-Controlled Intersection (142)

      Bicyclist Ride-Through - Sign-Controlled Intersection (144)

      Multiple Threat - Sign-Controlled Intrersection (147)

n/a	n/a	150	150	Motorist Failed to Yield - Signalized Intersection

      Motorist Drive-Out - Signalized Intersection (152)

      Motorist Drive-Out - Right Turn on Red (151)

      Motorist Drive-Through - Signalized Intersection (154)

n/a	n/a	158	158	Bicyclist Failed to Yield - Signalized Intersection

      Bicyclist Ride-Out - Signalized Intersection (153)

      Bicyclist Ride-Through - Signalized Intersection (155)

      Bicyclist Failed to Clear - Trapped (156)

      Bicyclist Failed to Clear - Multiple Threat (157)

      Bicyclist Failed to Clear - Unknown (159)

n/a	n/a	190	190	Crossing Paths - Other Circumstances

      Sign-Controlled Intersection - Other/Unknown (148)

      Signalized Intersection - Other/Unknown (158)

      Crossing Paths - Intersection - Other/Unknown (180)

      Crossing Paths - Uncontrolled Intersection (160)

      Crossing Paths - Midblock - Other/Unknown (380)

n/a	n/a	210	210	Motorist Left Turn / Merge

      Motorist Left Turn - Same Direction (211)

      Motorist Left Turn - Opposite Direction (212)

n/a	n/a	215	215	Motorist Right Turn / Merge

      Motorist Right Turn - Same Direction (213)

      Motorist Right Turn on Red - Same Direction (217)

      Motorist Right Turn - Opposite Direction (214)

      Motorist Right Turn on Red - Opposite Direction (218)

n/a	n/a	219	219	Parking / Bus-Related

      Motorist Drive-In/Out Parking (215)

      Bus/Delivery Vehicle Pullover (216)

n/a	n/a	220	220	Bicyclist Left Turn / Merge

      Bicyclist Left Turn - Same Direction (221)

      Bicyclist Left Turn - Opposite Direction (222)

      Bicyclist Ride-Out - Parallel Path (225)

n/a	n/a	225	225	Bicyclist Right Turn / Merge

      Bicyclist Right Turn - Same Direction (223)

      Bicyclist Right Turn - Opposite Direction (224)

n/a	n/a	230	230	Motorist Overtaking Bicyclist

      Motorist Overtaking - Undetected Bicyclist (231)

				Motorist Overtaking - Misjudged Space (232)
				Motorist Overtaking - Bicyclist Swerved (235)
				Motorist Overtaking - Other Unknown (239)
n/a	n/a	240	240	Bicyclist Overtaking Motorist
				Bicyclist Overtaking - Passing on Right (241)
				Bicyclist Overtaking - Passing on Left (242)
				Bicyclist Overtaking - Parked Vehicle (243)
				Bicyclist Overtaking - Extended Door (244)
				Bicyclist Overtaking - Other/Unknown (249)
n/a	n/a	258	258	Head-On
				Head-On - Bicyclist (250)
				Head-On - Motorist (255)
				Head-On - Unknown (259)
n/a	n/a	290	290	Parallel Paths - Other Circumstances
				Motorist Turn/Merge - Other/Unknown (219)
				Parallel Paths - Other/Unknown (280)
				Bicyclist Ride-Out - Parallel Path (225)
n/a	n/a	310	310	Bicyclist Failed to Yield - Midblock
				Bicyclist Ride-Out - Residential Driveway (311)
				Bicyclist Ride-Out - Commercial Driveway / Alley (312)
				Bicyclist Ride-Out - Other Midblock (318)
				Bicyclist Ride-Out - Midblock - Unknown (319)
				Multiple Threat - Midblock (357)
n/a	n/a	320	320	Motorist Failed to Yield - Midblock
				Motorist Drive-Out - Residential Driveway (321)
				Motorist Drive-Out - Commercial Driveway / Alley (322)
				Motorist Drive-Out - Other Midblock (328)
				Motorist Drive-Out - Midblock - Unknown (329)
n/a	n/a	600	600	Backing Vehicle
n/a	n/a	850	850	Other / Unusual Circumstances
				Motorist Intentionally Caused (510)
				Bicyclist Intentionally Caused (520)
				Play Vehicle-Related (700)
				Unusual Circumstances (800)
				Bicycle Only (400)
n/a	n/a	910	910	Non-Roadway
n/a	n/a	990	990	Other / Unknown - Insufficient Details
				Unknown Location (980)
				Unknown Approach Paths

Remarks:

Loss of Control / Turning Error is used when either the motorist or the bicyclist lost control of their vehicle or made a turning error and inadvertently moved into the path of the other operator. **Note: Includes loss of control due to mechanical problems or operator error, or turning errors such as traveling into the opposing lane.**

Motorist Failed to Yield - Sign-Controlled Intersection is used when the motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the sign or did not properly yield right-of-way to the bicyclist. **Note: Crashes at traffic circles or roundabouts with yield control are included here.**

Bicyclist Failed to Yield - Sign-Controlled Intersection is used when the bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the sign or did not properly yield right-of-way to the motorist. **Note: Crashes at traffic circles or roundabouts with yield control are included here.**

Motorist Failed to Yield - Signalized Intersection is used when the motorist drove into the crosswalk area or intersection and collided with the bicyclist. The motorist either violated the signal or did not properly yield right-of-way to the bicyclist.

Bicyclist Failed to Yield - Signalized Intersection is used when the bicyclist rode into the intersection and collided with the motorist. The bicyclist either violated the signal or did not properly yield right-of-way to the motorist.

Crossing Paths - Other Circumstances is used when the bicyclist and motorist were on initial crossing paths, but the crash cannot be further classified.

Motorist Left Turn/Merge is used when the motorist made a left turn or merge into the path of a bicyclist traveling in the same or opposite direction.

Motorist Right Turn/Merge is used when the motorist made a right turn or merge into the path of a bicyclist traveling in the same or opposite direction.

Parking/Bus-Related is used when the bicyclist was struck by a motorist entering or exiting a parking space or by a bus or delivery vehicle pulling into or away from the curb.

Bicyclist Left Turn/Merge is used when the bicyclist made a left turn or merge into the path of a motor vehicle traveling in the same or opposite direction.

Bicyclist Right Turn/Merge is used when the bicyclist made a right turn or merge into the path of a motor vehicle traveling in the same or opposite direction.

Motorist Overtaking Bicyclist is used when the motorist was overtaking the bicyclist at the time of the crash.

Bicyclist Overtaking Motorist is used when the bicyclist was overtaking the motorist at the time of the crash. **Note: This group includes crashes involving bicyclists striking parked cars or extended doors.**

Head-On is used when either operator was going the wrong way, and the two parties collided head-on.

Parallel Paths - Other Circumstances is used when the bicyclist and motorist were on initial parallel paths, but the crash cannot be further classified.

Bicyclist Failed to Yield - Midblock is used when the bicyclist rode into the street from a nonintersection location (including residential or commercial driveway or other midblock location) without yielding to the motorist.

Motorist Failed to Yield - Midblock is used when the motorist drove across the sidewalk or into the street from a nonintersection location (including residential or commercial driveway or other midblock location) without yielding to the bicyclist.

Backing Vehicle is used when the motorist was backing up at the time the crash occurred.

Other/Unusual Circumstances is used when there were unusual circumstances surrounding the crash, but the crash cannot be further classified.

Non-Roadway is used when the crash occurred off the road network such as in a parking lot, driveway, on a multi-use path separated from the road right-of-way, in an open grassy area or yard, etc.

Other/Unknown - Insufficient Details is used when there is insufficient information to determine where the crash occurred.

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