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2016 FARS / CRSS Coding and Validation Manual

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Introduction

NHTSA has collected motor vehicle traffic crash data since the early 1970s to support its mission to reduce motor vehicle traffic crashes, injuries, and deaths on our Nation's trafficways. The two data systems included in this Coding and Validation Manual are the **Fatality Analysis Reporting System (FARS)** and the **Crash Report Sampling System (CRSS)**.

FARS

FARS contains data derived from a census of fatal motor vehicle traffic crashes within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and must result in the death of at least one person (occupant of a vehicle or a non-motorist) within 30 days of the crash. FARS was conceived, designed, and developed by the National Center for Statistics and Analysis (NCSA) of the National Highway Traffic Safety Administration in 1975 to provide an overall measure of highway safety, to help identify traffic safety problems, to suggest solutions, and to help provide an objective basis to evaluate the effectiveness of motor vehicle safety standards and highway safety programs.

CRSS

CRSS builds on the retiring, long running National Automotive Sampling System General Estimates System (NASS GES). CRSS is a sample of police-reported motor vehicle traffic crashes involving all types of motor vehicles, pedestrians, and cyclists, ranging from property-damage-only crashes to those that result in fatalities. CRSS is used to estimate the overall crash picture, identify highway safety problem areas, measure trends, drive consumer information initiatives, and form the basis for cost and benefit analyses of highway safety initiatives and regulations. The target population of the CRSS is all police-reported traffic crashes of motor vehicles (motorcycles, passenger cars, SUVs, vans, light trucks, medium or heavy-duty trucks, buses, etc.). The CRSS target population is the same as the previous NASS GES target population.

Crash vs. Accident

The National Highway Traffic Safety Administration (NHTSA) has adopted the policy to use the term *Crash*. Accordingly, the term *Crash* is used throughout this manual.

As used in this manual, *Crash* shall always refer to a **Motor Vehicle Traffic Accident** as rigorously defined in the American National Standard Institute (ANSI) D16.1 – The Manual on Classification of Motor Vehicle Traffic Accidents (2007). Incidents or scenarios involving collision events, and those involving non-collision events, as defined in ANSI D16.1, are included.

Collision events include those involving a motor vehicle and fixed objects (poles, walls, buildings, barriers, bridge supports, etc.) and those involving a motor vehicle and non-fixed objects (pedestrians, animals, pedal cyclists, other motor vehicles, etc.).

Besides scenarios involving a collision, a crash also shall include non-collision scenarios such as the following:

- A single motor vehicle on a roadway catches fire
- A motor vehicle runs off of a trafficway and is immersed in a body of water
- An occupant of a motor vehicle is injured by falling from that vehicle while it is in motion or on a roadway
- An occupant of a motor vehicle is injured by shifting cargo or flying objects within that vehicle during emergency handling / braking
- A vehicle suffers damage from a pavement irregularity (loose plate, high manhole, pot hole, etc.)
- And others

Consult ANSI D16.1, Manual on Classification of Motor Vehicle Traffic Accidents (The ANSI Manual) for a more precise and complete presentation of these concepts. As a minimum, the following ANSI D16.1 terms should be well understood to properly select and classify cases for FARS and ***CRSS***. The paragraph reference numbers from the ANSI Manual are provided to aid look-up.

- 2.2.1 Trafficway
- 2.4.1 Harmful Event
- 2.4.2 Deliberate Intent
- 2.4.3 Legal Intervention
- 2.4.4 Unstabilized Situation
- 2.4.5 Cataclysm
- 2.4.6 Accident
- 2.4.9 Transport Accident
- 2.4.12 Motor Vehicle Accident
- 2.4.17 Road Vehicle Accident
- 2.4.18 Traffic Accident
- 2.4.19 Non-traffic accident
- 2.4.22 Motor Vehicle Traffic Accident

2016 FARS / *CRSS* Manual Changes Summary

Below is a list of elements that have substantial changes for 2016. These changes, as well as others, are highlighted throughout the manual by ***bold/italic*** type.

IT IS RECOMMENDED THAT YOU REVIEW THE ENTIRE MANUAL FOR ALL CHANGES

Crash Level Changes

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
100	Submission Instructions		X	• Added hierarchy for Police Reported Information on the PAR.
204	***How to Structure a Case***		X	• Added new section to clarify how to structure a case within FARS/***CRSS***.
C3	Number of Forms Submitted for Persons Not in Motor Vehicles		X	• Sentence Restructure to match form title.
C5	Number of Motor Vehicle Occupant Forms Submitted		X	• Updated Definition. • Updated Remarks section referencing the new ***204. How to Structure a Case*** section.
C10	Trafficway Identifier		X	• Added remarks to clarify coding Other Land Ways.
C16	Milepoint		X	• Added remarks to clarify coding of milepoint on entrance and exit ramp.
C18	Crash Events - Sequence of Events	X	X	• Revised Attribute and Remarks for Attribute: 73 (Object ***That Had Fallen*** ~~Fell~~ From Motor Vehicle In-Transport) and 31 (~~Other~~ Post, ~~Other~~ Pole or Other Supports). • Added new Attribute and Remarks for new Attribute: ***74 (Road Vehicle on Rails)***. • Updated Remarks for Attributes: 01 (Rollover/Overturn), 10 (Railway Vehicle), 26 (Other Traffic Barrier), 33 (Curb), 42 (Tree [Standing Only]), 44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]), 49 (Ridden Animal or Animal-Drawn Conveyance), 67 (Vehicle Went Airborne). • Updated guidance for Coding Guidelines for Running Off Roadway (Right or Left) and Crossing Median. • Updated Examples under 01 (Rollover/ Overturn)

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
C19	First Harmful Event	X	X	• Revised Attribute and Remarks for Attribute: 73 (Object ***That Had Fallen*** ~~Fell~~ From Motor Vehicle In-Transport) and 31 (~~Other~~ Post, ~~Other~~ Pole or Other Supports). • Added new Attribute and Remarks for new Attribute: ***74 (Road Vehicle on Rails)***. • Updated Remarks for Attributes: 01 (Rollover/Overturn), 10 (Railway Vehicle), 26 (Other Traffic Barrier), 33 (Curb), 42 (Tree [Standing Only]), 44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]), 49 (Ridden Animal or Animal-Drawn Conveyance).
C21b	Relation to Junction - Specific Location		X	• Added remarks to clarify coding of Intersection when a ramp is involved in the crash.
C26	Atmospheric Condition		X	• Updated Remarks for Attribute: 01 (Clear). • Updated general remarks.
C34	Stratum	X	X	• Revised to reflect CRSS Stratum.

Vehicle Level Changes

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
V4	Number of Occupants	X	X	• Updated Attribute Range from 01-95 Actual Value if known except: to ***01-98 Actual [If Known]***. • Removed Attribute: ~~**96 (Ninety-six or more)**~~. • Updated Remarks for Attributes: 01-98 Actual [If Known] and 99 (Unknown).
V6	Hit and Run		X	• Updated Remarks for Attribute: 1(Yes).
V7	Registration State		X	• Updated Remarks for Attribute: 00 (Not Applicable).
V8	Registered Vehicle Owner		X	• Updated Remarks for Attribute: 0 (Not Applicable/Vehicle Not Registered) • Added New Remarks for Attribute: 3 (Vehicle Registered as Business/Company/ Government Vehicle).
V13	Vehicle Identification Number		X	• Updated Element Definition • Updated Remarks for Attributes: 0s (No VIN Required) and 9s (Unknown). • Updated ***CRSS*** Special Instruction.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
New V15	***Trailer Vehicle Identification Number***	X	X	• Added new Element Format: ***3 sets, 17 alphanumeric.*** • Add new Attributes and Remarks for Attributes: ***00000000000000000 (No VIN Required), Any Alphanumeric Characters – Actual VIN, 7777777777777777 (No Trailing Units), 88888888888888888 (Not Reported), 99999999999999999 (Unknown).***
Old V15 ***New V16***	Jackknife			• Moved Element from V15 to V16.
Old V16 ***New V17***	Motor Carrier Identification Number			• Moved Element from V16 to V17.
Old V17 ***New V18***	GVWR/GCWR			• Moved Element from V17 to V18.
Old V18 ***New V19***	Vehicle Configuration			• Moved Element from V18 to V19.
Old V19 ***New V20***	Cargo Body Type			• Moved Element from V19 to V20.
Old V20 ***New V21***	Hazardous Material Involvement/ Placard			• Moved Element from V20 to V21.
Old V21 ***New V22***	Bus Use			• Moved Element from V21 to V22.
Old V22 ***New V23***	Special Use			• Moved Element from V22 to V23.
Old V23 ***New V24***	Emergency Motor Vehicle Use		X	• Moved Element from V23 to V24. • Added updated general remarks for coding Emergency Motor Vehicle Use.
Old V24 ***New V25***	Travel Speed		X	• Moved Element from V24 to V25. • Updated general remarks for coding Travel Speed.
Old V25 ***New V26***	Underride/ Override			• Moved Element from V25 to V26.
Old V26 ***New V27***	Rollover			• Moved Element from V26 to V27.
Old V27 ***New V28***	Location of Rollover			• Moved Element from V27 to V28.
Old V28 ***New V29***	Areas of Impact			• Moved Element from V28 to V29.
Old V29 ***New V30***	Extent of Damage			• Moved Element from V29 to V30.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
Old V30 ***New V31***	Vehicle Removal			• Moved Element from V30 to V31.
Old V31 ***New V32***	Sequence of Events	X	X	• Moved Element from V31 to V32. • Revised Attribute and Remarks for Attribute: 73 (Object ***That Had Fallen*** ~~Fell~~ From Motor Vehicle In-Transport) and 31 (~~Other~~ Post, ~~Other~~ Pole or Other Supports). • Added new Attribute and Remarks for new Attribute: ***74 (Road Vehicle on Rails)***. • Updated Remarks for Attributes: 01 (Rollover/Overturn), 10 (Railway Vehicle), 26 (Other Traffic Barrier), 33 (Curb), 42 (Tree [Standing Only]), 44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]), 49 (Ridden Animal or Animal-Drawn Conveyance), 67 (Vehicle Went Airborne). • Updated guidance for Coding Guidelines for Running Off Roadway (Right or Left) and Crossing Median. • Updated Examples under 01 (Rollover/ Overturn)
Old V32 ***New V33***	Most Harmful Event	X	X	• Moved Element from V32 to V33. • Revised Attribute and Remarks for Attribute: 73 (Object ***That Had Fallen*** ~~Fell~~ From Motor Vehicle In-Transport) and 31 (~~Other~~ Post, ~~Other~~ Pole or Other Supports). • Added new Attribute and Remarks for new Attribute: ***74 (Road Vehicle on Rails)***. • Updated Remarks for Attributes: 01 (Rollover/Overturn), 10 (Railway Vehicle), 26 (Other Traffic Barrier), 33 (Curb), 42 (Tree [Standing Only]), 44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]), 49 (Ridden Animal or Animal-Drawn Conveyance).
Old V33 ***New V34***	Related Factors - Vehicle Level			• Moved Element from V33 to V34.
Old V34 ***New V35***	Fire Occurrence			• Moved Element from V34 to V35.
Old V35 ***New V36***	Vehicle License Plate Number ***(CRSS Only)***		X	• Moved Element from V35 to V36. • Added New Remarks for Attributes: 0000000000 (No License Plate) and 9999999999 (Unknown).

Driver Level Changes

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
D15	Previous Recorded Suspensions and Revocations		X	• Updated remarks regarding cancellation of a CDL.
D21	Violations Charged		X	• Updated Element Definition.
D24	Related Factors - Driver Level		X	• Updated Remarks regarding coding hit and run drivers under attribute: 00 (None).

Precrash Level Changes

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
	Precrash Overview		X	• Additional guidance was added as a Note under Precrash General Rule #10. • Updated Examples
PC5	Trafficway Description		X	• Updated Remarks for Attribute: 1 (Two-Way, Not Divided).
PC7	Speed Limit	X		• Added new attributes to range: 05-~~**80**~~ ***95*** Actual Speed Limit (in 5 mph increments)
PC12	Traffic Control Device		X	• Updated Element Definition • Updated remarks regarding Traffic Calming Devices.
PC18	Critical Events - Precrash (Category)		X	• Added new remarks regarding driver right-of-way. • Added Remarks for Attribute: 1 (This Vehicle Loss Control Due To:).

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
PC19	Critical Events - Precrash (Events)	X	X	• Updated Attribute: 64 (From Parking Lane***/Shoulder***, Median***/Crossover,*** ~~**Shoulder,**~~ Roadside). • Updated Remarks for Attributes: 04 (Non-Disabling Vehicle Problem [e.g., Hood Flew Up] [Specify:]), 05 (Poor Road Conditions [Puddle, Pot Hole, Ice, Etc.] [Specify:]), 06 (Traveling Too Fast For Conditions), 10 (Over the Lane Line on Left Side of Travel Lane), • 11 (Over the Lane Line on Right Side of Travel Lane), 90 (Object in Road), 98 (Other Critical Precrash Event [specify:]). • Updated Remarks and Atttributes: 15 (Turning ***Left*** ~~at Junction~~), 16 (Turning ***Right*** ~~at Junction~~), 17 (Crossing Over (Passing Through) ~~**Intersection**~~ ***Junction***). • Added new Remarks and Attributes***: 20 (Backing)*** and ***21 (Making a U-Turn).*** • Updated general remarks regarding "Other" and "Unknown" attributes. • Added additional remarks under Other Vehicle Encroaching section.
PC20	Attempted Avoidance Maneuver	X	X	• Deleted Remarks and Attributes for: ~~**02 (Braking [No Lockup]), 03 (Braking [Lockup]), 04 (Braking [Lockup Unknown]).**~~ • Add new Remarks and Attributes: ***15 (Braking and Unknown Steering Direction)*** and ***16 (Braking)***. • Updated Attribute value: 99 (Unknown/***Not Reported***).
PC21	Pre-Impact Stability		X	• Added Precrash Overview General Rule #10 to the remarks section. • Updated Remarks for Attributes: 9 (Precrash Stability Unknown).
PC22	Pre-Impact Location		X	• Updated Element Definition.

Person (MV Occupant) Level Changes

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
P8	Injury Severity	X	X	• Updated Attribute and Remarks for Attribute: 9 (Unknown/***Not Reported***). • Removed remarks for coding a PAR that is "blank".
P9	Seating Position		X	• Updated Remarks for Attributes: 18 (Front Seat, Other), 28 (Second Seat, Other), 38 (Third Seat, Other) and 48 (Fourth Seat, Other). • Added new Remarks for Attributes: 19 (Front Seat, Unknown), 29 (Second Seat, Unknown), 39 (Third Seat, Unknown) and 49 (Fourth Seat, Unknown). • Added new charts for coding Other and Unknown.
P10	Restraint System - Helmet Use		X	• Updated Remarks regarding the use of VIN Decoder for coding this element.
P12	Air Bag Deployed		X	• Added FARS Special Instruction regarding the use of VIN Decoder for coding this element.
P13	Ejection		X	• Deleted remarks regarding hit and run drivers under attribute: 0 (Not Ejected)
P15	Extrication		X	• Updated Remarks for Attribute: 0 (Not Extricated or Not Applicable).
P16	Police Reported Alcohol Involvement		X	• Deleted remarks regarding hit and run drivers under attribute: 9 (Unknown [Police Reported]).
P18	Alcohol Test		X	• Revised Coding Examples under Test Results.
P19	Police Reported Drug Involvement		X	• Deleted remarks regarding hit and run drivers under attribute: 9 (Unknown [Police Reported])
P20	Method of Drug Determination by Police	X	X	• Updated Attributes and Remarks for Attribute; 2 (Drug Recognition ***Expert (or Evaluator) (DRE)*** ~~Technician (DRT)~~ determination).
P21	Drug Test		X	• Updated Format for element: 1 set 1 numeric; 3 sets, 1 numeric***; 3 sets,*** 3 numeric • Updated Remarks for Attribute: 3 (Both: Blood and Urine Tests).
P26	Related Factors - Person (MV Occupant) Level		X	• Deleted remarks regarding hit and run drivers under attribute: 99 (Unknown)

Person (Not A MV Occupant) Level Changes

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
NM8	Injury Severity		X	• Updated Attribute and Remarks for Attribute: 9 (Unknown/***Not Reported***). • Revised remarks referencing remarks for element on P8.
NM9	Pedestrian/Bike Typing - Marked Crosswalk Present		X	• Updated Remarks for Attribute: 1 (Yes).
NM9	Pedestrian/Bike Typing - Intersection Leg	X	X	• Updated Attribute: 9 (Unknown/***None of the Above***).
NM11	Non-Motorist Action/Circum-stances		X	• Added general remarks to address attributes in combination.
NM12	Non-Motorist Contributing Circumstances		X	• Added general remarks to address attributes in combination. • Added Remarks for Attribute: 17 (Making Improper Entry to or Exit from Trafficway)
NM13	Non-Motorist Safety Equipment		X	• Updated Attribute and Remarks for Attribute: 3 (Reflective Clothing***/Carried Item*** ~~(jacket, backpack, etc.)~~.
NM15	Police Reported Alcohol Involvement		X	• Updated Remarks for Attribute: 9 (Unknown [Police Reported]) • Revised remarks referencing remarks for element on P16.
NM16	Method of Alcohol Determination by Police		X	• Revised remarks referencing remarks for element on P17.
NM17	Alcohol Test		X	• Revised remarks referencing remarks for element on P18.
NM18	Police Reported Drug Involvement		X	• Revised remarks referencing remarks for element on P19.
NM19	Method of Drug Determination by Police		X	• Updated Attributes and Remarks to Attribute; 2 (Drug Recognition ***Expert (or Evaluator) (DRE)*** ~~Technician (DRT)~~ evaluation). • Revised remarks referencing remarks for element on P20.

ELEMENT #	ELEMENT NAME	NEW/ REVISED VALUES	NEW/ REVISED REMARKS	COMMENTS
NM20	Drug Test		X	• Updated Format for element: 1 set 1 numeric; 3 sets, 1 numeric***; 3 sets,*** 3 numeric • Revised remarks referencing remarks for element P21.
NM25	Related Factors Person (Not a MV Occupant) Level	X	X	• Added new Attribute and Remarks for ***93 (Non-Motorist Wearing Motorcycle Helmet)***

NEED HELP IN CODING? CONTACT NISR THROUGH THE CDAN HELPDESK

2016 FARS / *CRSS* Element Definitions

Crash Level Elements

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definitions
C1	State Number	FARS Only	This element identifies the state in which the crash occurred.
C2	Consecutive Number	FARS Only	This element identifies the unique case number assigned by the data entry system.
C3	Number of Forms Submitted for Persons Not in MV	Case Structure	This element records the number of Person ***Level*** (Not a Motor Vehicle Occupant) ***forms*** that are applicable to this case.
C4	Number of Vehicle Forms Submitted	Case Structure	This element records all contact motor vehicles which the officer has reported on the Police Accident Report (PAR) as a unit involved in the crash.
C5	Number of Person Forms Submitted	Case Structure	This element records the number of Person ***Level*** (Motor Vehicle Occupant) ***forms*** that are applicable to this case.
C6	County	FARS Only	This element refers to the location of the unstabilized event with regard to the County.
C7	City	FARS Only	This element refers to the location of the unstabilized event with regard to the City.
C8	Crash Date	FARS/***CRSS***	This element identifies the date on which the crash occurred.
C9	Crash Time	FARS/***CRSS***	This element identifies the time at which the crash occurred.
C10	Trafficway Identifier	FARS Only	This element captures the identity (name) of the trafficway on which the crash occurred.
C11	Route Signing	FARS Only	This element identifies the route signing of the trafficway on which the crash occurred.
C12 (a/b)	Land Use and Functional System	FARS Only	• Land Use: The classification of the segment of the trafficway on which the crash occurred based on FHWA-approved adjusted Census boundaries of small urban and urbanized areas. • Functional System: This element identifies the functional classification of the segment of the trafficway on which the crash occurred.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definitions
C13	Ownership	***FARS Only***	This element identifies the entity that has legal ownership of the segment of the trafficway on which the crash occurred.
C14	National Highway System	FARS Only	This element identifies whether or not this crash occurred on a trafficway that is part of the National Highway System.
C15	Special Jurisdiction	FARS Only	This element identifies if the location on the trafficway where the crash occurred qualifies as a Special Jurisdiction even though it may be patrolled by state, county or local police (e.g., all State highways running through Indian reservations are under the jurisdiction of the Indian reservation).
C16	Milepoint	FARS Only	This element identifies the milepoint nearest to the location where the crash occurred.
C17	Global Position	FARS/***CRSS***	This element identifies the location of the crash using Global Position coordinates.
C18	Crash Events	FARS/***CRSS***	The Crash Events table records in chronological sequence, the set of events resulting from an unstabilized situation that constitutes a motor vehicle traffic crash.
C19	First Harmful Event	FARS/***CRSS***	The First Harmful Event is defined as the first injury or damage producing event of the crash.
C20	Manner of Collision	FARS/***CRSS***	This element identifies the orientation of two motor vehicles in-transport when they are involved in the First Harmful Event of a collision crash. If the First Harmful Event is not a collision between two motor vehicles in-transport it is classified as such.
C21 (a/b)	Relation to Junction	FARS/***CRSS***	The coding of this data element is done in two subfields and based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in an interchange area and the crash's location with respect to presence in or proximity to components typically in junction or interchange areas.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definitions
C22	Type of Intersection	FARS/***CRSS***	This element identifies and allows separation of various intersection types.
C23	Relation to Trafficway	FARS/***CRSS***	This element identifies the location of the crash as it relates to its position within or outside the trafficway based on the First Harmful Event.
C24	Work Zone	FARS/***CRSS***	This data element captures that this was a "Work Zone Accident" as defined in ANSI D16.1, 7th Edition. If the crash qualifies as a "Work Zone Accident" then the type of work activity is identified.
C25	Light Condition	FARS/***CRSS***	This element records the type/level of light that existed at the time of the crash as reported in the case materials.
C26	Atmospheric Condition	FARS/***CRSS***	This element identifies the prevailing atmospheric conditions that existed at the time of the crash as recorded on the crash report form.
C27	School Bus Related	FARS/***CRSS***	This data element indicates if a school bus, or motor vehicle functioning as a school bus, is related to the crash.
C28	Rail Grade Crossing Identifier	FARS Only	This element identifies if the crash occurred in or near a Rail Grade Crossing.
C29	Notification Time EMS	FARS Only	Notification Time EMS is the time Emergency Medical Service was notified.
C30	Arrival Time EMS	FARS Only	Arrival Time EMS is the time Emergency Medical Service arrived on the crash scene.
C31	EMS Time at Hospital	FARS Only	EMS Time at Hospital is the time Emergency Medical Service arrived at the treatment facility to which it was transporting victims of the crash.
C32	Related Factors - Crash Level	FARS/***CRSS***	This element identifies factors related to the crash expressed by the investigating officer.
C33	Interstate Highway	***CRSS*** Only	This element identifies whether or not the crash occurred on an interstate highway. Interstate highway is a Federal Highway Administration classification.
C34	Stratum	***CRSS*** Only	***The CRSS stratum applicable to this PAR.***
C35	Police Jurisdiction	***CRSS*** Only	The number (range 1 through 120) of the police jurisdiction from which the PAR was originally sampled.

Vehicle Level Elements

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
V1	State Number	FARS Only	This element identifies the state in which the crash occurred.
V2	Consecutive Number	FARS Only	This element identifies the unique case number assigned by the data entry system.
V3	Vehicle Number	Case Structure FARS/***CRSS***	This element identifies the number assigned to this vehicle in the crash.
V4	Number of Occupants	FARS/***CRSS***	This element identifies the number of occupants in each vehicle.
V5	Unit Type	FARS/***CRSS***	This element identifies the type of unit that applies to this motor vehicle at the time it became an involved vehicle in the crash and was reported as a unit on the Police Accident Report (PAR).
V6	Hit-And-Run	FARS/***CRSS***	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).
V7	Registration State	FARS/***CRSS***	This element identifies the state in which this vehicle was registered.
V8	Registered Vehicle Owner	FARS Only	This element is used to determine the type of registered owner of the vehicle.
V9	Vehicle Make	FARS/***CRSS***	This element identifies the make (manufacturer) of this vehicle.
V10	Vehicle Model	FARS/***CRSS***	This element identifies the model of this vehicle within a given make.
V11	Body Type	FARS/***CRSS***	This element identifies a classification of this vehicle based on its general body configuration, size, shape, doors, etc.
V12	Vehicle Model Year	FARS/***CRSS***	This element identifies the manufacturer's model year of this vehicle.
V13	Vehicle Identification Number	FARS/***CRSS***	This element records the vehicle identification number (VIN) of ***a single vehicle or the power unit of a combination vehicle.***
V14	Vehicle Trailing	FARS/***CRSS***	This element identifies whether or not this vehicle had any attached trailing units or was towing another motor vehicle.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
V15	***Trailer Vehicle Identification Numer***	***FARS/CRSS***	***This element records the vehicle identification number (VIN) of any trailing units of a combination vehicle.***
V16	Jackknife	FARS/***CRSS***	This element identifies if this vehicle experienced a "jackknife" anytime during the unstabilized situation.
V17	Motor Carrier Identification Number	FARS/***CRSS***	This element records the issuing authority and motor carrier identification number if applicable to this vehicle.
V18	GVWR/GCWR	FARS/***CRSS***	This element identifies the gross vehicle weight rating of this vehicle when applicable.
V19	Vehicle Configuration	FARS/***CRSS***	This element identifies the general configuration of this vehicle when applicable.
V20	Cargo Body Type	FARS/***CRSS***	This element identifies the primary cargo carrying capability of this vehicle when applicable.
V21	Hazardous Material Involvement/Placard	FARS/***CRSS***	This element identifies the presence of hazardous cargo for this vehicle and records information about the hazardous cargo when present.
V21 (1)	Hazardous Material Involvement/Placard - HM1	FARS/***CRSS***	This element indicates whether the vehicle was carrying hazardous materials - involvement.
V21 (2)	Hazardous Material Involvement/Placard - HM2	FARS/***CRSS***	This element indicates the presence of hazardous materials and whether the vehicle displayed a hazardous materials placard.
V21 (3)	Hazardous Material Involvement/Placard - HM3	FARS/***CRSS***	This element indicates the 4-digit identification number.
V21 (4)	Hazardous Material Involvement/Placard - HM4	FARS/***CRSS***	This element indicates the single-digit hazardous material class number for the vehicle.
V21 (5)	Hazardous Material Involvement/Placard - HM5	FARS/***CRSS***	This element indicates whether or not any hazardous cargo was released from the cargo tank or compartment.
V22	Bus Use	FARS/***CRSS***	This data element describes the common type of bus service this vehicle was being used for at the time of the crash or the primary use for the bus if not in service at the time of the crash.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
V23	Special Use	FARS/***CRSS***	This data element identifies if a special use is applicable to this vehicle at the time it was involved in the crash.
V24	Emergency Motor Vehicle Use	FARS/***CRSS***	Emergency Motor Vehicle 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.
V25	Travel Speed	FARS/***CRSS***	This element records the speed the vehicle was traveling prior to the occurrence of the crash as reported by the investigating officer.
V26	Underride/Override	FARS Only	This element indicates whether an underride or override occurred during the crash involving this vehicle.
V27	Rollover	FARS/***CRSS***	This element identifies whether a rollover or overturn occurred during the crash involving this vehicle.
V28	Location of Rollover	FARS/***CRSS***	This element identifies the location of the trip point or start of the vehicle's roll.
V29	Areas of Impact - Initial Contact Point	FARS/***CRSS***	This subfield identifies the area on this vehicle that produced the first instance of injury to non-motorists or occupants of this vehicle, or that resulted in the first instance of damage to other property or to this vehicle.
V29	Areas of Impact - Damaged Areas	FARS/***CRSS***	This subfield identifies all the areas on this vehicle that were damaged in the crash as reflected in the case materials.
V30	Extent of Damage	FARS/***CRSS***	This element indicates the amount of damage sustained by this vehicle in this crash as indicated in the case materials based on an operational damage scale.
V31	Vehicle Removal	FARS/***CRSS***	This data element describes the mode in which the vehicle left the scene of the crash.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
V32	Sequence of Events	FARS/***CRSS***	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.
V33	Most Harmful Event	FARS/***CRSS***	This element identifies the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.
V34	Related Factors - Vehicle Level	FARS/***CRSS***	This element identifies factors related to this vehicle expressed by the investigating officer.
V35	Fire Occurrence	FARS/***CRSS***	This element identifies whether or not a fire in any way related to the crash occurred in this vehicle.
V36	Vehicle License Plate Number	***CRSS*** Only	This element captures the license plate number of this vehicle.

Driver Level Elements

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
D1	State Number	FARS Only	This element identifies the state in which the crash occurred.
D2	Consecutive Number	FARS Only	This element identifies the unique case number assigned by the data entry system.
D3	Vehicle Number - Driver Level	Case Structure	This element identifies the vehicle number associated with this driver.
D4	Driver Presence	FARS/***CRSS***	This element identifies whether or not a driver was present in this vehicle at the onset of the unstabilized situation.
D5	Driver's License State	FARS/***CRSS***	This element identifies the state of issue for the license held by this driver.
D6	Driver's Zip Code	FARS/***CRSS***	This element identifies the zip code of this driver's area of residence.
D7	Non-CDL License Type / Status	FARS Only	This element identifies in two subfields the type license held by this driver and the status of the license at the time of the crash.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
D8	Commercial Motor Vehicle License Status	FARS Only	This element indicates the status for a driver's Commercial Driver's License (CDL) if applicable.
D9	Compliance with License Endorsements	FARS Only	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.
D10	License Compliance with Class of Vehicle	FARS Only	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.
D11	Compliance with License Restrictions	FARS Only	This element identifies if a driver was compliant with restrictions on their license.
D12	Driver Height	FARS Only	This element identifies a driver's height.
D13	Driver Weight	FARS Only	This element identifies a driver's weight.
D14	Previous Recorded Crashes	FARS Only	This element records any previous crashes for this driver. Counts only the events occurring within five years from the crash date.
D15	Previous Recorded Suspensions and Revocations	FARS Only	This element records any previous license suspensions or revocations for this driver. Counts only the events occurring within five years from the crash date.
D16	Previous DWI Convictions	FARS Only	This element records any previous DWI convictions for this driver. Counts only the events occurring within five years from the crash date.
D17	Previous Speeding Convictions	FARS Only	This element records any previous Speeding convictions for this driver. Counts only the events occurring within five years from the crash date.
D18	Previous Other Moving Violation Convictions	FARS Only	This element records any other previous moving violations or convictions for this driver. Counts only the events occurring within five years from the crash date.
D19	Date of FIRST Crash, Suspension, Conviction	FARS Only	This element identifies the date of the first crash, suspension, or conviction recorded in elements D14 through D18. Counts only dates of events occurring within five years from the crash date.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
D20	Date of LAST Crash, Suspension, Conviction	FARS Only	This element identifies the date of the last crash, suspension, or conviction recorded in elements D14 through D18. Counts only dates of events occurring within five years from the crash date.
D21	Violations Charged	FARS/***CRSS***	This element identifies all violations***, citations, and infractions noted as*** charged to this driver in this crash.
D22	Speeding Related	FARS/***CRSS***	This element identifies if the driver's speed was related to the crash as identified by law enforcement.
D23	Condition (Impairment) at Time of Crash	FARS/***CRSS***	This element identifies physical impairments to this driver or non-motorist which may have contributed to the cause of the crash as identified by law enforcement.
D24	Related Factors - Driver Level	FARS/***CRSS***	This element identifies factors related to this driver expressed by the investigating officer.
D25	Driver's License Number	***CRSS*** Only	This element identifies the driver's license number of this driver.

Precrash Level Elements

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
PC1	State Number	FARS Only	This element identifies the state in which the crash occurred.
PC2	Consecutive Number	FARS Only	This element identifies the unique case number assigned by the data entry system.
PC3	Vehicle Number - Precrash Level	Case Structure	This element identifies the number assigned to this vehicle in the crash.
PC4	Contributing Circumstances, Motor Vehicle	FARS/***CRSS***	This element describes the possible pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.
PC5	Trafficway Description	FARS/***CRSS***	This element identifies the value indicated in the case materials which best describes the trafficway flow just prior to this vehicle's critical precrash event.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
PC6	Total Lanes in Roadway	FARS/***CRSS***	This element identifies the value indicated in the case materials which best describes the number of travel lanes just prior to this vehicle's critical precrash event.
PC7	Speed Limit	FARS/***CRSS***	This element identifies the value indicated in the case materials which best represents the speed limit just prior to this vehicle's critical precrash event.
PC8	Roadway Alignment	FARS/***CRSS***	This element identifies the value indicated in the case materials which best represents the roadway alignment prior to this vehicle's critical precrash event.
PC9	Roadway Grade	FARS/***CRSS***	This element identifies the value indicated in the case materials which best represents the roadway grade prior to this vehicle's critical precrash event.
PC10	Roadway Surface Type	FARS Only	This element identifies the value indicated in the case materials which best represents the roadway surface type prior to this vehicle's critical precrash event.
PC11	Roadway Surface Conditions	FARS/***CRSS***	This element identifies the value indicated in the case materials which best represents the roadway surface condition prior to this vehicle's critical precrash event.
PC12	Traffic Control Device	FARS/***CRSS***	This element identifies the ***sign or signal*** 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.
PC13	Device Functioning	FARS/***CRSS***	This element identifies the functionality of the traffic control device recorded for this vehicle in the element Traffic Control Device.
PC14	Driver's Vision Obscured By	FARS/***CRSS***	This data element records impediments to a driver's visual field that were noted in the case materials.
PC15	Driver Maneuvered to Avoid	FARS/***CRSS***	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.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
PC16	Driver Distracted By	FARS/***CRSS***	This element identifies 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. Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity. Also, driving while daydreaming or lost in thought is identified as distracted driving by NHTSA. Physical conditions/ impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.
PC17	Pre-Event Movement (Prior to Recognition of Critical Event)	FARS/***CRSS***	This element identifies 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.
PC18	Critical Event - Precrash (Category)	FARS/***CRSS***	This element identifies the category of the event that was critical to this vehicle being involved in the crash.
PC19	Critical Event - Precrash (Event)	FARS/***CRSS***	This element identifies the critical event which made the crash imminent (i.e., something occurred which made the collision possible).
PC20	Attempted Avoidance Maneuver	FARS/***CRSS***	This element identifies movements/ actions taken by the driver, within a critical crash envelope, in response to a Critical Precrash Event.
PC21	Pre-Impact Stability	FARS/***CRSS***	This element assesses the stability of the vehicle after the critical event, but before the impact.
PC22	Pre-Impact Location	FARS/***CRSS***	This element assesses the location of the vehicle **after** the critical event, but before the ***first harmful event for this vehicle.***
PC23	Crash Type	FARS/***CRSS***	This element describes the type of crash this in-transport vehicle was involved in based on the First Harmful Event and the precrash circumstances.

Person (MV Occupant) Level Elements

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
P1	State Number	FARS Only	This element identifies the state in which the crash occurred.
P2	Consecutive Number	FARS Only	This element identifies the unique case number assigned by the data entry system.
P3	Vehicle Number - Person Level	Case Structure	This element identifies the vehicle number associated with this motor vehicle occupant.
P4	Person Number	Case Structure	This element identifies a number for the motor vehicle occupant in consecutive order for the vehicle they occupied.
P5	Age	FARS/***CRSS***	This element identifies the person's age, in years, with respect to the person's last birthday.
P6	Sex	FARS/***CRSS***	This element identifies the sex of the person involved in the crash.
P7	Person Type	FARS/***CRSS***	This element describes the role of this person involved in the crash.
P8	Injury Severity	FARS/***CRSS***	This element describes the severity of the injury to this person in the crash.
P9	Seating Position	FARS/***CRSS***	This element identifies the location of this person in or on the vehicle.
P10	Restraint System/Helmet Use	FARS/***CRSS***	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.
P11	Any Indication of Mis-Use of Restraint System/ Helmet Use	FARS/***CRSS***	This element indicates any mis-use of the restraint system or helmet used by this person.
P12	Air Bag Deployed	FARS/***CRSS***	This element is used to record air bag availability and deployment for this person as reported in the case materials.
P13	Ejection	FARS/***CRSS***	This element describes the ejection status and degree of ejection for this person, excluding motorcycle occupants.
P14	Ejection Path	FARS Only	This element identifies the path by which this person was ejected from the vehicle.
P15	Extrication	FARS Only	This element identifies if equipment or other force was used to remove this person from the vehicle.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
P16	Police Reported Alcohol Involvement	FARS/***CRSS***	This data element reflects only the judgment of law enforcement as to whether alcohol was involved or not for this person.
P17	Method of Alcohol Determination (By Police)	FARS Only	This element describes the method by which the police made the determination as to whether alcohol was involved or not for this person.
P18 (1)	Alcohol Test Status	FARS/***CRSS***	This element identifies if an alcohol test was given to this person.
P18 (2)	Alcohol Test Type	FARS/***CRSS***	This element identifies the type of the alcohol test that was used for this person.
P18 (3)	Alcohol Test Result	FARS/***CRSS***	This element identifies the alcohol test result for this person.
P19	Police Reported Drug Involvement	FARS/***CRSS***	This data element reflects only the judgment of law enforcement as to whether drugs were involved or not for this person.
P20	Method of Drug Determination (By Police)	FARS Only	This element identifies the method by which the police made the determination as to whether drugs were involved or not for this person.
P21 (1)	Drug Test Status	FARS/***CRSS***	This element identifies if a chemical test for the presence of drugs was given to this person.
P21 (2)	Drug Test Type	FARS/***CRSS***	This element identifies the type of chemical test for the presence of drugs that was used for this person.
P21 (3)	Drug Test Result	FARS/***CRSS***	This element identifies the result of a chemical test for the presence of drugs for this person.
P22	Transported to First Medical Facility By	FARS/***CRSS***	This element identifies the method of transportation this person was provided to receive treatment at the first hospital or medical facility.
P23	Died at Scene/En route	FARS Only	This element identifies if this person died at the scene of the crash or en route to a hospital or treatment facility.
P24	Death Date	FARS Only	This element records the month, day and year of this person's death.
P25	Death Time	FARS Only	This element identifies the hour and minute of this person's death utilizing the 24-hour clock format.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
P26	Related Factors - Person (MV Occupant) Level	FARS/***CRSS***	This element identifies factors related to motor vehicle occupants other than drivers expressed by the investigating officer.
SP1	Death Certificate Number	FARS Only	This element identifies the four-digit GSA code for the City where the death occurred, the two-digit state number and the six-digit sequence number from the death certificate as assigned by the State Vital Statistics or Vital Records Department.
SP2	Fatal Injury at Work	FARS Only	This element indicates if the death certificate identified this person as being "at work" at the time of the crash.
SP3	Race/Hispanic Origin	FARS Only	This element indicates the race and Hispanic origin of this person from the death certificate.

Person (Not A MV Occupant) Level Elements

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
NM1	State Number	FARS Only	This element identifies the state in which the crash occurred.
NM2	Consecutive Number	FARS Only	This element identifies the unique case number assigned by the data entry system.
NM3	Person Number	Case Structure	This element identifies a number for persons that are not in a motor vehicle in consecutive order.
NM4	Number of Motor Vehicles Striking Non-Motorist	FARS/***CRSS***	This data element captures the in-transport vehicle that made contact with this non-motorist.
NM5	Age	FARS/***CRSS***	This element identifies the person's age, in years, with respect to the person's last birthday.
NM6	Sex	FARS/***CRSS***	This element identifies the sex of the person involved in the crash
NM7	Person Type	FARS/***CRSS***	This element describes the role of this person involved in the crash.
NM8	Injury Severity	FARS/***CRSS***	This element describes the severity of the injury to this person in the crash.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
NM9	Pedestrian/Bike Typing	FARS/***CRSS***	This element describes, through a series of on-screen prompts, the sequence of events and precipitating actions leading to crashes between motor vehicles and pedestrians or bicyclists.
NM9 - PB27	Marked Crosswalk Present - Pedestrian	FARS/***CRSS***	This element identifies if a marked crosswalk was present at the crash site.
NM9 - PB27	Marked Crosswalk Present - Bicyclist	FARS/***CRSS***	This element identifies if a marked crosswalk was present at the crash site.
NM9 - PB28	Sidewalk Present - Pedestrian	FARS/***CRSS***	This element identifies if a sidewalk was present at the crash site.
NM9 - PB28	Side Walk Present - Bicyclist	FARS/***CRSS***	This element identifies if a sidewalk was present at the crash site.
NM9 - PB29	School Zone - Pedestrian	FARS/***CRSS***	This element identifies if the crash occurred in a school zone.
NM9 - PB29	School Zone - Bicyclist	FARS/***CRSS***	This element identifies if the crash occurred in a school zone.
NM9 - PB30	Crash Type - Pedestrian	FARS/***CRSS***	This element summarizes the circumstances of the crash for this pedestrian.
NM9 - PB30B	Crash Type - Bicyclist	FARS/***CRSS***	This element summarizes the circumstances of the crash for this bicyclist.
NM9 - PB31	Crash Location - Pedestrian	FARS/***CRSS***	This element summarizes the circumstances of the crash for this pedestrian.
NM9 - PB31B	Crash Location - Bicyclist	FARS/***CRSS***	This element identifies if the crash location with respect to an intersection.
NM9 - PB32	Pedestrian Position	FARS/***CRSS***	This element identifies the location of the pedestrian with respect to the trafficway when contacted.
NM9 - PB32B	Bicyclist Position	FARS/***CRSS***	This element identifies the location of the bicyclist with respect to the trafficway when contacted.
NM9 - PB33	Pedestrian Initial Direction	FARS/***CRSS***	This element identifies the compass direction of travel of the pedestrian prior to being contacted.
NM9 - PB33B	Bicyclist Direction	FARS/***CRSS***	This element identifies the travel direction of the bicyclist with respect to the flow of traffic prior to being contacted.
NM9 - PB34	Motorist Initial Direction	FARS/***CRSS***	This element identifies the compass direction of travel of the motorist prior to being involved in the crash.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
NM9 - PB35	Motorist Maneuver	FARS/***CRSS***	This element identifies if the motorist was engaged in a turning maneuver at an intersection prior to being involved in the crash.
NM9 - PB36	Intersection Leg	FARS/***CRSS***	This element identifies on which leg of an intersection the crash occurred.
NM9 - PB37	Pedestrian Scenario	FARS/***CRSS***	This element summarizes the movements of the pedestrian and motorist in an intersection area.
NM9 - PB38	Crash Group - Pedestrian	FARS/***CRSS***	This element provides general groupings of the more specific individual Crash Types - Pedestrian.
NM9 - PB38B	Crash Group - Bicyclist	FARS/***CRSS***	This element provides general groupings of the more specific individual Crash Types - Bicyclist.
NM10	Non-Motorist Location at Time of Crash	FARS/***CRSS***	This element identifies the location of the non-motorist with respect to the roadway at the time of the crash.
NM11	Non-Motorist Action/ Circumstances	FARS/***CRSS***	This element describes the action(s) of the non-motorist at the time of their involvement in the crash.
NM12	Non-Motorist Contributing Circumstances	FARS/***CRSS***	This element describes the action(s) and/or circumstances of the non-motorist that law enforcement indicated may have contributed to the crash.
NM13	Non-Motorist Safety Equipment	FARS/***CRSS***	This element indicates the safety equipment that was used by the non-motorist involved in the crash.
NM14	Condition (Impairment) at Time of Crash	FARS/***CRSS***	This element attempts to identify any physical impairment to this non-motorist which may have contributed to the cause of the crash.
NM15	Police Reported Alcohol Involvement	FARS/***CRSS***	This data element reflects only the judgment of law enforcement as to whether alcohol was involved or not for this person.
NM16	Method of Alcohol Determination (By Police)	FARS Only	This element describes the method by which the police made the determination as to whether alcohol was involved or not for this person.
NM17 (1)	Alcohol Test Status	FARS/***CRSS***	This element identifies if an alcohol test was given to this person.
NM17 (2)	Alcohol Test Type	FARS/***CRSS***	This element identifies the type of the alcohol test that was used for this person.

2016 Element Number	Element Name	FARS, *CRSS*, Case Structure	Definition
NM17 (3)	Alcohol Test Result	FARS/***CRSS***	This element identifies the alcohol test result for this person.
NM18	Police Reported Drug Involvement	FARS/***CRSS***	This data element reflects only the judgment of law enforcement as to whether drugs were involved or not for this person.
NM19	Method of Drug Determination (By Police)	FARS Only	This element identifies the method by which the police made the determination as to whether drugs were involved or not for this person.
NM20 (1)	Drug Test Status	FARS/***CRSS***	This element identifies if a drug test was given to this person.
NM20 (2)	Drug Test Type	FARS/***CRSS***	This element identifies the type of drug test that was used for this person.
NM20 (3)	Drug Test Result	FARS/***CRSS***	This element identifies the drug test result for this person.
NM21	Transported to First Medical Facility By	FARS/***CRSS***	This element identifies the method of transportation this person was provided to receive treatment at the first hospital or medical facility.
NM22	Died at Scene/En route	FARS Only	This element identifies if this person died at the scene of the crash or en route to a hospital or treatment facility.
NM23	Death Date	FARS Only	This element records the month, day and year of this person's death.
NM24	Death Time	FARS Only	This element identifies the hour and minute of this person's death utilizing the 24-hour clock format.
NM25	Related Factors - Person (Not a MV Occupant) Level	FARS/***CRSS***	This element identifies factors related to persons not in a motor vehicle expressed by the investigating officer.
SP1	Death Certificate Number	FARS Only	This element identifies the four-digit GSA code for the City where the death occurred, the two-digit state number and the six-digit sequence number from the death certificate as assigned by the State Vital Statistics or Vital Records Department.
SP2	Fatal Injury at Work	FARS Only	This element indicates if the death certificate identified this person as being "at work" at the time of the crash.
SP3	Race/Hispanic Origin	FARS Only	This element indicates the race and Hispanic origin of this person from the death certificate.

100. FARS Submission Instructions

101. How To Submit

Each case must have at least one Person Level form with INJURY SEVERITY attribute Fatal Injury

- **2016 Data**
  Enter data directly using procedures described in the FARS Microcomputer Data Entry Manual (MDE Manual).

102. When To Submit

Make submissions at any time during the week via the MDE

103. Data Sources

1. Use the ANSI D16.1 Manual on Classification of Motor Vehicle Traffic Accidents 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.
6. Hierarchy for Case Materials:
   a. An Early Notification Report can get corrected/replaced/ clarified by
   b. A Police Accident Report (PAR) can get corrected/replaced/ clarified by
   c. A Supplemental Police Accident Report (PAR) can get corrected/ replaced/clarified by
   d. A Reconstruction Report
7. ***Hierarchy for police reported information on the PAR:***
   a. If information provided in the narrative directly contradicts a coded box, the narrative detail takes precedence over the checkbox.

FARS Coding Forms

Crash Level Form

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

2016 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 9998-Not Reported
9997-Other 9999-Unknown

CRASH DATE (C8)
Actual Month and Day
Month Day 2 0 1 6 Year

CRASH TIME (C9)
Valid Military Time:
9999-Unknown

TRAFFICWAY IDENTIFIER (C10)
Actual Posted Number, Assigned Number, or Common Name
(If No Posted or Assigned Number) Except: Nine-Fill if Unknown
1
2
(NOTE: MDE allows for up to 30 alphanumeric characters per line)

ROUTE SIGNING (C11)
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

LAND USE / FUNCTIONAL SYSTEM (C12a/b)
(a) **Land Use (C12a)**
1-Rural
2-Urban
6-Trafficway Not in State Inventory
8-Not Reported
9-Unknown
(b) **Functional System (C12b)**
01-Interstate
02-Principal Arterial-Other Freeways and Expressway
03-Principal Arterial-Other
04-Minor Arterial
05-Major Collector
06-Minor Collector
07-Local
96-Trafficway Not in State Inventory
98-Not Reported
99-Unknown

OWNERSHIP (C13)
(See Instruction Manual)

NATIONAL HIGHWAY SYSTEM (C14)
0-This section IS NOT on the NHS
1-This section IS ON the NHS
9-Unknown if this section is on the NHS

SPECIAL JURISDICTION (C15)
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

MILEPOINT (C16)
Actual to Nearest .1 Mile
Except: 0000.0-None 9999.8-Not Reported 9999.9-Unknown

GLOBAL POSITION (C17)
LATITUDE *(See Instruction Manual)* LONGITUDE *(See Instruction Manual)*
Degrees Minutes Seconds Degrees Minutes Seconds

**** CRASH EVENTS (C18)**
(Element Table Completed in MDE)

**** FIRST HARMFUL EVENT (C19)**
(Auto-Fill from CRASH EVENTS - C18)

MANNER OF COLLISION (C20)
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

RELATION TO JUNCTION (C21a/b)
(a) **Within Interchange Area? (C21a)**
0-No
1-Yes
8-Not Reported
9-Unknown
(b) **Specific Location (C21b)**
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 Crossing
17-Acceleration/Deceleration Lane
18-Through Roadway
19-Other Location Within Interchange Area
20-Entrance/Exit Ramp
98-Not Reported
99-Unknown

TYPE OF INTERSECTION (C22)
01-Not an Intersection
02-Four-Way Intersection
03-T-Intersection
04-Y-Intersection
05-Traffic Circle
06-Roundabout
07-Five Point, or More
10-L-Intersection
98-Not Reported
99-Unknown

RELATION TO TRAFFICWAY (C23)
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 (C24)
0-None
1-Construction
2-Maintenance
3-Utility
4-Work Zone, Type Unknown

LIGHT CONDITION (C25)
1-Daylight
2-Dark - Not Lighted
3-Dark - Lighted
4-Dawn
5-Dusk
6-Dark - Unknown Lighting
7-Other
8-Not Reported
9-Unknown

ATMOSPHERIC CONDITIONS (C26)
00-No Additional Atmospheric Conditions
01-Clear
10-Cloudy
02-Rain
03-Sleet or Hail
12-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
Condition 1
Condition 2

SCHOOL BUS RELATED (C27)
0-No
1-Yes

RAIL GRADE CROSSING IDENTIFIER (C28)
(See Instruction Manual)

NOTIFICATION TIME EMS (C29)
Military Time 8888-Not Applicable (Not Notified)
Except: 9998-Unknown if Notified 9999-Unknown EMS Notification Time

ARRIVAL TIME EMS (C30)
Military Time 8888-Not Applicable (Not Notified) 9998-Unknown if Arrived
Except: 9997-Officially Canceled 9999-Unknown EMS Scene Arrival Time

EMS TIME AT HOSPITAL (C31)
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 (C32)
(See Instruction Manual)

ADDITIONAL STATE INFORMATION
(See Instruction Manual)

HS Form 214 (Rev. December, 2015) O.M.B. No. 2127-0006 **** Mandatory Field** 75114-M-34h

Vehicle Level Form

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

2016 Fatality Analysis Reporting System

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)**
01-98 Actual Value [If Total Known]:
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 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

TRAILER VEHICLE IDENTIFICATION NUMBER* (V15)
*(*Up to 3 Trailer VINs can be entered within MDE)*
Actual Value Except:
0-Fill if No VIN Required 7-Fill if No Trailing Units 8-Fill if Not Reported 9-Fill if Unknown

JACKKNIFE (V16)
0-Not an Articulated Vehicle
1-No
2-Yes-First Event
3-Yes-Subsequent Event

MOTOR CARRIER (V17) IDENTIFICATION NUMBER *(See Instruction Manual)*
Issuing Authority - Identification Number

GROSS VEHICLE WEIGHT RATING/ (V18) 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 (V19)
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)
99-Unknown

CARGO BODY TYPE (V20)
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
96-No Cargo Body Type
97-Other
98-Unknown Cargo Body Type
99-Unknown

HAZARDOUS MATERIAL INVOLVEMENT/PLACARD (V21)

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

BUS USE (V22)
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 (V23)
00-No Special Use
01-Taxi
02-Vehicle Used for School Transport
03-Vehicle Used as Other Bus
04-Military
05-Police
06-Ambulance
07-Fire Truck
13-Incident Response
08-Non-Transport Emergency Services Vehicle
98-Not Reported
99-Unknown

EMERGENCY MOTOR VEHICLE USE (V24)
0-Not Applicable
2-Non-Emergency, Non-Transport
3-Non-Emergency Transport
4-Emergency Operation (Emergency Warning Equipment Not in Use)
5-Emergency Operation (Emergency Warning Equipment In Use)
6-Emergency Operation, Emergency Warning Equipment in Use Unknown
8-Not Reported
9-Unknown

TRAVEL SPEED (V25)
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 (V26)
0-No Underride or Override Noted
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 (V27)
0-No Rollover
1-Rollover, Tripped by Object/Vehicle
2-Rollover, Untripped
9-Rollover, Unknown Type

LOCATION OF ROLLOVER (V28)
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 CONTACT POINT / DAMAGED AREAS (V29)

Initial Contact Point
00-Non-Collision
01-12-Clock Points
13-Top
14-Undercarriage
18-Cargo/Vehicle Parts Set-in-Motion
19-Other Objects Set-in-Motion
61-Left
62-Left-Front Side
63-Left-Back Side
81-Right
82-Right-Front Side
83-Right-Back Side
98-Not Reported
99-Unknown

Damaged Areas (Select all that Apply)
01-12-Clock Values
13-Top
14-Undercarriage
15-No Damage
99-Damage Areas Unknown

EXTENT OF DAMAGE (V30)
0-No Damage
2-Minor Damage
4-Functional Damage
6-Disabling Damage
8-Not Reported
9-Unknown

VEHICLE REMOVAL (V31)
2-Towed Due to Disabling Damage
3-Towed Not Due to Disabling Damage
5-Not Towed
8-Not Reported
9-Unknown

SEQUENCE OF EVENTS (V32)
(See Instruction Manual)
(Read-Only from CRASH EVENTS - C18)

MOST HARMFUL EVENT (V33)
(See Instruction Manual)

RELATED FACTORS (V34)
(See Instruction Manual)

FIRE OCCURRENCE (V35)
(Auto-filled by MDE)
0-No or Not Reported
1-Yes

HS Form 214-A (Rev. December, 2015) O.M.B. Number 2127-0006

** Mandatory Field

75114-M-34h

FARS Coding Forms

Driver Level Form

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

2016 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	LICENSE 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

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
99-Unknown License Status

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
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
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
9-Unknown

DRIVER HEIGHT (D12)

FEET	INCHES
0-See Inches	00-11, 24-96 - Actual Inches
2-8-Actual Feet	98-Other
9-Unknown	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 MOVING VIOLATIONS CONVICTIONS (D18)
Actual Value Except:
00-None
99-Unknown

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

MONTH	YEAR
00-No Record	0000-No Record
99-Unknown	9999-Unknown

Month Year

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

MONTH	YEAR
00-No Record	0000-No Record
99-Unknown	9999-Unknown

Month Year

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

SPEEDING RELATED (D22)
0-No
2-Yes, Racing
3-Yes, Exceeded Speed Limit
4-Yes, Too Fast for Conditions
5-Yes, Specifics Unknown
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, etc
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, 2015) 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.:_____

2016 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
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

TRAFFICWAY DESCRIPTION (PC5)

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

TOTAL LANES IN ROADWAY (PC6)

Actual Value Except:
0-Non-Trafficway or Driveway Access
7-Seven or More Lanes
8-Not Reported
9-Unknown

SPEED LIMIT (PC7)

Actual Speed Limit Except (in 5mph increments):
00-No Statutory Limit/Non-Trafficway or Driveway Access
98-Not Reported
99-Unknown

ROADWAY ALIGNMENT (PC8)

0-Non-Trafficway or Driveway Access
1-Straight
2-Curve-Right
3-Curve-Left
4-Curve Unknown Direction
8-Not Reported
9-Unknown

ROADWAY GRADE (PC9)

0-Non-Trafficway or Driveway Access
1-Level
3-Hillcrest
5-Uphill
6-Downhill
2-Grade, Unknown Slope
4-Sag (Bottom)
8-Not Reported
9-Unknown

ROADWAY SURFACE TYPE (PC10)

0-Non-Trafficway or Driveway Access
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

ROADWAY SURFACE CONDITIONS (PC11)

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

TRAFFIC CONTROL DEVICE/ DEVICE FUNCTIONING (PC12/PC13)

Device PC12 | Functioning PC13

DEVICE: *(See Instruction Manual)*

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

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

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

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

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

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

Other

00-Not Distracted
01-Looked But Did Not See
16-No Driver Present/Unknown if Driver Present
96-Not Reported

Distractions

03-By Other Occupant(s)
04-By a Moving Object in Vehicle
05-While Talking or Listening to Cellular Phone
06-While Manipulating Cellular Phone
07-Adjusting Audio or Climate Controls
09-While Using Other Component/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
17-Distraction/Inattention
18-Distraction/Careless
19-Careless/Inattention
92-Distraction(Distracted), Details Unknown
93-Inattention(Inattentive), Details Unknown
97-Lost in Thought/Day Dreaming
98-Other Distraction
99-Unknown if Distracted

PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) (PC17)

00-No Driver Present/Unknown if Driver Present
01-Going Straight
02-Decelerating in Road
03-Accelerating in Road
04-Starting in Road
05-Stopped in Roadway
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 to a Previous Critical Event
98-Other(specify:)
99-Unknown

CRITICAL EVENT - PRECRASH (CATEGORY) (PC18)

1-This Vehicle Loss 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

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

ATTEMPTED AVOIDANCE MANEUVER (PC20)

00-No Driver Present / Unknown if Driver Present
01-No Avoidance Maneuver
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
15-Braking and Unknown Steering Direction
16-Braking
98-Other Action (specify:)
99-Unknown/Not Reported

PRE-IMPACT STABILITY (PC21)

0-No Driver Present/Unknown if Driver Present
1-Tracking
2-Skidding Longitudinally
3-Skidding Laterally Clockwise Rotation
4-Skidding Laterally Counter-Clockwise Rotation
5-Skidding Laterally, Rotation Direction Unknown
7-Other Vehicle Loss-of-Control (specify:)
9-Precrash Stability Unknown

PRE-IMPACT LOCATION (PC22)

0-No Driver Present/Unknown if 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

CRASH TYPE (PC23)
(See Instruction Manual)

HS Form 214-D (Rev. December, 2015) O.M.B. No. 2127-0006

** Mandatory Field

75114-M-34h

FARS Coding Forms

Person Level (MV Occupant) Form

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

2016 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)**

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

SEX (P6)
1-Male
2-Female
8-Not Reported
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 Apparent Injury (O)
1-Possible Injury (C)
2-Suspected Minor Injury (B)
3-Suspected Serious Injury (A)
4-Fatal Injury (K)
5-Injured, Severity Unknown
6-Died Prior to Crash
9-Unknown/Not Reported

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
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-Helmet, Other than DOT-Compliant Motorcycle Helmet
19-Helmet, Unknown if DOT-Compliant
17-No Helmet
29-Unknown if Helmet Worn
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-Ejection Path 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-Ejection Path Unknown

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

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

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

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

Result: *Actual Value (Decimal Implied Before First Digit (0.xxx)) Except:*
000-939-Actual Value
940-.94 or Greater
996-Test Not Given
997-AC Test Performed, Results Unknown
998-Positive Reading with No Actual Value
995-Not Reported
999-Unknown if Tested

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

METHOD OF DRUG DETERMINATION *(By Police)* (P20)
1-Evidential Test *(Blood, Urine)*
2-Drug Recognition Expert (or Evaluator) *(DRE)*
3-Behavioral
7-Other
8-Not Reported

DRUG TEST (P21)
Status | Type 1 | Result 1 | Type 2 | Result 2 | Type 3 | Result 3

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

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

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/Positive
095-Not Reported
999-Unknown if Tested

*See Instruction Manual for specific drug lists

TRANSPORTED TO FIRST MEDICAL FACILITY BY (P22)
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 (P23)
0-Not Applicable
7-Died at Scene
8-Died En Route
9-Unknown

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

YEAR
8888-Not Applicable (Non-fatal)
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, 2015) O.M.B. No. 2127-0006 ** Mandatory Field 75114-M-34h

Person Level (Not A MV Occupant) Form

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

2016 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)**

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 Apparent Injury (O)
1-Possible Injury (C)
2-Suspected Minor Injury (B)
3-Suspected Serious Injury (A)
4-Fatal Injury (K)
5-Injured, Severity Unknown
6-Died Prior to Crash
9-Unknown/Not Reported

PEDESTRIAN/BIKE TYPING (NM9)

(Element Completed in MDE)

NON-MOTORIST LOCATION AT TIME OF CRASH (NM10)

(See Instruction Manual)

NON-MOTORIST ACTION/ CIRCUMSTANCES (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
16-Movement Along Roadway-Direction Unknown
08-In Roadway - Other (Working, Playing, etc.)
09-Adjacent to Roadway (e.g. Shoulder, Median)
10-Working in Trafficway
11-Entering/Exiting Parked or Stopped Vehicle
12-Disabled Vehicle Related
14-Other (Specify:)
98-Not Reported
99-Unknown

NON-MOTORIST CONTRIBUTING CIRCUMSTANCES (NM12)

(SELECT ALL THAT APPLY)

00-None Noted
01-Dart-Out
11-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, etc.)
05-Entering/Exiting Parked or Stopped Vehicle
06-Inattentive (Talking, Eating, etc.)
07-Improper Turn/Merge
08-Improper Passing
09-Wrong-Way Riding or Walking
10-Riding 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 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 (Specify:)
99-Unknown

NON-MOTORIST SAFETY EQUIPMENT (NM13)

(SELECT ALL THAT APPLY)

1-None Used
2-Helmet
3-Reflective Clothing/Carried Item
4-Protective Pads (elbows, knees, shins, 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, etc.
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

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 Method *(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; 01-Blood; 02-Breath Test (AC); 10-Preliminary Breath Test (PBT); 03-Urine; 04-Vitreous; 05-Blood Plasma/ Serum; 06-Blood Clot; 07-Liver; 08-Other Test Type; 98-Unknown Test Type; 95-Not Reported; 99-Unknown if Tested

Result: *Actual Value (Decimal Implied Before First Digit (0.xxx)) Except:*
000-939-Actual Value
940-.94 or Greater
996-Test Not Given
997-AC Test Performed, Results Unknown
998-Positive Reading with No Actual Value
995-Not Reported
999-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 Expert (or Evaluator) *(DRE)*
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; 1-Blood; 2-Urine; 3-Both: Blood & Urine Tests; 7-Unknown Test Type; 8-Other Test Type; 6-Not Reported; 9-Unknown if Tested

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/Positive
095-Not Reported
999-Unknown if Tested

*See Instruction Manual for specific drug lists

TRANSPORTED TO FIRST 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
88-Not Applicable (Non-fatal)
99-Unknown

YEAR
8888-Not Applicable (Non-fatal)
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, 2015) O.M.B. Number 2127-0006

**** Mandatory Field**

75114-M-34h

200. Form Coding Instructions

201. General Instructions

201.1 Codes

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

201.1.2 All codes are on the forms except: OWNERSHIP**,** GLOBAL POSITION, CRASH EVENTS, FIRST HARMFUL EVENT, RAIL GRADE CROSSING IDENTIFIER, RELATED FACTORS (Crash, Vehicle, Driver, Person – Occupant, and Person – Not an Occupant), 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.

201.1.3 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.

201.1.4 The code for attribute **Not Applicable** or its equivalent is always zero(s), except for data elements C29-C31 where **Not Applicable (Not Notified)** is 8888, P13 where **Not Applicable** is 8, P24/NM23 where **Not Applicable (non-fatal)** is 88888888, P25/NM24 where **Not Applicable (non-fatal)** is 8888, and SP2 where **Not Applicable (not a fatality)** is 8.

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

201.2 Coding Forms

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

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

201.2.1.2 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.

201.2.1.3 If TRAFFICWAY IDENTIFIER is less than 30 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.

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

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

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

201.3.1 Vehicles are numbered consecutively beginning with "001."

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

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

201.4 **Miscellaneous**

201.4.1 The number of changes per case is not limited.

201.4.2 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.

201.4.3 Refer all coding questions through the CDAN Helpdesk.

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

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

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

201.5.1 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.

201.5.2 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.

201.6 **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-***98*** 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

201.6.1 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 Motor Vehicle Use and Fire Occurrence should all use the attribute "0" (**No Rollover**, **Not Applicable** 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.

204. How To Structure A Case

When creating an MDE case structure, it is important to understand and correctly enter the proper number of Persons Not in Motor Vehicles, Vehicles, and Motor Vehicle Occupants. This initial structuring of the case is important for dependent data elements once your case is created. The following instructions are intended to assist in the proper structuring of your case.

Step 1: Number of Persons Not in Motor Vehicles

Enter the number of persons involved in this crash who are not in motor vehicles. This includes:

- ***Occupants of Non-Motor Vehicle Transport Devices (i.e., persons riding in an animal-drawn conveyance, on an animal or injured occupants of a railway train or a road vehicle on rails)***
- ***Pedestrians***
- ***Bicyclists***
- ***Other Cyclists***
- ***Persons on Personal Conveyances***
- ***Persons In/On Buildings***
- ***Unknown Types of Non-Motorists***

For detailed explanations and examples of each, please see (NM7) PERSON TYPE.

Important things to consider:

- ***Do not include non-contact persons. For example, if the PAR identifies three pedestrians and only one of them was contacted by a vehicle or something set into motion by a vehicle, you do not include the two who were not contacted.***
- ***Do not include witnesses or other persons not directly involved in the crash.***
- ***Do not include uninjured occupants of railway trains or road vehicles on rails.***

Step 2: Number of Vehicles (in-transport, parked/stopped off roadway)

Enter the number of vehicles involved in this crash. This includes:

- ***Motor Vehicles In-Transport (Inside or Outside the Trafficway)***
- ***Motor Vehicles Not In-Transport Within the Trafficway***
- ***Motor Vehicles Not In-Transport Outside the Trafficway***
- ***Working Motor Vehicles (Highway Construction, Maintenance, Utility only)***

For detailed explanations and examples of each, please see (V5) UNIT TYPE.

Important things to consider:

- ***You must have at least one motor vehicle "In-Transport" involved in the crash to be considered a FARS or CRSS case.***
- ***Do not include Phantom or Non-Contact Vehicles (i.e., a vehicle that did not directly contact another vehicle and has no harmful event in the crash).***
- ***It is possible to have a case where one vehicle sets something into motion, and then the thing set into motion hits another vehicle. In this case, even though the two vehicles never made direct contact with each other, both vehicles would be considered contact vehicles and should be entered because they both had harmful events. For more information about set-in-motion cases, please see (C32) RELATED FACTORS – CRASH LEVEL, and (V29) AREAS OF IMPACT.***
- ***A vehicle that sets something into motion, striking a person or property and causes injury or damage is a contact vehicle and should be included in this count***

Step 3: Number of Person Forms for a Vehicle

Enter the number of occupants in the vehicle. An occupant is any person who is part of a motor vehicle (i.e., in it, on it, or attached to it).

For special handling of uninjured occupants for which there is NO Person Level data in the case materials, see "Created Records" below.

There are three special rules for counting occupants when structuring a case:

- ***Buses: For vehicle body types 50-52, 55, 58, and 59 you will enter ONLY the Driver (regardless of injury) and injured passengers when you are structuring the case. Do not include uninjured passengers. The total number of occupants (including uninjured occupants) will be added later on the Vehicle Form once your case has been created.***
- ***Unknown: If the actual number of motor vehicle occupants is unknown, include the driver, if there is one, plus all other known occupants in the count (even if there is no information on the PAR).***
- ***Uninjured Passengers with no information in the case materials: See Created Records below.***

Important things to consider:
Persons ejected or who fall from a motor vehicle in-transport are still considered occupants of that vehicle for the duration of the unstabilized situation

Step 4: Injury Severity

Enter the injury severity for each of the Person Forms you entered in Steps 1 and 3. For detailed explanations and examples, please see P8/NM8 INJURY SEVERITY.

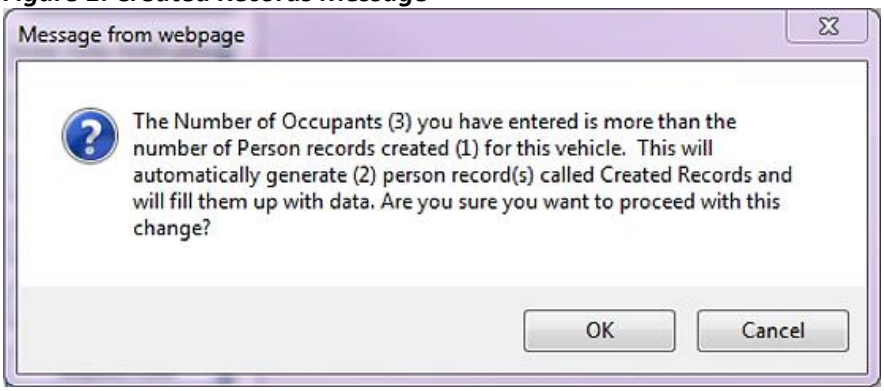
Created Records

This is intended to streamline data entry and only applies when information is not available for some or all uninjured passengers, as is the case in some states which do not require information to be

collected for uninjured passengers. In these situations, the system automatically generates a created record with a set of standard values. A Created Record is generated when the total number of occupants (entered on the Vehicle form) is greater than this Number of Person Forms for a vehicle entered when structuring the case and the body type is not a bus (Body Types 50, 51, 52, 55, 58, or 59 [large buses]).

If there are uninjured passengers of an in-transport motor vehicle (other than Body Types 50, 51, 52, 55, 58, or 59 [large buses]), the MDE will automatically populate all of the data elements on the "Created" Person Level (MV Occupant) Form generated by MDE. Because this is a shortcut to auto-fill data, and this data cannot be edited, ensure the values that would apply to each occupant exactly match the values shown in the table below. You will be prompted in MDE to confirm your acceptance of created records (see Figure 1).

Figure 1: Created Records Message



Case Structuring Inducing Created Records:

1. ***When structuring a case, enter the Number of Occupants excluding uninjured passengers for which you have no data anywhere in the case materials.***
2. ***On the Vehicle form, code the Number of Occupants data element with the total number of occupants (both injured and uninjured) in the vehicle, as indicated in the case material.***
3. ***Once the Body Type has been entered, and it is not a large bus, the system will generate "Created" Person Level (MV Occupant) forms for the additional occupants (i.e., forms for the uninjured passengers excluded when structuring in "1" above.). A confirmation message will appear (see Figure 1 above). Once confirmed, the system then fills in the form with the data shown in the Table below.***

In the following situations people must be counted when structuring a case in Number of Person Forms for a Vehicle:

1. ***If the vehicle is a large Bus (Body Types 50-52, 55, 58, 59), only the driver and injured bus passengers are to be entered into the system for these vehicles, and additional Person forms will not be automatically created.***
2. ***Any driver or injured passenger of a motor vehicle in transport***
3. ***Any occupant of a motor vehicle not in transport***
4. ***Any uninjured passenger in a motor vehicle in-transport if the information for that passenger is in any way different than the table below. This is because if the information is different from below, then you must have additional information on that occupant. A Created Record cannot be edited and is populated with the following values:***

Created Records Standard Set of Values

Element Name	*Code*	*Attribute*
Age	*998*	*Not Reported*
Sex	*8*	*Not Reported*
Person Type	*2*	*Passenger of a Motor Vehicle in Transport*
Injury Severity	*0*	*No Apparent Injury (O)*
Seating Position	*98*	*Not Reported*
Restraint System/Helmet Use	*98*	*Not Reported*
Any Indication of Mis-Use of Restraint System/Helmet Use	*0*	*No*
Air Bag Deployed	*98*	*Not Reported*
Ejection	*7*	*Not Reported*
**Ejection Path*	*0*	*Ejection Path Not Applicable*
**Extrication*	*0*	*Not Extricated/Not Applicable*
Police-Reported Alcohol Involvement	*8*	*Not Reported*
**Method of Alcohol Determination (By Police)*	*9*	*Not Reported*
Alcohol Test Status	*0*	*Test Not Given*
Alcohol Test Type	*0*	*Test Not Given*
Alcohol Test Result	*996*	*Test Not Given*
Police Reported Drug Involvement	*8*	*Not Reported*
**Method of Drug Determination (By Police)*	*8*	*Not Reported*
Drug Test Status	*0*	*Test Not Given*
Drug Test Type (1)	*0*	*Test Not Given*
Drug Test Results (1)	*000*	*Test Not Given*
Drug Test Type (2)	*0*	*Test Not Given*
Drug Test Results (2)	*000*	*Test Not Given*
Drug Test Type (3)	*0*	*Test Not Given*
Drug Test Results (3)	*000*	*Test Not Given*
Transported to First Medical Facility By	*0*	*Not Transported*
**Died at Scene/En Route*	*0*	*Not Applicable*
**Death Date*	*88 88 8888*	*Not Applicable*
**Death Time*	*8888*	*Not Applicable*
Person Related Factor (1)	*00*	*None*
Person Related Factor (2)	*00*	*None*
Person Related Factor (3)	*00*	*None*
**Death Certificate Number*	*0s*	*Not Applicable*
**Fatal Injury At Work*	*8*	*Not Applicable*
**Race*	*00*	*Not Applicable*
**Hispanic Origin*	*00*	*Not Applicable*

****FARS Only Elements***

Special Instructions for Hit-and-Run Vehicles:

For uninjured passengers of hit-and-run vehicles, the Created Records are editable and each of the values in the table above can be edited as appropriate. The standard edit checks are activated.

300. Data Element Coding Instructions

301. SECTION ORGANIZATION

301.1 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.

301.1.1 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

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

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

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

State Number – FARS Only

FORMAT: 2 numeric
SAS NAME: Accident.STATE
ELEMENT VALUES:

Codes	Attribute
01	Alabama
02	Alaska
04	Arizona
05	Arkansas
06	California
08	Colorado
09	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana
23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri
30	Montana

Codes	Attribute
31	Nebraska
32	Nevada
33	New Hampshire
34	New Jersey
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia
52	Virgin Islands
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming

Definition: This element identifies the state in which the crash occurred.

Remarks: None.

Consistency Checks:

Check	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.

Check	IF	THEN
(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.
(A940)	STATE NUMBER equals ***02,*** 11, ***52***	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 09, ***10, 25***, 34, 36, 41, 43, 44, 50, 55,	maximum SPEED LIMIT (not including 98 or 99) should equal 65.
(A955)	STATE NUMBER equals 01, 05, 06, 12, 13, 17, 18, 19, 21, ***24,*** 26, 27, 28, 29, 33, 37, 39, 42, 45, 47, 51, 53, 54,	maximum SPEED LIMIT (not including 98 or 99) should equal 70.
(A960)	STATE NUMBER equals 04, 08, ***16, 20, 22, 23, 31, 35,*** 38, ***40, 48***, 49, 56,	maximum SPEED LIMIT (not including 98 or 99) should equal 75.
(A961)	***STATE NUMBER equals 30, 32, 46***	***Maximum SPEED LIMIT (not including 98 or 99) should equal 80.***
(G01P)	STATE is ____, and GLOBAL POSITION - LATITUDE (degrees) is not equal to 77, 88, 99,	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,	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).
(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.

Consistency Check (FARS Only)

Check	Language
(U370)	UNLIKELY: EXTENT OF DAMAGE equals 8 if STATE NUMBER does not equal ***17, 34,*** 48, 49, or 53.

Consecutive Number - FARS Only

FORMAT: 4 numeric
SAS NAME: Accident.ST_CASE
ELEMENT VALUES:

- 0001-9999 Assigned Number

Definition: This element identifies the unique case number assigned by the data entry system.

Remarks: Please complete FARS forms with the MDE assigned case number.

Crash Level Data Elements

C1 – State Number – FARS Only
C2 – Consecutive Number – FARS Only
C3 – Number of Forms Submitted for Persons Not in Motor Vehicles
C4 – Number of Vehicle Forms Submitted
C5 – Number of Motor Vehicle Occupant Forms Submitted
C6 – County / C7 City – FARS Only
C8 – Crash Date
C9 – Crash Time
C10 – Trafficway Identifier – FARS Only
C11 – Route Signing – FARS Only
C12 – Land Use and Functional System – FARS Only
C13 – Ownership – FARS Only
C14 – National Highway System – FARS Only
C15 – Special Jurisdiction – FARS Only
C16 – Milepoint – FARS Only
C17 – Global Position
C18 – Crash Events
C19 – First Harmful Event
C20 – Manner of Collision
C21 – Relation to Junction
C22 – Type of Intersection
C23 – Relation to Trafficway
C24 – Work Zone
C25 – Light Condition
C26 – Atmospheric Conditions
C27 – School Bus Related
C28 – Rail Grade Crossing Identifier – FARS Only
C29 – Notification Time EMS – FARS Only
C30 – Arrival Time EMS – FARS Only
C31 – EMS Time at Hospital – FARS Only
C32 – Related Factors – Crash Level
C33 – Interstate Highway – ***CRSS*** Only
C34 – Stratum – ***CRSS*** Only
C35 – Police Jurisdiction – ***CRSS*** Only
Additional State Information

C3 - Number of Forms Submitted for Persons Not in Motor Vehicles

FORMAT: 2 numeric
SAS NAME: Accident.PEDS
ELEMENT VALUES:

Codes	Attributes
00-99	Actual Number

Definition: This element records the number of Person ***Level*** (Not a Motor Vehicle Occupant) ***forms*** that are applicable to this case.

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 **not** 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 ***Level*** (Not a Motor Vehicle Occupant) form Person Type attribute **08 (Person on Personal Conveyances)**.
4. Any injured persons **outside** the trafficway that are not in a motor vehicle (in buildings) - Person ***Level*** (Not a Motor Vehicle Occupant) form Person Type attribute **10 (Persons In/On Buildings)**.

Consistency Checks:

Check	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.	--
(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 -CRASH TYPE - PEDESTRIAN 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 -CRASH LOCATION - PEDESTRIAN must equal 1.

C4 - Number of Vehicle Forms Submitted

FORMAT: 3 numeric
SAS NAME: Accident.VE_TOTAL
ELEMENT VALUES:

Codes	Attributes
001-999	Actual Number

Definition: This element records all contact motor vehicles which the officer has reported on the Police Accident Report (PAR) as a unit involved in the crash.

Remarks: Included are: in-transport vehicles, not in-transport vehicles (parked/stopped off roadway/ working motor vehicles) or vehicles located outside the trafficway boundaries.

When identifying contact vehicles for this count:

1. 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.

2. Even though there are no injuries in the vehicle or the amount of damage sustained is below the state threshold, if the vehicle is involved in a harmful event it is still a contact vehicle within the entire crash and should be included in this count even if the vehicle information section is not completed on the PAR.

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

Consistency Checks:

Check	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.

Check	IF	THEN
(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.
(431P)	NUMBER OF VEHICLE FORMS SUBMITTED equals 002, and UNDERRIDE/OVERRIDE equals 1-8, 9 for one vehicle,	UNDERRIDE/OVERRIDE for the other vehicle must equal 0.
(432P)	NUMBER OF VEHICLE FORMS SUBMITTED equals 001,	UNDERRIDE/OVERRIDE must equal 0.
(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, and 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.
(AZDQ)	DRIVER MANEUVERED TO AVOID equals 04,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.
(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.	--

C5 - Number of Motor Vehicle Occupant Forms Submitted

FORMAT: 3 numeric
SAS NAME: Accident.PERSONS
ELEMENT VALUES:

Codes	Attributes
000-999	Actual Number

Definition: This element records the number of Person ***Level*** (Motor Vehicle Occupant) ***forms*** that are applicable to this case.

Remarks: ***This element is derived when structuring the case. See 204. How to Structure a Case section for remarks.***

Consistency Check:

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

C6 - County / C7 City - FARS Only

FORMAT: one set 3 numeric, one set 4 numeric
SAS NAME: Accident.COUNTY, Person.COUNTY, Accident.CITY
ELEMENT VALUES:

County:

Codes	Attributes
000	Not Applicable
001-996	GSA Codes
997	Other
998	Not Reported
999	Unknown

City:

Codes	Attributes
0000	Not Applicable
0001-9996	GSA Codes
9997	Other
9898	Not Reported
9999	Unknown

Definition: This element refers to the location of the unstabilized event.

Remarks: 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 NHTSA Headquarters. Both situations should be reported to NHTSA 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

Consistency Checks:

Check	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.

C8 - 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:

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

Definition: This element identifies the date on which the crash occurred.

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.

***CRSS* SPECIAL INSTRUCTION:**
The date of the crash is rolled up from ***CRSS*** 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:

Check	IF	THEN
(1C0P)	the MODEL YEAR is not equal to 9998 or 9999,	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.

Check	IF	THEN
(4V3F)	CRASH MONTH equals 12,	DEATH MONTH must equal 01, 12, 88, 99.
(4V4F)	CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88 or 99,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.
(4V5F)	CRASH MONTH equals 01, and DEATH MONTH is not equal to 88 or 99,	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 five 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, 12.
(A040)	CRASH MONTH equals 05-09,	ROADWAY SURFACE CONDITIONS should not equal 03, 04, 10.
(FP4F)	CRASH DATE is blank, case status is flawed.	--
(V620)	CRASH MONTH is between January and March,	the VEHICLE MODEL YEAR should NOT be greater than the CRASH YEAR unless it equals 9998 or 9999 (contact Coding Assistance through the CDAN Helpdesk.).

Consistency Check (FARS Only)

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

C9 - 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:

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

Definition: This element identifies the time at which the crash occurred.

Remarks: Enter the time at which the crash occurred as shown on the PAR. This is the preferred time in all cases. If the crash time is not reported, unknown, or known to be in error, then 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 attribute **18 (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.

***CRSS* SPECIAL INSTRUCTION:**
The time of the crash is rolled up from ***CRSS*** sampling program. If the time of the crash is unknown, record the time as **9999 (Unknown).**

If the time of the 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:

Check	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.
(A041)	CRASH MONTH equals 05-09,	SEQUENCE OF EVENTS, FIRST HARMFUL EVENT, MOST HARMFUL EVENT should not equal 48.
(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.	--
(P56P)	DIED AT SCENE/EN ROUTE equals 7,	DEATH TIME should be within 30 minutes of the CRASH TIME.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

C10 - Trafficway Identifier - FARS Only

FORMAT: 2 sets, 30 alphanumeric
SAS NAME: Accident.TWAY_ID; Accident.TWAY_ID2
ELEMENT VALUES:

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

Definition: This element captures the identity (name) of the trafficway on which the crash occurred.

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.

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 Land Use and Functional System, Ownership, and National Highway System for the highest class of trafficway at this intersection.
- 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 30 characters, left-justify and do not zero-fill.

- Use standard abbreviations for the street name suffix (ex. AVE, BLVD, CT, FWY) (see FARShelf for full list of USPS street abbreviations).
- Do not enter the street address where the crash occurred. For example, 245 Elm St. would be entered as ELM ST.
- 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 **non-junction** 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.
- If a trafficway is known to have both a route identifier and a common name record the route identifier first followed by the common name (Example: State Route 3 is also Indian Head Highway would be coded as SR-3 Indian Head Hwy).

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 **4 (County Road)**, you must enter "CR-" in the first three spaces of Trafficway Identifier followed by the route number OR name if there is no number.

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.
   Example:
   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.
   Example:
   "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.
   Example:
   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.
   Example:
   "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.

Other Land Ways
Crashes that occur on parking lot ways or other privately owned land ways open to the public for transportation will likely not be named in the State Highway Department inventory. If the police provide a name for this trafficway, use that name. If however, you are provided a street address OR the name of the adjacent trafficway (i.e. not the location where the crash occurred) OR the location information is blank enter "NONE".

Consistency Checks:

Check	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 "-".

Check	IF	THEN
(361P)	the first two positions of TRAFFICWAY IDENTIFIER #1 equals “SR” and third position equals “-”,	ROUTE SIGNING must equal 3 or 7.
(362P)	ROUTE SIGNING equals 4,	the first two positions of TRAFFIC-WAY IDENTIFIER #1 must be “CR” and the third position must be “-”.
(781P)	TYPE OF INTERSECTION equals 02-07, 10,	TRAFFICWAY IDENTIFIER (b) should not be blank.
(AC0A)	RELATION TO JUNCTION (b) equals 02, 03,	the second TRAFFICWAY IDENTIFIER should not be all blank.

C11 - Route Signing - FARS Only

FORMAT: 1 numeric
SAS NAME: Accident.ROUTE
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the route signing of the trafficway on which the crash occurred.

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 Trafficway Identifier. If there is any question, refer to the remarks section of 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 Land Use and Functional System (b) for the **01 (Interstate)**, **02 (Principal Arterial - Other Freeways and Expressways)** or **04 (Minor Arterial)**
- 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.

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 FHWA classification to Regional State Assignee.

Consistency Checks:

Check	IF	THEN
(260P)	ROUTE SIGNING equals 1,	NATIONAL HIGHWAY SYSTEM must equal 1.
(320P)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 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.
(362P)	ROUTE SIGNING equals 4,	the first two positions of TRAFFIC-WAY IDENTIFIER #1 must be “CR” and the third position must be “-”.
(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.
(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.

Check	IF	THEN
(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,	LAND USE AND FUNCTIONAL SYSTEM (b) should equal 01-03.
(A850)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 02, 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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 02, and ROUTE SIGNING should not equal 2.

C12 - Land Use and Functional System - FARS Only

FORMAT: 1 numeric occurring 1 time, 2 numeric occurring 1 time
SAS NAME: TBD
ELEMENT VALUES:

C12a: Land Use

Codes	Attributes
1	Rural
2	Urban
6	Trafficway Not in State Inventory
8	Not Reported
9	Unknown

C12b: Functional System

Codes	Attributes
01	Interstate
02	Principal Arterial – Other Freeways and Expressways
03	Principal Arterial – Other
04	Minor Arterial
05	Major Collector
06	Minor Collector
07	Local
96	Trafficway Not in State Inventory
98	Not Reported
99	Unknown

Definition (Land Use): The classification of the segment of the trafficway on which the crash occurred based on the Federal Highway Administration (FHWA) approved adjusted Census boundaries of small urban and urbanized areas.

Definition (Functional System): This element identifies the functional classification of the segment of the trafficway on which the crash occurred.

Remarks: Before coding this element, be certain of which trafficway is to be coded. This element is coded with respect to the trafficway selected in NATIONAL HIGHWAY SYSTEM, OWNERSHIP, ROUTE SIGNING, and in the top row of TRAFFICWAY IDENTIFIER. The exception would be an intersection accident in an interchange. Please see the remarks below and in TRAFFICWAY IDENTIFIER for a hierarchy for selecting the appropriate trafficway to be coded.

Code the value that represents the FHWA approved Land Use and Functional System. FHWA classification obtainable from the State Highway Department must be used.

No other classification source is acceptable. Refer problems in obtaining the FHWA classification to the state DOT planning office.

Land Use:

6 (Trafficway Not in State Inventory) is used when a qualifying motor vehicle traffic accident occurs on a trafficway that is not included in the state highway inventory. Examples include accidents that occur on parking lot ways or other privately owned landways open to the public for transportation.

8 (Not Reported) is used when the crash occurred on a reportable trafficway but the information to record LAND USE is missing or unavailable.

9 (Unknown) is used when the crash occurred on a reportable trafficway, but it is unknown if the crash location is within the boundaries of an urban area. If LAND USE is unknown, FUNCTIONAL SYSTEM, OWNERSHIP and NATIONAL HIGHWAY SYSTEM can still be coded with known values. For example, it may be known that the crash occurred somewhere along on an interstate. Thus the trafficway is owned by the state and is part of the NHS. However, it may not be known if the location was within urban boundaries or not.

Functional System:

96 (Trafficway Not in State Inventory) is used when a qualifying motor vehicle traffic accident occurs on a trafficway that is not included in the state highway inventory. Examples include accidents that occur on parking lot ways or other privately owned landways open to the public for transportation.

98 (Not Reported) is used when the crash occurred on a reportable trafficway but the information to record FUNCTIONAL SYSTEM is missing or unavailable.

99 (Unknown) is used when the crash occurred on a reportable trafficway, but the functional classification of the segment of the trafficway on which the crash occurred can't be determined or the applicable segment can't be determined. If FUNCTIONAL SYSTEM is unknown, LAND USE, OWNERSHIP and NATIONAL HIGHWAY SYSTEM can still be coded with a known value. For example, it may be known that the crash occurred within or outside urban boundaries (LAND USE). However, the trafficway may change classification along its length and the segment of the trafficway on which the crash occurred may not be known.

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 at-intersection 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 FUNCTIONAL SYSTEM as 01 (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

FUNCTIONAL SYSTEM 01 (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 Functional System 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 FUNCTIONAL SYSTEM for US-10 and not I-270.

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

Consistency Checks:

Check	IF	THEN
(1T0P)	SPEED LIMIT for every vehicle is greater than 55, and not equal to 98 or 99,	LAND USE AND FUNCTIONAL SYSTEM (a) should not equal 2 or 6, and LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 06, 07, or 96.
(300P)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	LAND USE AND FUNCTIONAL SYSTEM (b) must not equal 01.
(320P)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, and ROUTE SIGNING does not equal 7,	NATIONAL HIGHWAY SYSTEM must equal 1.
(A110)	FIRST HARMFUL EVENT equals 10,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-03.
(A11A)	FUNCTIONAL SYSTEM (b) equals 01,	OWNERSHIP must equal 01 or 31.
(A12A)	either FUNCTIONAL SYSTEM (b) or OWNERSHIP equals 96,	both must equal 96.
(A13A)	LAND USE (a) equals 6,	FUNCTIONAL SYSTEM (b) must equal 96.
(A14A)	FUNCTIONAL SYSTEM (b) equals 96,	LAND USE a must equal 6.
(A15A)	FUNCTIONAL SYSTEM (b) equals 99,	LAND USE (a) should equal 9, OWNERSHIP should equal 99, and NATIONAL HIGHWAY SYSTEM should equal 9.
(A150)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	RELATION TO JUNCTION (b) should not equal 02-04, 06, 08.
(A160)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-06,	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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-06.
(A180)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01,	SPECIAL JURISDICTION should not equal 1-5, 8, 9.
(A190)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 02,	SPECIAL JURISDICTION should not equal 4.
(A200)	RELATION TO JUNCTION (b) equals 07,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 06, 07 or 96.

Check	IF	THEN
(A210)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, 23, 40, 50, 65.
(A220)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A230)	SEQUENCE OF EVENTS equals 10,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-03.
(A240)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, and RELATION TO JUNCTION (a) equals 0,	TRAVEL SPEED should not equal 005-040 for any vehicle.
(A250)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-03, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05, 20,	TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
(A720)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02,	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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
(A840)	ROUTE SIGNING equals 7,	LAND USE AND FUNCTIONAL SYSTEM (b) should equal 01-03.
(A850)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 02, and ROUTE SIGNING equals 2,	NATIONAL HIGHWAY SYSTEM should equal 1.
(A860)	NATIONAL HIGHWAY SYSTEM equals 1,	LAND USE AND FUNCTIONAL SYSTEM (b) should equal 01-03.
(A883)	RELATION TO TRAFFICWAY equals 07,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
(A900)	SPEED LIMIT equals 60, 65 for every vehicle,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 04-07 or 96.
(A910)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 04-07 or 96,	NATIONAL HIGHWAY SYSTEM should equal 0, 9.
(A920)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 02, and ROUTE SIGNING should not equal 2.
(U684)	UNLIKELY LAND USE (a) equals 8.	--
(U685)	UNLIKELY FUNCTIONAL SYSTEM (b) equals 98.	--
(U686)	UNLIKELY LAND USE and FUNCTIONAL SYSTEM (a/b) equals 9, 99.	--

C13 - Ownership - FARS Only

FORMAT: 2 numeric
SAS NAME: TBD
ELEMENT VALUES:

Codes	Attributes
01	State Highway Agency
02	County Highway Agency
03	Town or Township Highway Agency
04	City or Municipal Highway Agency
11	State Park, Forest or Reservation Agency
12	Local Park, Forest or Reservation Agency
21	Other State Agency
25	Other Local Agency
26	Private (other than Railroad)
27	Railroad
31	State Toll Road
32	Local Toll Authority
40	Other Public Instrumentality (i.e., Airport)
50	Indian Tribe Nation
60	Other Federal Agency
62	Bureau of Indian Affairs
63	Bureau of Fish and Wildlife
64	U.S. Forest Service
66	National Park Service
67	Tennessee Valley Authority
68	Bureau of Land Management
69	Bureau of Reclamation
70	Corps of Engineers
72	Air Force
74	Navy/Marines
80	Army
96	Trafficway Not in State Inventory
98	Not Reported
99	Unknown

Definition: This element identifies the entity that has legal ownership of the segment of the trafficway on which the crash occurred.

Remarks: Before coding this element, be certain of which trafficway is to be coded. This element is coded with respect to the trafficway selected in **NATIONAL HIGHWAY SYSTEM**, **LAND USE AND FUNCTIONAL SYSTEM**, **ROUTE SIGNING**, and in the top row of **TRAFFICWAY IDENTIFIER.** The exception would be an intersection accident in an interchange. Please see the remarks section of TRAFFICWAY IDENTIFIER for a hierarchy for selecting the appropriate trafficway to be coded.

Code the level of government that best represents the highway owner irrespective of whether agreements exist for maintenance or other purposes.

- "State" means owned by one of the 50 States, the District of Columbia, or the Commonwealth of Puerto Rico including quasi-official State commissions or organizations;
- "County, local, municipal, town, or township" means owned by one of the officially recognized governments established under State authority;
- "Federal" means owned by one of the branches of the U.S. Government or independent establishments, government corporations, quasi-official agencies, organizations, or instrumentalities;
- "Other" means any other group not already described above or nongovernmental organizations with the authority to build, operate, or maintain toll or free highway facilities.
- Only private roads that are open to public travel (e.g., toll bridges) are to be reported in HPMS.

96 (Trafficway Not in State Inventory) is used when a qualifying motor vehicle traffic accident occurs on a trafficway that is not included in the state highway inventory. Examples include accidents that occur on parking lot ways or other privately owned landways open to the public for transportation.

98 (Not Reported) is used when the crash occurred on a reportable trafficway but the information to record Ownership is missing or unavailable.

99 (Unknown) is used when the crash occurred on a reportable trafficway, but it can't be determined which entity has legal ownership of the segment of the trafficway on which the crash occurred or the applicable segment can't be determined. If OWNERSHIP is unknown, LAND USE and FUNCTIONAL SYSTEM and NATIONAL HIGHWAY SYSTEM can still be coded with known values. For example, it may be known that the crash occurred in an urban area on a minor collector that is not part of the NHS. However, the location detail may not be sufficient to determine ownership (e.g., 03 (Town or Township Highway Agency) or 04 (City or Municipal Highway Agency)).

Federal Highway Administration classification obtainable from the State Highway Department must be used.

No other classification source is acceptable. Refer problems in obtaining the FHWA classification to the state DOT planning office.

Consistency Checks:

Check	IF	THEN
(A11A)	FUNCTIONAL SYSTEM (b) equals 01,	OWNERSHIP must equal 01 or 31.
(A12A)	either FUNCTIONAL SYSTEM (b) or OWNERSHIP equals 96,	both must equal 96.
(A15A)	FUNCTIONAL SYSTEM (b) equals 99,	LAND USE (a) should equal 9, OWNERSHIP should equal 99, and NATIONAL HIGHWAY SYSTEM should equal 9.

C14 - National Highway System - FARS Only

FORMAT: 1 numeric
SAS NAME: Accident.NHS
ELEMENT VALUES:

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

Definition: This element identifies whether or not this crash occurred on a trafficway that is part of the National Highway System.

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 FHWA classification to Regional State Assignee.

Consistency Checks:

Check	IF	THEN
(260P)	ROUTE SIGNING equals 1,	NATIONAL HIGHWAY SYSTEM must equal 1.
(300P)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	LAND USE AND FUNCTIONAL SYSTEM (b) must not equal 01.
(320P)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 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.
(A15A)	FUNCTIONAL SYSTEM (b) equals 99,	LAND USE (a) should equal 9, OWNERSHIP should equal 99, and NATIONAL HIGHWAY SYSTEM should equal 9.
(A850)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 02, and ROUTE SIGNING equals 2,	NATIONAL HIGHWAY SYSTEM should equal 1.
(A860)	NATIONAL HIGHWAY SYSTEM equals 1,	LAND USE AND FUNCTIONAL SYSTEM (b) should equal 01-03.
(A910)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 04-07 or 96,	NATIONAL HIGHWAY SYSTEM should equal 0, 9.
(A920)	NATIONAL HIGHWAY SYSTEM equals 0, 9,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 02, and ROUTE SIGNING should not equal 2.

C15 - Special Jurisdiction - FARS Only

FORMAT: 1 numeric
SAS NAME: Accident.SP_JUR
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies if the location on the trafficway where the crash occurred qualifies as a Special Jurisdiction even though it may be patrolled by state, county, or local police (e.g., all State highways running through Indian reservations are under the jurisdiction of the Indian reservation).

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:

Check	IF	THEN
(A180)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01,	SPECIAL JURISDICTION should not equal 1-5, 8, 9.
(A190)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 02,	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.	--

C16 - Milepoint - FARS Only

FORMAT: 5 numeric
SAS NAME: Accident.MILEPT
ELEMENT VALUES:

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

Definition: This element identifies the milepoint nearest to the location where the crash occurred.

Remarks: Refer to the remarks section under LAND USE AND FUNCTIONAL SYSTEM for the hierarchy of selecting the trafficway to be coded.

Code the MILEPOINT for the respective TRAFFICWAY IDENTIFIER. ***For crashes that occur on entrance or exit ramps use the milepoint associated with the ramp location with respect to the trafficway to which it belongs. When transitioning between two trafficways of equal functional class choose the milepoint of the exiting trafficway.***

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

C17 - Global Position

FORMAT: 8 numeric, 9 numeric
SAS NAME: Accident.Latitude/Accident.Longitud
ELEMENT VALUES:

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

Definition: This element identifies the location of the crash using Global Position coordinates.

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.

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 "0s" to the left. Code **Latitude** or **Longitude** Minutes less than two digits in the right-most position with "0s" 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** Seconds to two significant places after the decimal. If the **Latitude** or **Longitude** Seconds precision is less than two decimal positions, enter "0s" in the right-most positions of Seconds. Always right-justify any data before the decimal point with added "0s" 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9s (Unknown) is selected if the investigating officer reported that the global position of the crash was not known.

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 "9s." 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.)

***CRSS* 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:

Check	IF	THEN
(G01P)	STATE is ____ and GLOBAL POSITION - LATITUDE (degrees) is not equal to 77, 88, 99,	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,	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).
(G07P)	any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 8s,	all parts of LATITUDE must be all 8s.
(G08P)	any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 8s,	all parts of LONGITUDE must be all 8s.
(G09P)	any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 9s,	all parts of LATITUDE must be all 9s.
(G10P)	any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 9s,	all parts of LONGITUDE must be all 9s.
(G11P)	any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is blank,	all parts of LATITUDE must be blank.

Check	IF	THEN
(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 7s,	all parts of LONGITUDE must be all 7s.
(G0BP)	any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 7s,	all parts of LATITUDE must be all 7s.

C18 - 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.

For items identified in a "damaged property" section on the report, include all items listed associated with the applicable vehicle in the best order that can be determined. If the actual order cannot be determined, use the listed order of items. In a multi-vehicle crash, if it cannot be determined which vehicle is associated with the damaged property listed; assign these items to the vehicle most likely to be associated with this property. If this cannot be established, omit these events.

C18 Crash Events 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:

Codes	Attributes
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:

Codes	Attributes
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).

Areas of Impact (This Vehicle)

FORMAT: (Completed in MDE)
SAS NAME: Cevent.AOI1; Vevent.AOI1
ELEMENT VALUES: *

Codes	Attributes
00	Non-Collision
01-12	Clock Points
13	Top
14	Undercarriage
61	Left
62	Left-Front Side
63	Left-Back Side
81	Right
82	Right-Front Side
83	Right-Back Side
18	Cargo/Vehicle Parts Set-In-Motion
19	Other Objects Set-In-Motion
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 the attribute **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.

This field uses the same values and Remarks as the Vehicle Level data element **Areas of Impact – Initial Contact Point**. The Vehicle Level data element Areas of Impact - Initial Contact Point is derived from the Crash Events Table and will always be the first recorded areas of impact 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:

Codes	Attributes
61	Equipment Failure (blown tire, brake failure, etc.)
62	Separation of Units
63	Ran Off Roadway-Right
64	Ran Off Roadway-Left
79	Ran off Roadway - Direction Unknown
71	End Departure
65	Cross Median
68	Cross Centerline
66	Downhill Runaway
67	Vehicle Went Airborne
69	Re-entering Roadway
70	Non-harmful, Swaying Trailer/Jackknife
60	Cargo/Equipment Loss or Shift (non-harmful)

Non-Collision Harmful Events:

Codes	Attributes
01	Rollover/Overturn
02	Fire/Explosion
03	Immersion or Partial 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:

Codes	Attributes
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:

Codes	Attributes
08	Pedestrian
09	Pedalcyclist
10	Railway Vehicle
74	***Road Vehicle on Rails***
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
73	Object ***That Had Fallen*** from Motor Vehicle In-Transport

Collision with Fixed Object:

Codes	Attributes
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

Codes	Attributes
41	Shrubbery
42	Tree (Standing Only)
48	Snow Bank
53	Mail Box
43	Other Fixed Object

Unknown

Codes	Attributes
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. This field uses the same values and Remarks as the Vehicle Level data element **Sequence of Events**.

Consistency Checks:

Check	IF	THEN
(A042)	CRASH EVENTS-SEQUENCE OF EVENTS equals 17, 19-21, 23-26, 30-35, 38-43, 52, 53, 57 for a vehicle,	at least one previous CRASH EVENTS-SEQUENCE OF EVENTS should equal 63, 64, 71 or 79 for that vehicle.
(A612)	PERSON TYPE equals 04, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals ____,	at least one SEQUENCE OF EVENTS must equal 10 or 49 for that vehicle number in the CRASH EVENTS table.
(A619)	the total count of PERSON TYPES is equal to 05 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61A)	the total count of PERSON TYPES is equal to 08 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 15 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61B)	the total count of PERSON TYPES is equal to 10 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.

Vehicle Number (Other Vehicle)

FORMAT: (Completed in MDE)
SAS NAME: Cevent.VNUMBER2; Vevent.VNUMBER2
ELEMENT VALUES:

Codes	Attributes
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:

Codes	Attributes
00	Non-Collision
01-12	Clock Points
13	Top
14	Undercarriage
61	Left
62	Left-Front Side
63	Left-Back Side
81	Right
82	Right-Front Side
83	Right-Back Side
18	Cargo/Vehicle Parts Set-In-Motion
19	Other Objects Set-In-Motion
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 the attribute **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.

This field uses the same values as the Vehicle Level data element **Areas of Impact – Initial Contact Point**. The Vehicle Level data element Areas of Impact - Initial Contact Point is derived from the Crash Events Table and will always be the first recorded areas of impact value for each vehicle in the table.

C19 - 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:

Codes	Attributes
01	Rollover/Overturn
02	Fire/Explosion
03	Immersion or Partial 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:

Codes	Attributes
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:

Codes	Attributes
08	Pedestrian
09	Pedalcyclist
10	Railway Vehicle
74	***Road Vehicle on Rails***
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
73	Object ***That Had Fallen*** from Motor Vehicle In-Transport

Collision with Fixed Object:

Codes	Attributes
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

Unknown

Codes	Attributes
99	Unknown

Definition: The First Harmful Event is defined as the first injury- or damage-producing event of the crash.

Remarks: on following page.

Non-Collision Harmful Events

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 "Fell/Jumped 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.***

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.

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 or Partial Immersion) is used when an in-transport motor vehicle enters a body of water and results in injury or damage. This code would also be used if the vehicle came to rest in water and the depth cannot be ascertained from case materials. **NOTE:** In immersion fatalities the injury to the person may be noted as "drowning".

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 ***paved surface***. Other examples include indication of contact with a dip, depression, low spot, trough, etc.) If the impact is with a surface irregularity (e.g. ruts, potholes) not on a ***paved surface*** use the **58 (Ground)**. For a vehicle that "bottoms out" on the ***paved surface*** (causing damage) due to speed but not because of a pavement surface irregularity, use attribute **07 (Other Non-Collision)**.

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

Examples:

- Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).
- A vehicle “bottoms out” on the roadway (causing damage) due to speed but not because of a pavement surface irregularity. For impacts on the roadway due to pavement surface irregularities should be coded **44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.])**.

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, its parts 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.

Collision with a Motor Vehicle In-Transport

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 will have this attribute extracted and included 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:

- If cargo falls from a truck (in-transport) and strikes another motor vehicle in-transport, 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)** and the **AREA OF IMPACT (THIS VEHICLE)** column is coded **18 (Cargo/Vehicle Parts Set-In-Motion).**

- If an in-transport vehicle strikes an at-rest object in the roadway that was previously cargo or part of another motor vehicle in-transport, the SEQUENCE OF EVENTS for that event is **73 (Object *That Had Fallen* from Motor Vehicle In-Transport)**. If that object is then propelled into another motor vehicle in-transport, the proper SEQUENCE OF EVENTS attribute for this next event 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)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **19 (Other Objects Set-In-Motion).**

- If an in-transport vehicle strikes an at-rest object in the roadway that was not cargo or part of another motor vehicle in-transport, the SEQUENCE OF EVENTS for that event is **18 (Other Object [Not Fixed])**. If that object is then propelled into another motor vehicle in-transport, the proper SEQUENCE OF EVENTS code for this next event 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)** and the AREA OF IMPACT (This Vehicle) column is coded **19 (Other Objects Set-In-Motion).**

This attribute does not apply when the cargo, persons or objects set-in-motion by an in-transport motor vehicle strikes something other than another in-transport motor vehicle. In this case, use the applicable "collision with non-fixed object", or "collision with fixed object" code for the thing struck by the cargo, person, or object set-in-motion.

Examples:

- If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, the proper SEQUENCE OF EVENTS 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 and the AREA OF IMPACT (THIS VEHICLE) column is coded **18 (Cargo/Vehicle Parts Set-In-Motion).**

- If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper SEQUENCE OF EVENT attribute would be **08 (Pedestrian)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **18 (Cargo/Vehicle Parts Set-In-Motion).**

- If a pedestrian is struck by an at-rest object propelled by an in-transport vehicle (e.g., parked motor vehicle, stop sign, etc.), the proper SEQUENCE OF EVENTS attribute for this harmful event is **08 (Pedestrian)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **19 (Other Objects Set-In-Motion).**

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.

Collision with Object Not Fixed

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: ***Railway Trains,*** Street car***/trolley*** on private way
- Exclusions: Street car***/trolley*** operating on trafficway

74 (Road Vehicle on Rails) is any land vehicle on rails operating in a trafficway.

- ***Inclusions: Street car/trolley operating on trafficway***
- ***Exclusions: Railway Trains, Street car/trolley on private way, Street car/trolley or electric bus operating on tires.***

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***.

18 (Other Object [Not Fixed]) is used when a motor vehicle in-transport strikes a non-fixed object that is known NOT to have been the cargo or part of another motor vehicle in-transport or when it is UNKNOWN whether the object was the cargo or part of another motor vehicle in-transport (i.e., 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, debris from a prior crash). For objects that have become separated from a motor vehicle in-transport not as a result of a prior crash, use attribute **73 (Object *That Had Fallen* from Motor Vehicle In-Transport).**

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
    a. Roller Skates, in-line skates
    b. Skateboards
    c. Skates
    d. Baby carriage
    e. Scooters
    f. Toy Wagons
2. Motorized rideable toys
    a. Motorized skateboard
    b. Motorized toy car
3. Devices for personal mobility assistance
    a. Segway-style devices
    b. Motorized and non-motorized wheelchair
    c. Handicapped scooters

Exclusions:

1. Golf cart
2. Low Speed Vehicles (LSVs)
3. Go-carts
4. Minibike
5. "Pocket" motorcycles
6. Motor scooters
7. 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.

73 (Object *That Had Fallen* from Motor Vehicle In-Transport) is used when a motor vehicle in- transport impacts a non-fixed object at rest that is known to have been the cargo or part of another motor vehicle in-transport. Do not use this attribute for debris from a prior crash. ***This attribute does not include vehicle occupants that are ejected or fall from a motor vehicle in-transport. (Example: Motorcycle operator falling from a motorcycle.) For people falling from a motor vehicle see non-collision event 05 (Fell/Jumped From Vehicle). For impacts involving two motor vehicles in transport resulting from cargo, persons, or objects set in motion 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).***

> For example, if cargo that fell from a vehicle and was at rest in the roadway is struck, this attribute would apply. If the cargo was at rest in the roadway as a result of a prior accident, use attribute **18 (Other Object [Not Fixed])**.

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).

When coding these events there must be fields on the PAR or verbiage in the narrative such as "struck," "hit," "impacted," etc. that identify these as harmful.

For cases where the indication of the harmful event came from the narrative, there may not be a corresponding indication of damage in any PAR field. In these instances, code the harmful event as stated in the narrative and include the corresponding attribute under Areas of Impact.

If there is no indication of damage from contact with the fixed object in fields on the PAR and the narrative language does not identify it as a harmful event (e.g., "came to rest on the embankment" or "drove through" or "drove across" the ditch and/or the embankment, or "drove over" the curb do not code **33 (Curb)**, **34 (Ditch)** or **35 (Embankment)** in the Sequence of Events.

Guidelines for PAR Combination Attributes:

If there is no clarification in the case materials, default to the first attribute listed in the combination. For example, if a PAR attribute identifies "Earth Embankment/Rockcut /Ditch", code ***35 (Embankment)*** unless the narrative clearly indicates one of the other attributes (e.g. "rockcut" or "ditch").

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).**

Indication of furrowing, gouging, or digging in of the tires/wheels is not sufficient to code the collision event **58 (Ground).** For example, if the PAR narrative states; "the trucks tires dug into the turf causing the vehicle to roll over," the harmful event should be **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. See **Figure 18** for a diagram of Bridge Components.

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). See **Figure 18** for a diagram of Bridge Components.

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. See See **Figure 18** for a diagram of Bridge Components.

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

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***.

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***, utility poles, or light supports***. (e.g., reflectors on poles alongside of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 (Mail Box)**. ***For fence posts, use 38 (Fence).***

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 ***paved surface***. 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. This attribute includes collisions with curbing that forms raised islands, medians, or separators. For example, if the report identifies the vehicle struck/collided with a traffic island, channelizing island, raised median, or separator use **33 (Curb)** not **43 (Other Fixed Object).**

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. Reference to a “ditchbank”, “embankment of the ditch”, or “ditch embankment” should be coded under **34 (Ditch).**

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 driveway crossing, use attribute **35 (Embankment)** when no specific components (e.g., culverts or ditches) are identified.

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, tree stumps or large cactus (Saguaro). If a vehicle strikes a ***fallen*** tree, 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. This attribute excludes collisions with curbing that forms raised islands, medians, or separators (See also **33 (Curb)**.)

Examples:

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

Other examples would include property damage to standing crops, yards and other vegetation (excluding: **41 (Shrubbery)**, **42 (Tree [Standing Only])**, and **58 (Ground)**) if noted on the crash report.

When the case materials identify a non-specific object impact, apply the following guidelines. If the case materials only identify the harmful event as:

- "Fixed Object", then use 43 (Other Fixed Object)
- "Sign", then use **59 (Traffic Sign Support)**
- "Post", then use **31 (Other Post, Other Pole or Other Supports)**
- "Sign Post", then use **59 (Traffic Sign Support)**
- "Bridge", then use **23 (Bridge Rail [Includes Parapet])** when the vehicle is on top of the bridge, when the vehicle is going under the bridge, then use **21 (Bridge Pier or Support)**
- "Barrier", then use **26 (Other Traffic Barrier)**

Unknown

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	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, ***28,*** 98, 99.
(480F)	FIRST HARMFUL EVENT equals 08, 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.
(500F)	FIRST HARMFUL EVENT equals 01-11, 14-21, 23-26, 30-35, 44-53, 57-59, 72, 73,	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,	the vehicle involved in the first harmful event must have FIRE OCCURRENCE equal to 1.
(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.

Check	IF	THEN
(580F)	FIRST HARMFUL EVENT equals 14, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL does not equal 32, 89 for at least one occupant in the not in-transport motor vehicle involved in the first harmful event,	RELATION TO TRAFFICWAY should 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.
(A041)	CRASH MONTH equals 05-09,	SEQUENCE OF EVENTS, FIRST HARMFUL EVENT, MOST HARMFUL EVENT should not equal 48.
(A080)	DRIVER PRESENCE equals 0, and 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.
(A110)	FIRST HARMFUL EVENT equals 10,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-03.
(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.
(A41A)	FIRST HARMFUL EVENT equals 02, 04, 07, 16, 44 or 54,	CRITICAL EVENT - PRECRASH (EVENT) should equal 98 for the vehicles involved in the FIRST HARMFUL EVENT.
(A420)	FIRST HARMFUL EVENT equals 10,	RELATION TO JUNCTION (b) should equal 06.
(A421)	FIRST HARMFUL EVENT equals 24, 25, 30, 33, 34, 35, 40, 46, 52, 57, 59,	RELATION TO TRAFFICWAY should equal 03, 04, 08 or 10.

Check	IF	THEN
(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.
(A4EP)	CRASH TYPE equals 11,	FIRST HARMFUL EVENT must equal 14.
(A60F)	FIRST HARMFUL EVENT equals 14,	CRASH TYPE must equal 01-11, 14, 15, 92, 98, 99.
(A61F)	FIRST HARMFUL EVENT equals 08, 09, 11, 15, 49, and RELATION TO TRAFFICWAY equals 01, 02, 07, 11, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to 00, 13 for the vehicle involved in the first harmful event,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(A61G)	the FIRST HARMFUL EVENT equals 08, and PERSON TYPE equals 05, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61H)	the FIRST HARMFUL EVENT equals 09, and PERSON TYPE equals 06, 07, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61J)	the FIRST HARMFUL EVENT equals 15, and PERSON TYPE equals 08, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61K)	the FIRST HARMFUL EVENT equals 49, and PERSON TYPE equals 04, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A62F)	FIRST HARMFUL EVENT equals 18, 43 or 73, 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.

Check	IF	THEN
(A65F)	FIRST HARMFUL EVENT equals 14, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL equals 32 or 89 for an occupant of the parked vehicle involved in the first harmful event,	CRASH TYPE should equal 15, 92 or 98 for the in-transport vehicle involved in the First Harmful Event.
(A66F)	FIRST HARMFUL EVENT equals 14, and CRASH TYPE equals 01-10 or 14,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL must not equal 32 or 89 for any occupant of the parked vehicle involved in the First Harmful Event.
(A67F)	FIRST HARMFUL EVENT equals 14, and CRASH TYPE equals 15,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL should equal 32 or 89 for an occupant of the parked vehicle.
(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.
(A801)	FIRST HARMFUL EVENT equals 12,	RELATION TO TRAFFICWAY must not equal 5.
(A810)	FIRST HARMFUL EVENT equals 46, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 02, 03, 05,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
(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,	one RELATED FACTORS-CRASH LEVEL must equal 14.
(AZ2P)	FIRST HARMFUL EVENT does not equal 02-07, 16, 44, 51, 72, and CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14 for the vehicle involved in the first harmful event.
(FA0F)	FIRST HARMFUL EVENT equals blank, case status is flawed.	--

Check	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 - CRASH TYPE - PEDESTRIAN 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 - CRASH LOCATION - PEDESTRIAN must equal 1.
(U020)	UNLIKELY: FIRST HARMFUL EVENT equals 02, 04, 06, 51, 72.	--
(U030)	UNLIKELY: FIRST HARMFUL EVENT equals 12, 55, and MANNER OF COLLISION equals 10, 11.	--
(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 (*CRSS* Only):

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

C20 - Manner of Collision

FORMAT: 2 numeric
SAS NAME: Accident.MAN_COLL; Vehicle.MAN_COLL; Person.MAN_COLL; parkwork.PMAN_COLL
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the orientation of two motor vehicles in-transport when they are involved in the First Harmful Event of a collision crash. If the First Harmful Event is not a collision between two motor vehicles in-transport it is classified as such.

Remarks:

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.

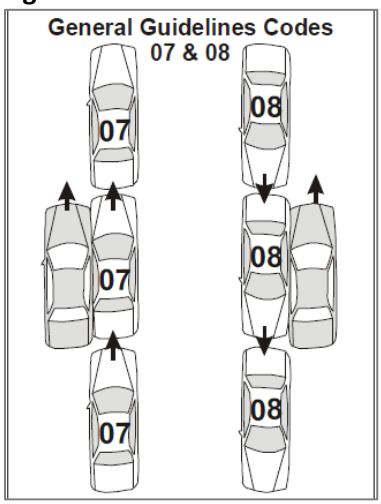
02 (Front-to-Front) is used when a collision occurs between the front end of one vehicle and the front end of another vehicle. If this attribute is selected, the points of impact for the vehicles involved in the First Harmful Event must both be front.

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. (See **Figure 2**.)

Clarification for coding sideswipe attributes 07 and 08:
Sideswipe codes are used for both vehicles when the initial engagement has no significant involvement of the front or rear surface areas where the impact swipes along the side surfaces of the vehicles parallel to their direction of travel. If it is unclear if the collision was an angle or a sideswipe, then code it **06 (Angle)**. Endswipes and side-to-side angle impacts are coded as **11 (Other)**. (See **Figure 2**.)

Figure 2: General Guidelines for Sideswipe Codes 07 & 08



08 (Sideswipe - Opposite Direction) is used when the case materials report that a sideswipe occurred while the two vehicles were traveling in opposite directions. (See **Figure 2**.)

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 slides into another vehicle at an angle such that they impact side-to-side.
- 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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **11 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **98 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element, AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used when police indicate unknown.

Consistency Checks

Check	IF	THEN
(420P)	MANNER OF COLLISION equals 07,08,	there must be at least two vehicle forms with AREAS OF IMPACT-INITIAL CONTACT POINT equal to 01-05, 07-11, 61-63, 81-83, 98, 99.
(421P)	MANNER OF COLLISION equals 01,	AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT-INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 06.
(422P)	MANNER OF COLLISION equals 02,	AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 12.
(423P)	MANNER OF COLLISION equals 06,	AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 01, 11, 12, 98, 99, and AREAS OF IMPACT-INITIAL CONTACT POINT 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 CONTACT POINT for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT-INITIAL CONTACT POINT 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 CONTACT POINT for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT- INITIAL CONTACT POINT 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, 73,	MANNER OF COLLISION must not equal 01, 02, 06-11, 98, 99.

Check	IF	THEN
(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) equals 10 or 11 for neither 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, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 or 11 for neither one of the vehicles involved in the first harmful event,	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: FIRST HARMFUL EVENT equals 12, 55, and MANNER OF COLLISION equals 10, 11.	--

C21 - Relation to Junction

FORMAT: 1 numeric occurring 1 time, 2 numeric occurring 1 time
SAS NAME: Accident.RelJct1, Accident.RelJct2
ELEMENT VALUES:

C21a: Within Interchange Area?

Codes	Attributes
0	No
1	Yes
8	Not Reported
9	Unknown

C21b: Specific Location

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

Definition: The coding of this data element is done in two subfields and based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in an interchange area and the crash's location with respect to presence in or proximity to components typically in junction or interchange areas.

Remarks:

Subfield 1 (C21a): 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.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used when police indicate unknown.

Subfield 2 (C21b): Specific Location

01 (Non-Junction) is used for crashes where the first harmful event occurs **outside** 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 **Figure 4**.)

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.

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 Land Use and Functional System 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 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 at an intersection area, 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 serves the rotary intersection.

05 (Entrance/Exit Ramp Related) is used when the first harmful event occurs off the entrance/exit ramp roadway, but is related to the use of or entry onto the ramp. (See **Figure 3**)

Note: If the first harmful event occurs ***in the intersection of a ramp then use 02 (Intersection). If the first harmful event occurs*** on the ramp outside of an intersection of the ramp and the surface roadway and is related to the movement of traffic through the intersection, then use **03 (Intersection-Related)**.

20 (Entrance/Exit Ramp) is used when the first harmful event occurs **on** an entrance or exit ramp roadway and is not the result of an activity, behavior or control related to the movement of traffic units through an intersection. This would include all the areas between the gore and entrance/exit ramp intersection. (See **Figure 3**)

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) (See **Figure 5**)
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). (See **Figure 5**)

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 **Figure 5**.)

16 (Shared-Use Path Crossing) is used when the first harmful event occurs at the crossing of a roadway and a shared-use path (see Note below for the definition of a shared use path). At least one non-motorist has to be physically in the crossing of the roadway and the shared-use path and the crash has to be related to the use of it. If the crossing of a roadway and a shared-use path overlaps/coincides with a crosswalk in a non-intersection area (e.g., mid-block), then select **16 (Shared-Use Path Crossing)**.

Note: A shared-use path 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-motorist users. A shared-use path is not a sidewalk and where a shared-use path crosses another land way is similar to, but not a crosswalk. A shared-use path crossing may overlap/coincide with 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. (See **Figure 3**)

18 (Through Roadway) (See **Figure 3**) is used when the first harmful event occurs on the roadway within an interchange area but **does not** occur:

- In an intersection or related to an intersection - **02 (Intersection)** or **03 (Intersection - Related)**.
- On a **20 (Entrance/Exit Ramp)** or related to the use of the ramp - **05 (Entrance/Exit Ramp Related)**
- 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. (See **Figure 3**)

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used when police indicate unknown.

Valid Combinations for Subfield 1 and Subfield 2

If Subfield TWO is coded:	Subfield ONE may only be coded as:
01 Non-Junction	**0** No
02 Intersection	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
03 Intersection-Related	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
04 Driveway Access	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
05 Entrance/Exit Ramp Related	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
06 Railway Grade Crossing	**0** No
07 Crossover Related	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
08 Driveway Access Related	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
16 Shared-Use Path or Trail	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
17 Acceleration/Deceleration Lane	**1** Yes
18 Through Roadway	**1** Yes
19 Other Location Within Interchange Area	**1** Yes
20 Entrance/Exit Ramp	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
98 Not Reported	**0** No, **1** Yes, **8** Not Reported, **9** Unknown
99 Unknown	**0** No, **1** Yes, **8** Not Reported, **9** Unknown

Figure 3 below will help identify Relation to Junction codes **05 (Entrance/Exit Ramp Related)**, **17 (Acceleration/Deceleration Lane)**, **18 (Through Roadway)**, **19 (Other Location Within Interchange Area)**, and **20 (Entrance/Exit Ramp)**.

Figure 3: Interchange Area
(See ANSI D16.1 - 2007, 7th Edition)

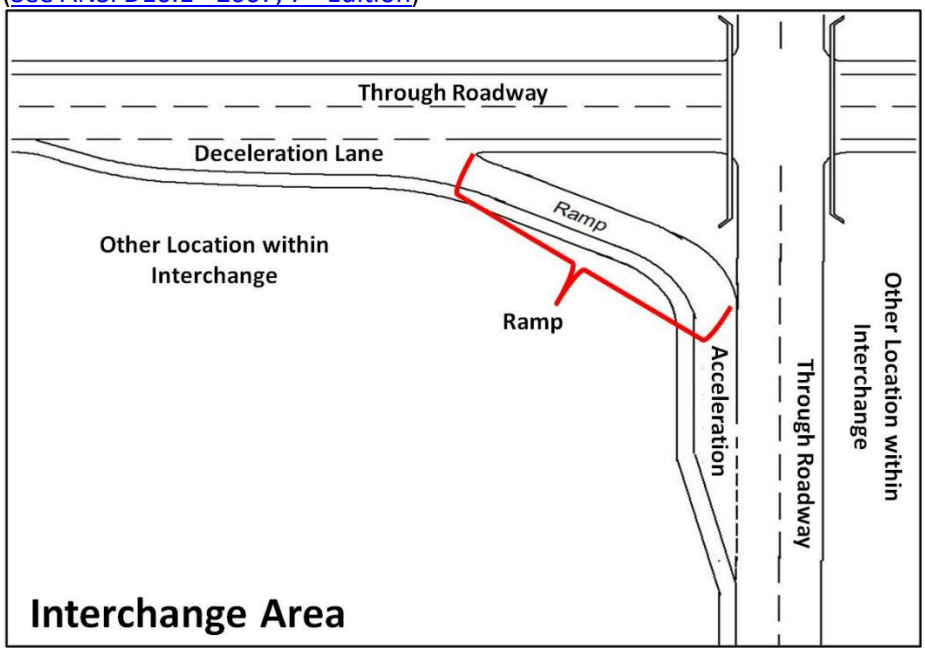


Figure 4: Example Parking Lot Area
(01 – Non-junction, 02 – Intersection)

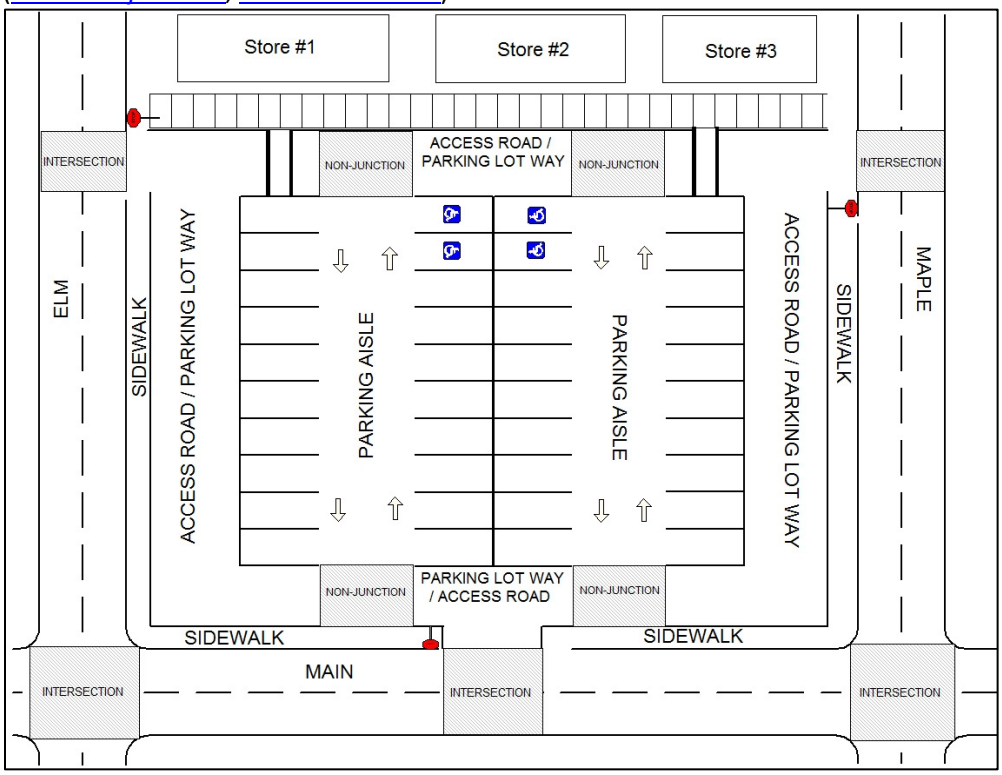


Figure 5: Driveway Access
(See ANSI D16.1 - 2007, 7th Edition)

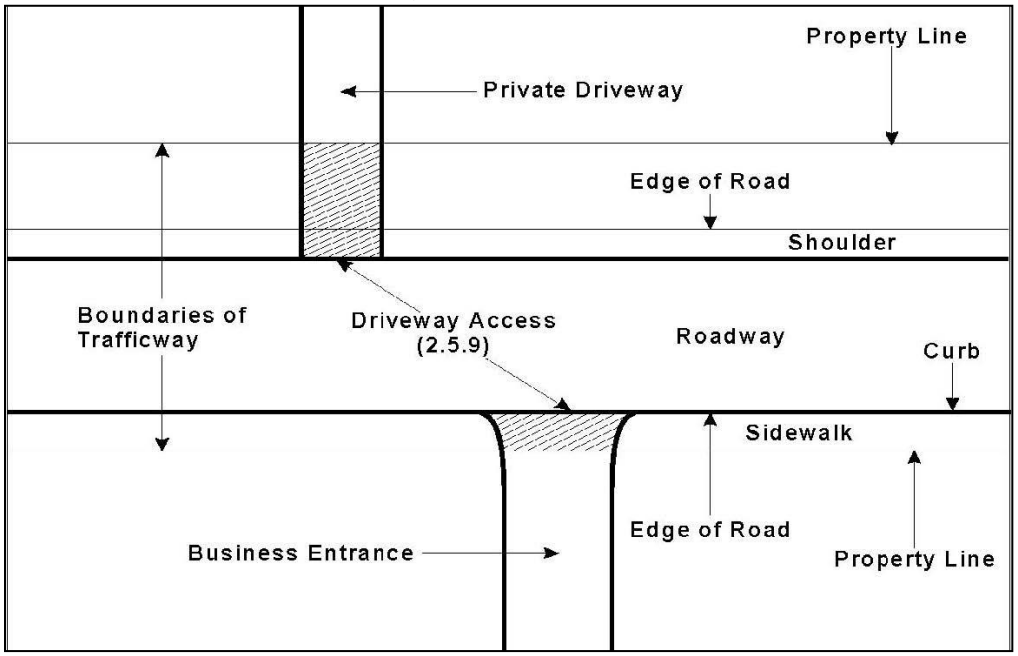
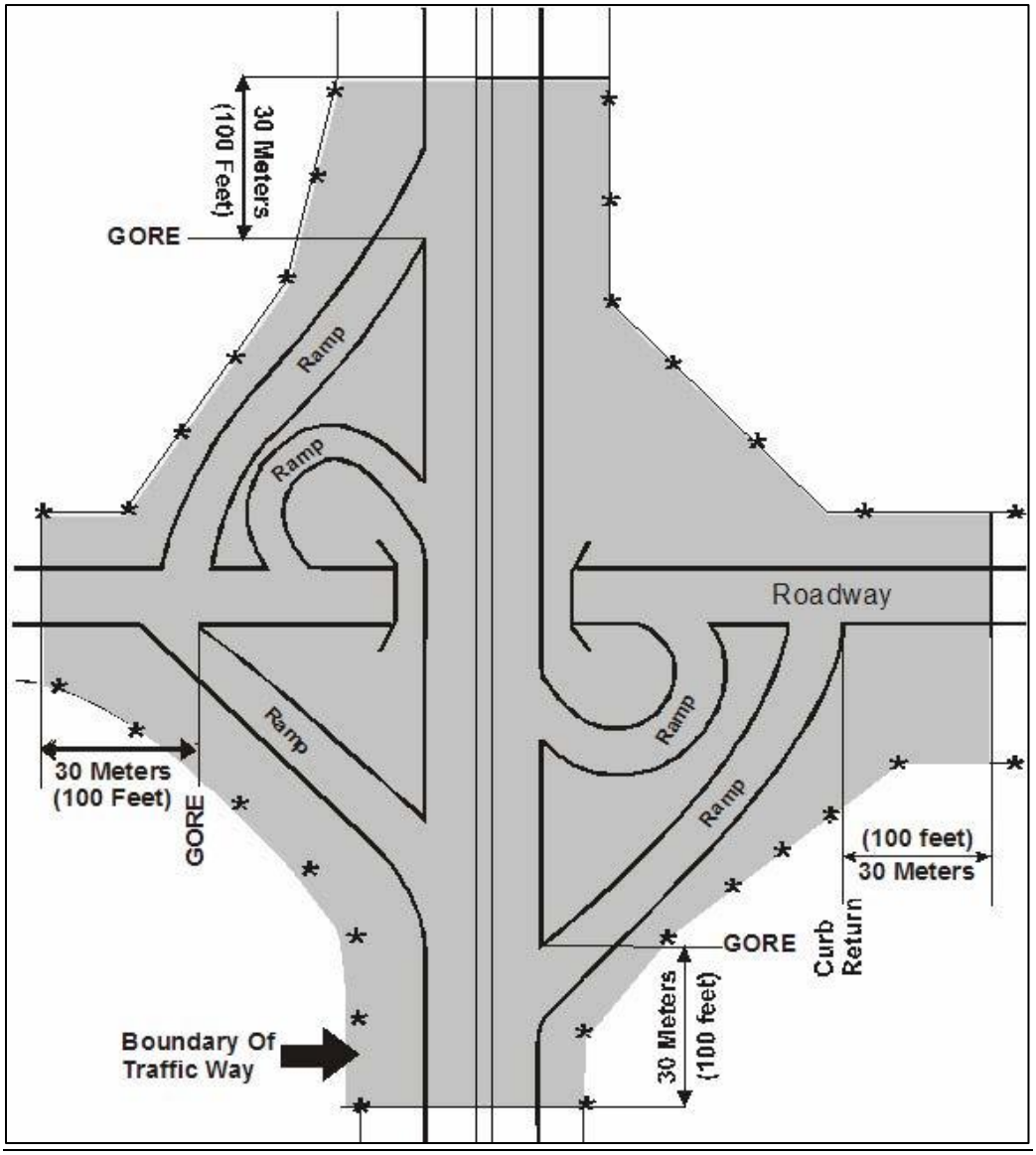


Figure 6 below will help identify if the crash occurred within an Interchange Area for Relation to Junction (C21a) – Within Interchange Area

Figure 6: Interchange Accidents

Accidents which occur within the shaded area are interchange accidents (See ANSI D16.1 - 2007, 7th Edition)



Consistency Checks:

Check	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.
(250P)	RELATION TO JUNCTION (b) equals 01, 02, 04, 06, 07, 16-19, 98, 99, and RELATION TO TRAFFICWAY equals 03,	TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle involved in the first harmful event.
(254P)	RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 20,	TRAFFICWAY DESCRIPTION must equal 6 for at least one vehicle involved in the first harmful event.
(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,	RELATION TO JUNCTION (a) must equal 0.
(773Q)	RELATION TO JUNCTION(b) equals 04, 06, 07, or 16,	RELATION TO JUNCTION (a) should not equal 1.
(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, 16-20,	TYPE OF INTERSECTION must equal 01.
(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.
(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 02-07, 10,	RELATION TO JUNCTION (b) must equal 02, 03.
(783P)	RELATION TO JUNCTION (b) equals 98, 99,	TYPE OF INTERSECTION should equal 01, 98, 99.
(784P)	TYPE OF INTERSECTION equals 01,	RELATION TO JUNCTION (b) must not equal 02, 03.
(A131)	RELATION TO JUNCTION (b) equals 02, 04, 06, 16, 17, or 20,	RELATION TO TRAFFICWAY must equal 01.
(A141)	RELATION TO JUNCTION (b) equals 18,	RELATION TO TRAFFICWAY must equal 01 or 11.

Check	IF	THEN
(A150)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, 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.
(A1E1)	RELATION TO JUNCTION (b) equals 20,	RELATION TO TRAFFICWAY must equal 01.
(A200)	RELATION TO JUNCTION (b) equals 07,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 06, 07, or 96.
(A210)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, 23, 40, 50, 65.
(A220)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A240)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, and RELATION TO JUNCTION (a) equals 0,	TRAVEL SPEED should not equal 005-040 for any vehicle.
(A250)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-03, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05, 20,	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.
(A293)	WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 02, 03,	TRAFFIC CONTROL DEVICE should equal 01-03, 20, 40, 97 or 98 for the vehicle(s) involved in the first harmful event.
(A294)	WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 01, 04, 05, 08, 17-19,	TRAFFIC CONTROL DEVICE should equal 00, 21, 28, 40, 50, 97 or 98 for the vehicle(s) involved in the first harmful event.
(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.
(A440)	RELATION TO JUNCTION (b) equals 06,	TRAFFIC CONTROL DEVICE should equal 65 for any vehicle involved in the first harmful event.

Check	IF	THEN
(A481)	TRAFFICWAY DESCRIPTION equals 6, and RELATION TO JUNCTION (b) does not equal 02, 03,	TOTAL LANES IN ROADWAY should equal 1, 2, 8, 9.
(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 TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 05,	TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle involved in the first harmful event.
(A611)	TRAFFICWAY DESCRIPTION equals 6 for at least one vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should equal 02, 03, 05, 17-20.
(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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
(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 - CRASH TYPE - PEDESTRIAN for a person involved in the first harmful event equals 211, 212, 461, 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).
(PB07)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE for a person involved in the first harmful event equals 311, 312, 313, 321, 322 or 323	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 - CRASH TYPE - BICYCLE 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).

Check	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 - CRASH TYPE - PEDESTRIAN 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 - CRASH LOCATION - PEDESTRIAN must equal 1.
(PC30)	PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 4, 5, and RELATION TO JUNCTION (b) does not equal 04, 05,	RELATION TO TRAFFICWAY should not equal 01 or 11.

Consistency Checks (*CRSS* Only)

Check	IF	THEN
(A3G0)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TOTAL LANES IN ROADWAY should not equal 1 for at least one vehicle involved in the first harmful event.
(A3H0)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TRAFFICWAY DESCRIPTION should not equal 4 for at least one vehicle involved in the first harmful event.
(A3I0)	INTERSTATE HIGHWAY equals 1,	RELATION TO JUNCTION (b) should not equal 02, 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 03 or 05 or 20,	SPEED LIMIT should not equal 01-40 for at least one vehicle involved in the first harmful event.
(A930)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65 for at least one vehicle involved in the first harmful event.

C22 - Type of Intersection

FORMAT: 2 numeric
SAS NAME: Accident.Typ_Int
ELEMENT VALUES:

Codes	Attributes
01	Not an Intersection
02	Four-Way Intersection
03	T-Intersection
04	Y-Intersection
05	Traffic Circle
06	Roundabout
07	Five-Point, or More
10	L-Intersection
98	Not Reported
99	Unknown

Definition: This element identifies and allows separation of various intersection types.

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)

01 (Not an Intersection) identifies that this crash was not intersection or intersection-related.

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

03 (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”.

04 (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”.

05 (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.

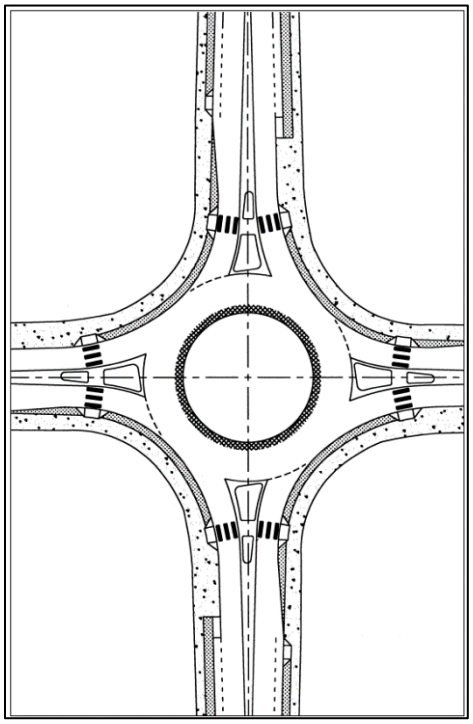
A **05 (Traffic Circle)** must meet the following criteria:

- 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

06 (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 **Figure 7** below.) A **06 (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

Figure 7: Example of a Typical Single-Lane Roundabout
(See Roundabouts: An Informational Guide – FHWA)



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

10 (L-Intersection) refers to a two-armed intersection in which one roadway intersects with another roadway but neither roadway extends beyond the other roadway. (Note: this should be configured as an intersection where the arms consist of two different named trafficways.)

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(251P)	RELATION TO TRAFFICWAY equals 98, 99,	TYPE OF INTERSECTION should equal 98, 99.
(778P)	RELATION TO JUNCTION (b) equals 01, 04-08, 16-20,	TYPE OF INTERSECTION must equal 01.
(781P)	TYPE OF INTERSECTION equals 02-07, 10,	TRAFFICWAY IDENTIFIER (b) should not be blank.
(782P)	TYPE OF INTERSECTION equals 02-07, 10,	RELATION TO JUNCTION (b) must equal 02, 03.
(783P)	RELATION TO JUNCTION (b) equals 98, 99,	TYPE OF INTERSECTION should equal 01, 98, 99.
(784P)	TYPE OF INTERSECTION equals 01,	RELATION TO JUNCTION (b) must not equal 02, 03.

C23 - Relation to Trafficway

FORMAT: 2 numeric
SAS NAME: Accident.REL_ROAD
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the location of the crash as it relates to its position within or outside the trafficway based on the First Harmful Event.

Remarks:

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. This attribute may also be used for cases involving a parked vehicle opening a door into moving traffic, extended mirrors into the travel lane.

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 edge lines. Painted roadway edge lines 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 **not** 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. For cases involving a vehicle that goes off the roadway into a "tree line", "wood line", "brush line", etc. that is adjacent to the roadway, code as **04 (On Roadside)** unless there is specific information available in the case materials that identify the First Harmful Event was beyond the boundaries of the trafficway (e.g., a "tree line" in a homeowner's front yard). 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. (See **Figure 10**)

Gore Inclusions:

- 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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, Culverts, Embankments and Fences:

- Unless there is clear reason to believe otherwise in the case materials, ditches, culverts 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:

Check	IF	THEN
(250P)	RELATION TO JUNCTION (b) equals 01, 02, 04, 06, 07, 16-19, 98, 99, and RELATION TO TRAFFICWAY equals 03,	TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle involved in the first harmful event.
(251P)	RELATION TO TRAFFICWAY equals 98, 99,	TYPE OF INTERSECTION should equal 98, 99.
(252P)	RELATION TO TRAFFICWAY equals 01, 02, 03, 04, 07, 08, 10, 11, 98 or 99,	UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event must not equal 3.
(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.
(254P)	RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 20,	TRAFFICWAY DESCRIPTION must equal 6 for at least one vehicle involved in the first harmful event.
(255P)	RELATION TO TRAFFICWAY equals 01 or 11,	UNIT TYPE for VEHICLE NUMBER (THIS VEHICLE) involved in the first harmful event must equal 1.
(256P)	RELATION TO TRAFFICWAY equals 01 or 11,	UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event should equal 1 or 4.
(257P)	RELATION TO TRAFFICWAY equals 05,	UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event must equal 1, 3 or 4.
(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, ***28***, 98, 99.
(480F)	FIRST HARMFUL EVENT equals 08, 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.

Check	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.
(580F)	FIRST HARMFUL EVENT equals 14, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL does not equal 32, 89 for at least one occupant in the not in-transport motor vehicle involved in the first harmful event,	RELATION TO TRAFFICWAY should 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.
(A1E1)	RELATION TO JUNCTION (b) equals 20,	RELATION TO TRAFFICWAY must equal 01.
(A131)	RELATION TO JUNCTION (b) equals 02, 04, 06, 16, 17 or 20,	RELATION TO TRAFFICWAY must equal 01.
(A141)	RELATION TO JUNCTION (b) equals 18,	RELATION TO TRAFFICWAY must equal 01 or 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.
(A421)	FIRST HARMFUL EVENT equals 24, 25, 30, 33, 34, 35, 40, 46, 52, 57, 59,	RELATION TO TRAFFICWAY should equal 03, 04, 08 or 10.
(A4B0)	CRASH TYPE equals 01-10 or 14	RELATION TO TRAFFICWAY must not equal 01, 02, 07 or 11. If the first harmful event occurs on a different road than the road it departed, see 98 (Other Crash Type).
(A4B2)	CRASH TYPE equals 11,	RELATION TO TRAFFICWAY must not equal 01, 03, 04, 05, 08, 10, or 11.

Check	IF	THEN
(A4B3)	CRASH TYPE equals 12 or 13,	RELATION TO TRAFFICWAY must not equal 03, 05, 08, or 10.
(A4B4)	CRASH TYPE equals 12 or 13,	RELATION TO TRAFFICWAY should not equal 4 unless the First Harmful Event occurs in a bicycle lane.
(A610)	RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 05,	TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle involved in the first harmful event.
(A61F)	FIRST HARMFUL EVENT equals 08, 09, 11, 15, 49, and RELATION TO TRAFFICWAY equals 01, 02, 07, 11, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to 00, 13 for the vehicle involved in the first harmful event,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(A620)	CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 3,	RELATION TO TRAFFICWAY should equal 03.
(A62F)	FIRST HARMFUL EVENT equals 18 43 or 73, 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.
(A801)	FIRST HARMFUL EVENT equals 12,	RELATION TO TRAFFICWAY must not equal 5.
(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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
(PB05)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN 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 02-08 or 10,	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, and RELATION TO JUNCTION (b) does not equal 04, 05,	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.

Figure 8: Trafficway with Frontage Road
(See ANSI D16.1 - 2007, 7th Edition)

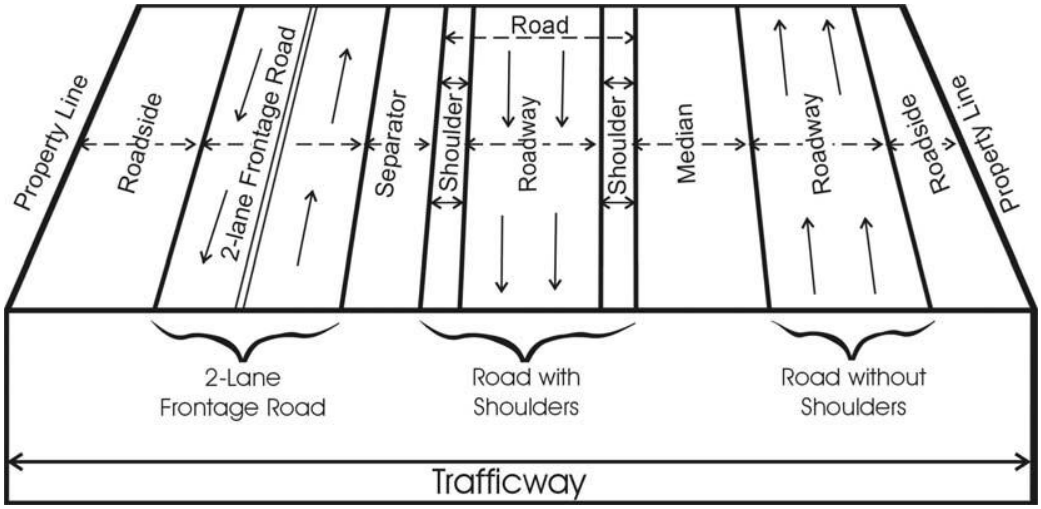


Figure 9: Trafficway with Multiple Roadways in the Same Direction
(See ANSI D16.1 – 2007, 7th Edition)

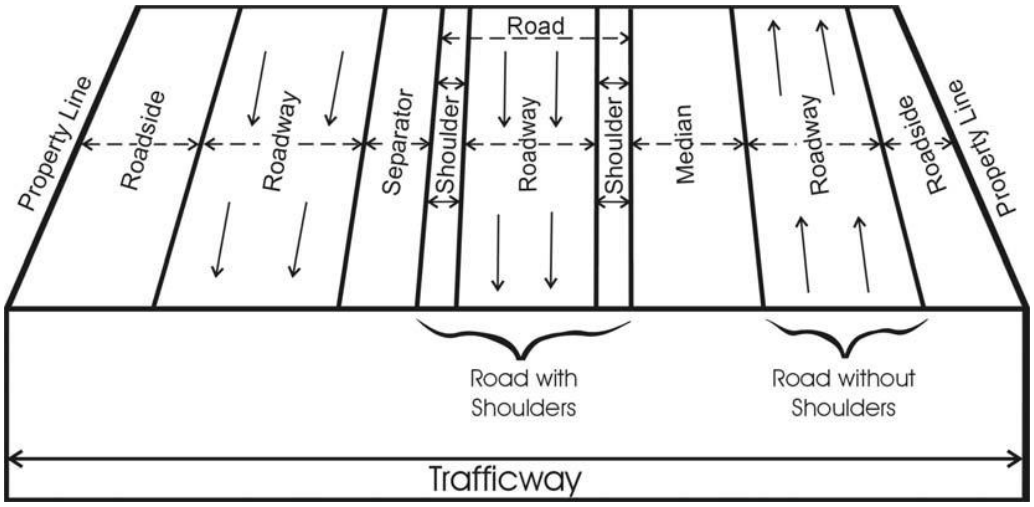
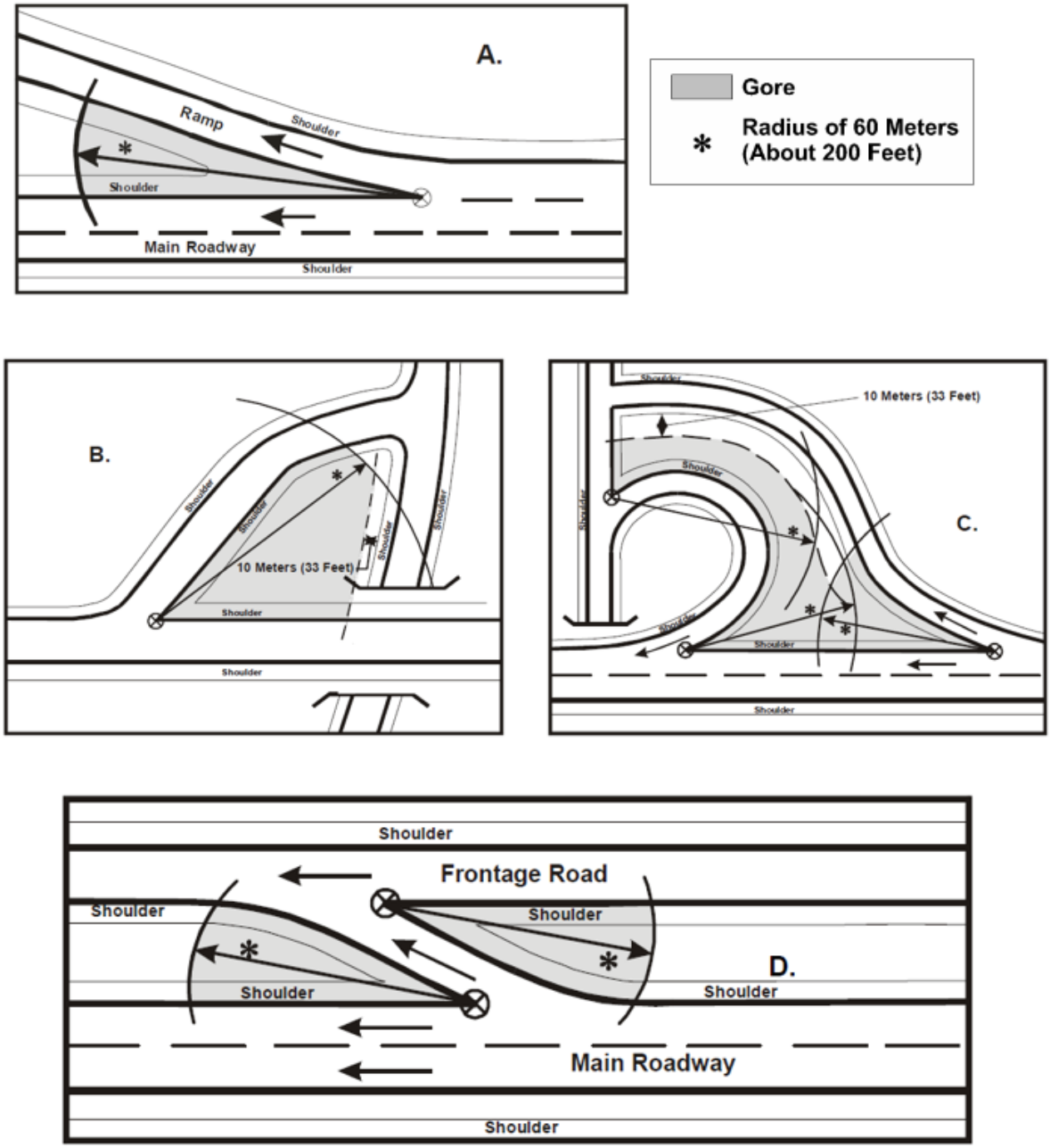


Figure 10: Four Examples of Gores
(See ANSI D16.1 – 2007, 7th Edition)



C24 - Work Zone

FORMAT: 1 numeric
SAS NAME: Accident.Wrk_Zone
ELEMENT VALUES:

Codes	Attributes
0	None
1	Construction
2	Maintenance
3	Utility
4	Work Zone, Type Unknown

Definition: This data element captures that this was a "Work Zone Accident" as defined in ANSI D16.1, 7th Edition. If the crash qualifies as a "Work Zone Accident" then the type of work activity is identified.

Remarks: 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 the 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 there is no indication that the crash is 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)**.

Consistency Checks:

Check	IF	THEN
(A293)	WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 02, 03,	TRAFFIC CONTROL DEVICE should equal 01-03, 20, 40, 97 or 98 for the vehicle(s) involved in the first harmful event.
(A294)	WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 01, 04, 05, 08, 17-19,	TRAFFIC CONTROL DEVICE should equal 00, 21, 28, 40, 50, 97 or 98 for the vehicle(s) involved in the first harmful event.
(A470)	WORK ZONE equals 0, and TRAFFICWAY DESCRIPTION equals 1-3, 5,	TOTAL LANES IN ROADWAY should not equal 1.
(AL2P)	SEQUENCE OF EVENTS equals 45,	WORK ZONE should equal 1-4.

C25 - Light Condition

FORMAT: 1 numeric
SAS NAME: Accident.LGT_COND
ELEMENT VALUES:

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

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

Remarks:

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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **7 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **8 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 is NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

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

Consistency Checks

Check	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.	--

C26 - Atmospheric Conditions

FORMAT: 2 numeric - occurring 2 times.
SAS NAME: Accident.Weather; Accident.Weather1; Accident.Weather2
ELEMENT VALUES:

Codes	Attributes
00	No Additional Atmospheric Conditions
01	Clear
10	Cloudy
02	Rain
03	Sleet or Hail
12	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

Definition: This element identifies the prevailing atmospheric conditions that existed at the time of the crash as recorded on the crash report form.

Remarks: If the case materials indicate more than two atmospheric conditions, select the two conditions that most affect visibility. If the case material ***attributes are*** a combination of ***the above*** attributes ***(e.g., Clear/Cloudy, Clear or Cloudy, Sleet/Hail/Freezing Rain, Snow/Sleet/Hail), and you cannot determine which was the prevalent weather condition, then code 98 (Not Reported).***

Temperature is not an atmospheric condition for the purposes of this element.

When coding this element, do not interpret indication of Rain, Sleet, or Snow as also Cloudy. Cloudy must be explicitly stated in the case materials.

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 ***provide the attribute "no adverse condition," use 98 (Not Reported) unless there is sufficient detail to establish that 01 (Clear) or 10 (Cloudy) applies.***

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 or Hail) would apply to conditions where precipitation is falling as ice (sleet or hail)

12 (Freezing Rain or Drizzle) would apply when precipitation 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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **08 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **98 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(A030)	CRASH MONTH equals 05-09,	ATMOSPHERIC CONDITIONS should not equal 03, 04, 11, 12.
(A1A0)	ROADWAY SURFACE CONDITIONS equals 01 for a vehicle involved in the first harmful event,	ATMOSPHERIC CONDITIONS should not equal 02-04, 11, 12.
(A510)	any ATMOSPHERIC CONDITIONS equals 02-04, 11, 12,	ROADWAY SURFACE CONDITIONS should not equal 01, 07, 08, 99 for any vehicle.
(AT00)	An ATMOSPHERIC CONDITIONS 01-08, 10-12, 98, 99 can be used only once per crash.	--
(AT10)	the first ATMOSPHERIC CONDITIONS equals 99,	the second ATMOSPHERIC CONDITIONS must equal 00.

Check	IF	THEN
(AT20)	the first ATMOSPHERIC CONDITIONS equals 01-08, 10-12, 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.***
(AT50)	***the second ATMOSPHERIC CONDITIONS must not equal 01.***	

C27 - School Bus Related

FORMAT: 1 numeric
SAS NAME: Accident.SCH_BUS, Person.SCH_BUS
ELEMENT VALUES:

Codes	Attributes
0	No
1	Yes

Definition: This data element indicates if a school bus, or motor vehicle functioning as a school bus, is related to the crash.

Remarks:
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 for School Transport)**.

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 alongside 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.

Consistency Checks:

Check	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 - CRASH TYPE - PEDESTRIAN should equal 342.
(PB23)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 342, and PERSON TYPE equals 05 or 08,	SCHOOL BUS RELATED should equal 1.
(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.

C28 - Rail Grade Crossing Identifier - FARS Only

FORMAT: 6 numeric followed by 1 alphabetic
SAS NAME: Accident.RAIL
ELEMENT VALUES:

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

Definition: This element identifies if the crash occurred in or near a Rail Grade Crossing.

Remarks: Code complete identifier. The format must always be six numbers followed by a letter. (Two exceptions: **0000000 (Not Applicable)** and **9999999 (Unknown).)**

Identifiers are obtainable 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:

Check	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.
651P	***RAIL GRADE CROSSING IDENTIFIER must equal BLANKS, 0000000, 9999999, or nnnnnnA; where n is a numeric character and A is an uppercase alphabetic character.***	--
(750P)	RELATION TO JUNCTION(b) equals 07,	RAIL GRADE CROSSING IDENTIFIER must equal 0000000.

C29 - Notification Time EMS - FARS Only

FORMAT: 4 numeric
SAS NAME: Accident.NOT_HOUR; Accident.NOT_MIN
ELEMENT VALUES:

Codes	Attributes
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

Definition: Notification Time EMS is the time Emergency Medical Service was notified.

Remarks: 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.**

All EMS time formats are in hours and minutes. If you receive an EMS time that includes the seconds' position, truncate to the reported minutes. Example: 10:51:35 would be 10:51.

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 only if EMS was never notified as part of an emergency transport.

- If it is known that EMS transport was called for non-emergency transport purposes (e.g., to transport a body to the morgue) then use this code.
- DO NOT 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 and **9997 (Officially Canceled)** under ARRIVAL TIME EMS and EMS TIME AT HOSPITAL.

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

9998 (Unknown if Notified)
Enter this attribute if you cannot determine whether or not any EMS was ever notified.

9999 (Unknown EMS Notification Time)
Enter this attribute if EMS was notified 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:

Check	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.
(P093)	all persons TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 2, 4,	NOTIFICATION TIME EMS, ARRIVAL TIME EMS, EMS TIME AT HOSPITAL must equal 8888.

C30 - Arrival Time EMS - FARS Only

FORMAT: 4 numeric
SAS NAME: Accident.ARR_HOUR; Accident.ARR_MIN
ELEMENT VALUES:

Codes	Attributes
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

Definition: Arrival Time EMS is the time Emergency Medical Service arrived on the crash scene.

Remarks: This excludes any transport by anyone other than EMS. (e.g., Law Enforcement, POV, etc.). 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.**

All EMS time formats are in hours and minutes. If you receive an EMS time that includes the seconds' position, truncate to the reported minutes. Example: 10:51:35 would be 10:51.

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 attribute 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 did arrive on scene, but the time of arrival is unknown.

Consistency Checks:

Check	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.

Check	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.
(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.
(P093)	all persons TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 2, 4,	NOTIFICATION TIME EMS, ARRIVAL TIME EMS, EMS TIME AT HOSPITAL must equal 8888.

C31 - EMS Time at Hospital - FARS Only

FORMAT: 4 numeric
SAS NAME: Accident.HOSP_HR; Accident.HOSP_MN
ELEMENT VALUES:

Codes	Attributes
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

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

Remarks: This excludes any transport by anyone other than EMS. (e.g., Law Enforcement, POV, etc.). 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.**

All EMS time formats are in hours and minutes. If you receive an EMS time that includes the seconds' position, truncate to the reported minutes. Example: 10:51:35 would be 10:51.

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:

Check	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 FIRST 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.
(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 FIRST MEDICAL FACILITY BY equals 1, 3, 5,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P093)	all persons TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 2, 4,	NOTIFICATION TIME EMS, ARRIVAL TIME EMS, EMS TIME AT HOSPITAL must equal 8888.
(P095)	***TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 0 for every person in the case,***	***EMS TIME AT HOSPITAL must not equal 0000-2399, 9999.***
(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.

C32 - Related Factors – Crash Level

FORMAT: 2 numeric occurring 3 times
SAS NAME: Accident.CF1; Accident.CF2; Accident.CF3
ELEMENT VALUES:

Codes	Attributes
00	None
*01	Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.
*02	Shoulder Design or Condition
03	Other Maintenance or 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)

Special Circumstances:

Codes	Attributes
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
24	Unstabilized Situation Began and All Harmful Events Occurred Off of the Roadway
25	Toll Booth / Plaza Related
26	Backup Due to Prior Non-Recurring Incident
27	Backup Due to Prior Crash
28	Backup Due to Regular Congestion
99	Unknown

*** FARS ONLY ATTRIBUTES**

Definition: This element identifies factors related to the crash expressed by the investigating officer.

Remarks: Code information provided by the investigating officer in the narrative or contributing factors/circumstances field on the crash report.

For attributes 01-07, if the officer states "the witness said," these should not be coded. Care must be used in coding these attributes. The Police Accident Report (PAR) should state that the environmental condition was a factor or existed at this location; cannot be inferred.

Attributes 13-28 - SPECIAL CIRCUMSTANCES, are exceptions to the prior 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.

This element can be coded in conjunction with other elements even if similar information is identified; for example, if a traffic control is temporarily down, it can be coded under both DEVICE FUNCTIONING and RELATED FACTORS-CRASH LEVEL **01 (Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.)**. In the case that more than three factors are identified, you may omit factors that are coded/identifiable in other elements.

00 (None) is used when no applicable related factors are noted in the case materials. Zero-fill all fields. Also, use **00 (None)** to complete the remaining fields when you will be recording less than three crash related factors. DO NOT leave any remaining fields blank.

***01 (Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.)** is used when the case materials identify that there was inadequate warning provided to motorists associated with the trafficway. In the case of more than three applicable factors, this attribute takes precedence over **06 (Inadequate Construction or Poor Design of Roadway, Bridge, etc.)** and **03 (Other Maintenance or Construction-Created Condition)**. Do not use this attribute in situations that would include construction sites or work areas (see **03 (Other Maintenance or Construction-Created Condition)**).

Examples include:

- Inadequate warning due to obscured signs
- Inadequate warning because signs were temporarily down
- Lack of necessary signage (e.g., merge or diverge warning, downhill grade).

***02 (Shoulder Design or Condition)** is used when the case materials identify problem conditions pertaining to the actual design or condition of the shoulder. In the case of more than three applicable factors, this attribute takes precedence over **06 (Inadequate Construction or Poor Design of Roadway, Bridge, etc.)** and **03 (Other Maintenance or Construction-Created Condition)**.

Examples include:

- Soft or collapsing shoulders
- Inadequate shoulder width
- Shoulder is at a different level from the roadway (e.g., drop-off, lifted, not flat).

03 (Other Maintenance or Construction-Created Condition) is used when the case materials identify problem conditions pertaining to "inadequate maintenance" of the roadway (e.g., potholes, ruts in roadway) or conditions cited by the officer that are related to construction activity (e.g., addition of barricades, change in traffic patterns, merging lanes, etc.)

***04 (No or Obscured Pavement Marking)** is used when the case materials identify problem conditions pertaining to any pavement marking situations. In the case of more than three applicable factors, this attribute takes precedence over **06 (Inadequate Construction or Poor Design of Roadway, Bridge, etc.)** and **03 (Other Maintenance or Construction-Created Condition)**.

Examples include:

- New asphalt that has covered old pavement markings
- Areas where pavement marking has worn off.
- The case materials mention ice/snow/mud was obscuring the pavement markings.

05 (Surface Under Water) is used when the case materials identify that the roadway surface is under water beyond normal accumulation (i.e., depth of water). Also use this attribute when the case materials mention situations where the roadway is permanently under water (i.e., fords). In the case of more than three applicable factors, this attribute takes precedence over **06 (Inadequate Construction or Poor Design of Roadway, Bridge, etc.)** and **03 (Other Maintenance or Construction-Created Condition)**.

***06 (Inadequate Construction or Poor Design of Roadway, Bridge, etc.)** is used when the case materials identify problems with the roadway design. This attribute does not include shoulder-related situations, pavement marking situations, or situations with inadequate warnings (See attributes **01 (Inadequate Warning of Exits, Lanes Narrowing, Traffic Controls, etc.), 02 (Shoulder Design or Condition)** and **04 (No or Obscured Pavement Marking)**).

Examples include:

- Original design of the trafficway (i.e., roadway bridges, medians, guardrails, traffic barriers) is poor
- Blind intersections due to highway design, not due to visual obstructions (i.e., shrubbery) etc.
- Improper banking
- Lack of a lane for merging
- Inadequate road surface (dirt, gravel surfaces, etc.); however, this must not be inferred; must be explicitly stated in police report as a "factor"

07 (Surface Washed Out [caved-in, road slippage]) is used when the case materials identify the roadway was previously washed out, caved-in, or had slipped due to prior events associated with the environment (e.g. flooding, earthquakes, etc.)

13 (Aggressive Driving/Road Rage by Non-Contact Vehicle Driver) is only used for situations where the investigating officer indicates that a non-contact vehicle ("phantom vehicle") was being operated aggressively. The officer must use the term "Aggressive" in describing a driver's behavior. This can be indicated in the case materials under related/contributing factors/circumstances or in the narrative. You may encounter the term "Road Rage" used to describe aggressive driving behavior. Always 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) is used when the case materials identify that a vehicle became a contact vehicle in the crash as a result of being struck by cargo or objects that fell from another vehicle or by something that was set-in-motion by another vehicle. The term "set-in-motion" generally applies to non-fixed or fixed objects struck and propelled by a vehicle (including pedestrians or parked vehicles). This can also include a circumstance where one vehicle overrides another and then directs or controls the overridden vehicle's movement.

Examples include:

- Cargo falls from a truck (in-transport) and lands on another motor vehicle in-transport or a parked vehicle.
- A car runs off the roadway at an intersection, hits a stop sign and propels the stop sign into a vehicle traveling on the intersecting roadway.
- A motorcycle rider overturns in a curve, the rider is separated from the vehicle and the rider slides across the centerline into a vehicle traveling in the opposing lanes.
- A tractor trailer overrides a passenger car and with the car still pinned under the truck, the combined vehicles continue on to contact other objects.

15 (Non-Occupant Struck by Falling Cargo, or Something That Came Loose from, or Something that was Set-in-Motion by a Vehicle) is used when the case materials identify that a non-occupant (e.g. pedestrian, bicyclist, person on personal conveyance) was struck by cargo or objects that fell from a motor vehicle or by something that was set-in-motion by motor vehicle. The term "set-in-motion" generally applies to non-fixed or fixed objects struck and propelled by a vehicle (including pedestrians or parked vehicles).

Examples include:

- Cargo falls from a truck (in-transport) and lands on a bicyclist on the shoulder.
- A car runs off the roadway at an intersection, hits a stop sign and propels the stop sign into skateboarder waiting to cross the intersection.
- A car strikes a deer in the roadway and propels the deer into person jogging on the sidewalk.

16 (Non-Occupant Struck Vehicle) is used when the case materials identify that a non-occupant (e.g. pedestrian, bicyclist, person on personal conveyance) "struck" or "ran into" a motor vehicle (usually the side or back of the vehicle)**. This does not include non-occupants which are struck in the vehicle's path of travel.**

Examples include:

- A bicyclist runs into the mirror of a parked car and falls into the path of a motor vehicle in-transport.
- A runner collides with the side of a vehicle that comes to a sudden stop and the runner is subsequently struck by another vehicle.

17 (Vehicle Set-In-Motion by Non-Driver) is used when the case materials identify the crash involved a passenger's action.

Examples include:

- Passenger shifting gears on the vehicle.
- Passenger hitting the accelerator
- Passenger turning the ignition key or hitting the ignition button.

NOTE: This attribute is 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)** is used when the crash victim(s) is not discovered immediately or when the effects of the crash are not immediately known.

19 (Recent Previous Crash Scene Nearby) is used when the case materials identify that a previous crash somehow influenced or contributed to the occurrence of this crash.

Examples include:

- A change in the traffic patterns
- An obstruction on the roadway
- A reduction in traffic speed
- Occupants and/or vehicles on the roadway

20 (Police Pursuit Involved) is used when the case materials identify a police pursuit had been initiated by the police and was active at the time of the crash. This attribute is also used when a pursuit had been initiated and terminated, but the pursuit action is still related to the crash. This applies for both air and ground pursuing vehicles. To identify the individual(s) involved in the pursuit, please see Related Factors-Driver Level for **37 (Police Pursuing this Driver or Police Officer in Pursuit)**.)

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.

21 (Within Designated School Zone) is used when the case materials identify the crash occurred in an area signed or marked as a "School Zone". This may or may not be a school-bus-related. "School Zones" are zones near or at a school which exist during months and hours when zone signing is in effect.

***22 (Speed Limit is a Statutory Limit as Recorded or was Determined as This State's "Basic Rule")** is used when the case materials identify there is no posted speed limit but the state law sets the maximum speed limit on a local road or street.

23 (Indication of a Stalled/Disable Vehicle) is used when the case materials identify that a stalled or mechanically disabled vehicle was somehow related to the crash. It includes both contact and non-contact vehicles that are stalled/disabled for mechanical reasons not due to crash-related damage.

Examples include:

- A pedestrian is struck when walking from their stalled vehicle.
- A vehicle is stalled in the travel lanes causing another vehicle to lose control and crash.

24 (Unstabilized Situation Began and All Harmful Events Occurred Off of the Roadway) is used when the case materials identify the unstabilized situation began within the trafficway but off the roadway and all harmful events occurred off the roadway.

Examples include:

- A vehicle stopped on the roadside begins to accelerate to re-enter the roadway and runs into a ditch and overturns.
- An ATV is driving along the roadside and strikes a tree stump.
- A vehicle strikes a pedestrian while driving down the road shoulder.

25 (Toll Booth/Plaza Related) is used when the case materials identify that the crash occurred at or in the vicinity of a toll booth (manned or unmanned) or a toll plaza. These are crashes that occur in the upstream approach to the toll booth/plaza area and continues as the approach area (where the toll road begins to widen) leading up to the toll booths and in the departure area where the road begins to narrow leading back to the normal number of lanes comprising the toll road downstream departure area.

26 (Backup Due to Prior Non-Recurring Incident) is used when the case materials identify that the crash occurred in or related to an area of the trafficway where there was congestion on the roadway caused by an unusual and unplanned event.

Examples include:

- A tractor trailer transporting a trailer designated as a Wide Load
- Debris in the roadway causing a backup.
- Backup due to traffic going to or coming from a funeral procession, sporting event, parade or traffic signal outage.

27 (Backup Due to Prior Crash) is used when the case materials identify there was an accumulation of traffic caused by vehicles slowing or stopping due to traffic flow being impacted by a prior crash. The distance from the prior crash does not matter; only the relevance to this crash.

28 (Back up Due to Regular Congestion) is used when the case materials identify the crash occurred in or related to an area of trafficway where there was congestion due to heavy traffic during rush hour.

99 (Unknown) is used 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 **Unknown**. DO NOT leave any remaining fields blank.

*** FARS ONLY ATTRIBUTES**

Consistency Checks:

Check	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, 13-28 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.
(8L8S)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 14, 45 or 54,	RELATED FACTORS-CRASH LEVEL must equal 14.
(8L8T)	RELATED FACTORS-CRASH LEVEL equals 14,	there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE ***or OTHER VEHICLE***) equals 18 or 19 and the corresponding event in that row equals 14, 45 or 54.
(8L8U)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 08, 09, 15, 49,	RELATED FACTORS-CRASH LEVEL must equal 15.

Check	IF	THEN
(8L8V)	RELATED FACTORS-CRASH LEVEL equals 15,	there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19, and the corresponding event in that row equals 08-10, 15, 18 or 49.
(AM1P)	FIRST HARMFUL EVENT equals 54 or 73, or SEQUENCE OF EVENTS equals 54, 73 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.
(D500)	VIOLATIONS CHARGED equals 05,	at least one RELATED FACTORS-CRASH LEVEL should equal 20.
(PB63)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 230,	at least one RELATED FACTORS - CRASH LEVEL should equal 19 or 23.

C33 - Interstate Highway - *CRSS* Only

FORMAT: 1 numeric
SAS NAME: Accident.Int_Hwy
ELEMENT VALUES:

Codes	Attributes
0	No
1	Yes
9	Unknown

Definition: This element identifies whether or not the crash occurred on an interstate highway. Interstate highway is a Federal Highway Administration classification.

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 (*CRSS*) Only:

Check	IF	THEN
(A3G0)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TOTAL LANES IN ROADWAY should not equal 1 for at least one vehicle involved in the first harmful event.
(A3H0)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TRAFFICWAY DESCRIPTION should not equal 4 for at least one vehicle involved in the first harmful event.
(A3I0)	INTERSTATE HIGHWAY equals 1	RELATION TO JUNCTION (b) should not equal 02, 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 03 or 05 or 20,	SPEED LIMIT should not equal 01-40 for at least one vehicle involved in the first harmful event.
(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 or 05 or 20,	TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65 for at least one vehicle involved in the first harmful event.

C34 - Stratum - *CRSS* Only

FORMAT: 1 numeric
SAS NAME: Accident.Stratum
ELEMENT VALUES:

Codes	*Stratum Number*
2	*Stratum 2*
3	*Stratum 3*
4	*Stratum 4*
5	*Stratum 5*
6	*Stratum 6*
7	*Stratum 7*
8	*Stratum 8*
9	*Stratum 9*
10	*Stratum 10*

Definition: The CRSS stratum applicable to this PAR.

Remarks: Only motor vehicle traffic crashes are included in the CRSS. See the current CRSS Sampling Manual, for the definition of a CRSS crash.

CRSS Strata Definitions

Stratum #	*Definition*
Stratum 2	*MVTAs involving at least one injured (A, B, C, or ISU*) or Killed (K) person who was not in a motor vehicle (i.e., non-motorist).*
Stratum 3	*MVTAs not qualifying for Stratum 2 involving at least one injured (A, B, C, or ISU*) or Killed (K) occupant of a motorcycle or moped.*
Stratum 4	*MVTAs not qualifying for Strata 2 or 3 involving at least one occupant of a late model year (LMY) passenger vehicle who was injured with a Suspected Serious Injury (A) or Killed (K).*
Stratum 5	*MVTAs not qualifying for Strata 2, 3, or 4 involving at least one occupant of a non-late model year (NLMY) passenger vehicle who was injured with a Suspected Serious Injury (A) or Killed (K).*
Stratum 6	*MVTAs not qualifying for Strata 2, 3, 4, or 5 involving at least one occupant of a late model year (LMY) passenger vehicle who was injured (B, C, or ISU*).*
Stratum 7	*MVTAs not qualifying for Strata 2, 3, 4, 5, or 6 involving at least one medium or heavy truck or bus (includes school bus, transit bus, and motor coach) with GVWR equal to or greater than 10,001 pounds.*
Stratum 8	*MVTAs not qualifying for Strata 2, 3, 4, 5, 6, or 7 involving at least one occupant of a non-late model year (NLMY) passenger vehicle who was injured (B, C, or ISU*).*
Stratum 9	*MVTAs not qualifying for Strata 2, 3, 4, 5, 6, 7, or 8 involving at least one late model year (LMY) passenger vehicle AND no one in the crash was injured (A,B,C, or ISU*) or Killed (K).*
Stratum 10	*MVTAs not qualifying for Strata 2, 3, 4, 5, 6, 7, 8, or 9.*

****ISU = Injured, Severity Unknown***

Important Notes:

A. ***In stratum 2, non-motorist does not include occupants of a motor vehicle not in-transport.***
B. ***Motor vehicles that are not in-transport are not considered for stratification. Likewise, injuries sustained by occupants of motor vehicles that are not in-transport are also not considered for stratification.***
C. ***A motor vehicle with no occupants that is in-transport IS considered in the stratification.***
D. ***Late model year (LMY): the vehicle model year is equal to the crash year, the following year, or 4 prior years.***
E. ***Non-late model year (NLMY): the vehicle model year is older than 4 prior years or the model year of the vehicle is unknown.***

Unstabilized Situations
As defined by ANSI D-16 7th Edition, Section 2.4.4, "An unstabilized situation is a set of events not under human control. It originates when control is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest." "Property" can refer to the involved vehicles, separated components of the vehicles, cargo, or objects set in motion. The duration of an unstabilized situation establishes the beginning and end of an individual crash.

At times, one PAR may contain more than one crash. This may happen when events constituting a crash have stabilized and units involved in the first sequence are subsequently involved in another crash sequence and recorded on the same PAR. If more than one crash is recorded on a PAR, ALL of the crashes are to be listed and stratified separately. This includes CRSS, NTS, and those which are Out-of-Scope. In a multi-vehicle crash, if it cannot be determined conclusively that all persons and property had come to rest at some point prior to the involvement of all vehicles listed on the PAR, the events would be part of a single unstabilized situation and thus considered one crash.

Consistency Check (CRSS Only):

Check	*Language*
5AAP	*The Final Stratum should equal the Original Stratum.*

C35 - Police Jurisdiction - *CRSS* Only

FORMAT: 3 numeric
SAS NAME: Accident.PJ
ELEMENT VALUES:

Codes	Attributes
001-128	Range

Definition: The number (range 1 through 120) of the police jurisdiction from which the PAR was originally sampled.

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 "PJ". 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 "***CRSS*** Input Form" PAR/Jurisdiction field.

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.

Vehicle Level Data Elements

V1 – State Number – FARS Only
V2 – Consecutive Number – FARS Only
V3 – Vehicle Number – Vehicle Level
V4 – Number of Occupants
V5 – Unit Type
V6 – Hit-and-Run
V7 – Registration State
V8 – Registered Vehicle Owner – FARS Only
Vehicle Make/Vehicle Model Overview
V9 – Vehicle Make
V10 – Vehicle Model
Alphabetical Listing of Makes
Numerical Listing of Makes
Vehicle Make/Model/Body Type Tables
V11 – Body Type
V12 – Vehicle Model Year
V13 – Vehicle Identification Number
V14 – Vehicle Trailing
V15 – Trailer Vehicle Identification Number
V16 – Jackknife
V17 – Motor Carrier Identification Number
V18 – GVWR/GCWR
V19 – Vehicle Configuration
V20 – Cargo Body Type
V21 – Hazardous Materials Involvement/Placard
V22 – Bus Use
V23 – Special Use
V24 – Emergency Motor Vehicle Use
V25 – Travel Speed
V26 – Underride/Override – FARS Only
V27 – Rollover
V28 – Location of Rollover
V29 – Areas of Impact – Initial Contact Point/Damaged Areas
V30 – Extent of Damage
V31 – Vehicle Removal
V32 – Sequence of Events
V33 – Most Harmful Event
V34 – Related Factors – Vehicle Level
V35 – Fire Occurrence
V36 – Vehicle License Plate Number – ***CRSS*** Only

V3 - Vehicle Number – Vehicle Level

FORMAT: 3 numeric
SAS NAME: Vehicle.Veh_No; Parkwork.VEH_NO
ELEMENT VALUES:

- 001-999

Definition: This element identifies the number assigned to this vehicle in the crash.

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:

Check	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, and the UNIT TYPE must equal 1.
(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.	--
(PBA0)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 111, 211, 212, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11.
(PBA1)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 112, 151, 213, 214, 217 or 218, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10.

V4 - Number Of Occupants

FORMAT: 2 numeric
SAS NAME: Vehicle.Numoccs; Parkwork.PNUMOCCS
ELEMENT VALUES:

Codes	Attributes
00	None
01-***98***	Actual Value* ***[if Total Known]***
99	Unknown

Definition: This element identifies the number of occupants in each vehicle.

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.

01-98 (Actual Value [If Total Known]) is used when the number of occupants in the vehicle is known. Person Level (MV Occupant) forms should be submitted for all known occupants (even if there is no information in the case materials).

Buses are an exception. For buses (Body Types 50-52, 55, 58,59), the total number of occupants, including the driver, should be recorded, but Person Level (MV Occupant) forms should only be submitted for occupants known to be injured and for the driver, whether the driver is known to be 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.

99 (Unknown) is used when the number of occupants for the motor vehicle is unknown. ***Unless evidence clearly establishes the number of occupants present, this code is*** used when this motor vehicle is a "hit-and-run" vehicle.

If the actual number of motor vehicle occupants is unknown, Person Level (MV Occupant) forms should be submitted for all known occupants (even if there is no information on the PAR).

Buses are an exception. For buses (Body Types 50-52, 55, 58, 59), if the total number of occupants is unknown, Person Level (MV Occupant) forms should be submitted for the driver (if there was one) and all occupants known to be injured. This does NOT apply to small van-based buses (Body Type 21). If the total number of occupants is unknown for small van-based buses (Body Type 21), always submit a person level form for all known occupants (even if there is no information in the case materials).

Also use **99 (Unknown)** when the State reports information only on drivers and INJURED passengers and the total number of occupants is unknown.

*** Values greater than 30 are unlikely and will raise a "U" flag.**

Consistency Checks:

Check	IF	THEN
(2F0F)	NUMBER OF OCCUPANTS equals 00,	DRIVER PRESENCE must equal 0.
(4C1P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4C2P)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***99***, and BODY TYPE equals 01-05, 07-10, 13, 17, 80-83, 88-90, 91-95, 97, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 15.
(4F2P)	NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 25.
(4F4P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 80-83,88,89, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 5.

Check	IF	THEN
(4F5P)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 50.
(4F8P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4F9P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4F9Q)	NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 06, 11, 12, 14-16, 19, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS should not be greater than 15.
(4F0P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 99, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(5F0F)	NUMBER OF OCCUPANTS equals ***00-98***, and BODY TYPE does not equal 50-52, 55, 58, 59,	the number of Person Level forms for that vehicle must ***be 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 ***99***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97,	NUMBER OF OCCUPANTS should not be greater than 8.
(V180)	NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12,	NUMBER OF OCCUPANTS should not be greater than 15.
(V200)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 60-65, 71, 72, 79,	NUMBER OF OCCUPANTS should not be greater than 12.

Check	IF	THEN
(V230)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66,	NUMBER OF OCCUPANTS should not be greater than 5.
(V240)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91,	NUMBER OF OCCUPANTS should not be greater than 2.
(V250)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90,	NUMBER OF OCCUPANTS should not be greater than 8.
(V260)	NUMBER OF OCCUPANTS is, ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99,	NUMBER OF OCCUPANTS should not be greater than 5.
(V290)	BODY TYPE equals 90,	NUMBER OF OCCUPANTS should equal 01.
(V340)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 98, 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 5.

V5 - Unit Type

FORMAT: 1 numeric
SAS NAME: Vehicle.UNITTYPE; Parkwork.PTYPE
ELEMENT VALUES:

Codes	Attributes
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)

Definition: This element identifies the type of unit that applies to this motor vehicle at the time it became an involved vehicle in the crash and was reported as a unit on the Police Accident Report (PAR).

Remarks: IMPORTANT: Remember, you must have at least one motor vehicle "In-Transport" 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, V25, and V32 are not coded. Also, all elements on the Driver level must be left blank, except D4 (Driver Presence) and D24 (Related Factors-Driver Level). 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) or load, if any, is within the roadway (travel lanes) or the vehicle is in motion anywhere within or outside the trafficway boundaries. If it can't be determined if a not in-transport, non-working motor vehicle is within or outside the trafficway, default to **3 (Motor Vehicle Not In-Transport Outside the Trafficway)**.

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.).
7. A tractor trailer with its load hanging over the roadway edge line.
8. A pickup truck on the shoulder with lumber extending into the travel lanes.

2 (Motor Vehicle Not In-Transport Within the Trafficway) is used to indicate that this is a motor vehicle **not** in-transport located **within** 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 **not** in-transport located **outside** the trafficway boundaries when it became an involved unit by being struck by a motor vehicle in-transport. If it can't be determined if a not in-transport, non-working motor vehicle is within or outside the trafficway, default to **3 (Motor Vehicle Not In-Transport Outside the Trafficway)**.

Examples:

1. Motor vehicle parked in a private driveway, parking lot space, or other private property (outside the trafficway boundaries).
2. Any vehicle (not in motion) 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:

Check	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, and the UNIT TYPE must equal 1.
(252P)	RELATION TO TRAFFICWAY equals 01, 02, 03, 04, 07, 08, 10, 11, 98 or 99,	UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event must not equal 3.
(255P)	RELATION TO TRAFFICWAY equals 01 or 11,	UNIT TYPE for VEHICLE NUMBER (THIS VEHICLE) involved in the first harmful event must equal 1.
(256P)	RELATION TO TRAFFICWAY equals 01 or 11,	UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event should equal 1 or 4.
(257P)	RELATION TO TRAFFICWAY equals 05,	UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event must equal 1, 3 or 4.
(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, 93 or 98.
(3C0P)	UNIT TYPE equals 1, and EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL should equal 2, 8, 9.
(42BP)	there is only one vehicle involved in the First Harmful Event where UNIT TYPE equals 1,	the number of vehicles where CRASH TYPE is coded 00, 1-16, 92, 93 or 99 (excluding from the vehicles being counted, those where CRASH TYPE equals 98) must not equal 0 or be greater than 1.
(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, 81, 83, 88, 89, and any RELATED FACTORS - VEHICLE LEVEL does not equal 30,	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/OVERRIDE 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.

Check	IF	THEN
(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.
(9C6P)	***UNIT TYPE equals 2-4,***	***RELATED FACTORS-DRIVER LEVEL must equal 0.***
(AL3P)	UNIT TYPE equals 2-4,	MOST HARMFUL EVENT must not equal 54 for this vehicle.
(AL4P)	there is one and only one parked vehicle (UNIT TYPE equals 2 or 3) in the crash,	MOST HARMFUL EVENT for the parked vehicle must not equal 14.
(AL5P)	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 __.
(AL7P)	UNIT TYPE equals 2-4,	MOST HARMFUL EVENT should not equal 04-07, 16, 51, 72.
(AZ20)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 or 9,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF 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.	--
(V74P)	UNIT TYPE equals 1, and ROLLOVER equals 1, 2, 9, or LOCATION OF ROLLOVER equals 1-7, 9,	at least one SEQUENCE OF EVENTS must equal 01 for this vehicle.
(VH25)	UNIT TYPE equals 4,	REGISTERED VEHICLE OWNER should not equal 6, 9.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, 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.

V6 - Hit-and-Run

FORMAT: 1 numeric
SAS NAME: Vehicle.Hit_Run, Parkwork.PHit_Run
ELEMENT VALUES:

Codes	Attributes
0	No
1	Yes
9	Unknown

Definition: 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).

Remarks: 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 ***any known passengers*** 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, ***NUMBER OF OCCUPANTS*** must equal ***9 (Unknown)*.**

9 (Unknown) is used when the police indicate "Unknown."

Consistency Checks:

Check	IF	THEN
(8K0P)	VIOLATIONS CHARGED equals 07, 08,	HIT-AND-RUN must not equal 0.
(U340)	UNLIKELY: HIT-AND-RUN equals 0 or 9 and SEX equals 9.	--
(U360)	UNLIKELY: HIT-AND-RUN equals 0 or 9 and AGE equals 999.	--
(U070)	UNLIKELY: More than one vehicle with HIT-AND-RUN equal to 1.	--
(V860)	HIT-AND-RUN equals 0, and BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01, 02, 04, and CARGO BODY TYPE should equal 01-10, 12, 96-98
(V880)	HIT-AND-RUN equals 0, and BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08, 19, and CARGO BODY TYPE should equal 01-04, 06-12, 96-98.
(VH87)	HIT-AND-RUN equals 0, and AREAS OF IMPACT-INITIAL CONTACT POINT equals 01-14,	the corresponding code should be included in DAMAGED AREAS or DAMAGED AREAS should equal 15.

V7 - Registration State

FORMAT: 2 numeric
SAS NAME: Vehicle.REG_STAT; Parkwork.PREG_STAT
ELEMENT VALUES:

Codes	Attributes
00	Not Applicable
01	Alabama
02	Alaska
03	American Samoa
04	Arizona
05	Arkansas
06	California
08	Colorado
09	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
14	Guam
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana
23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri
30	Montana
31	Nebraska
32	Nevada
33	New Hampshire
34	New Jersey

Codes	Attributes
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia
52	Virgin Islands
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming
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

*This value is an unlikely occurrence and will raise an error flag.

Definition: This element identifies the state in which this vehicle was registered.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

For combination vehicles, use the registration state of the power unit only.

00 (Not Applicable) is used for vehicles that are ***not required to be registered. This is state specific based on state vehicle registration requirements***.

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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **98 (Other Registration)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **91 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

99 (Unknown) is used when the registration information for a vehicle cannot be identified. Example unidentified hit-and-run vehicle's registration reported as "Unknown" by police.

Consistency Checks:

Check	IF	THEN
(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.
(U040)	UNLIKELY: REGISTRATION STATE equals 97.	--

Check	IF	THEN
(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.
(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):

Check	IF	THEN
(6G0P)	RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTRATION STATE must not equal 00, 92.
(U450)	UNLIKELY: REGISTRATION STATE equals 91.	--
(V592)	RELATED FACTORS-VEHICLE LEVEL equals 37,	REGISTRATION STATE should not equal 00, 92.

V8 - Registered Vehicle Owner - FARS Only

FORMAT: 1 numeric
SAS Name: Vehicle.OWNER, parkwork.POWNER
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element is used to determine the type of registered owner of the vehicle.

Remarks: 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.

Vehicle Registration data takes precedence over police reported information.

0 (Not Applicable, Vehicle Not Registered) applies to vehicles that are not registered, both ***not required to be registered (state specific based on state vehicle registration requirements)*** and illegally not registered. (See **5 (Vehicle Was Stolen [reported by police])** for stolen vehicles.) ***For plated Business/Company/Government Vehicles that are exempt from normal registration see 3 (Vehicle Registered as Business/ Company/ Government Vehicle).***

2 (Driver (in this crash) Not Registered Owner [other private owner listed]) is used for private owners other than the driver. Also, ***this includes when*** if the driver is a spouse of the owner but is not a co-owner.

3 (Vehicle Registered as Business/Company/Government Vehicle) is used for vehicles that are registered in a Business or Company name, or as a local, county, state or federal Government Vehicle. Use this attribute even if the Government vehicle is exempt from normal registration. Example: city owned police cruisers.

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:

Check	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.
(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.
(VH25)	UNIT TYPE equals 4,	REGISTERED VEHICLE OWNER should not equal 6, 9.

Consistency Checks (FARS Only):

Check	IF	THEN
(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.

Vehicle Make/Vehicle Model Overview

FARS SPECIAL INSTRUCTION:
VEHICLE MAKE, VEHICLE MODEL, BODY TYPE, and 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:

Codes	Attributes
01-28	Domestic Passenger Car
29	Other Domestic Passenger Car
30-67	Import Passenger Car
69	Other Import Passenger Car
70-77	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:

Codes	Attributes
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.

Vehicle Make / Vehicle Model Overview

"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 "homemade" 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 "0s"; code MAKE, MODEL, and MODEL YEAR as "9s." 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 the Related Factors-Vehicle Level code for Reconstructed/Altered Vehicle.

If any detail is known regarding the vehicle's Make/Model/Body/Year, code what is known and then code the other elements as unknown. For example, you know it's a Ford 4-door passenger car but the specific model and year are not reported. Code Vehicle Make as **12 (Ford)**, Vehicle Model as **399 (Unknown (Automobile)**), Body Type as **04 (4-Door Sedan, Hard Top)**, and Vehicle Model Year as **9999 (Unknown)**.

Code **Not Reported** only when Vehicle Make, Vehicle Model, Body Type, and Vehicle Model Year are all **Not Reported**.

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:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

V9 - Vehicle Make

FORMAT: 2 numeric
SAS NAME: Vehicle.Make, Person.Make; Parkwork.PMAKE
ELEMENT VALUES:

Codes	Attributes
01	American Motors
02	Jeep/Kaiser-Jeep/Willys-Jeep
03	AM General
06	Chrysler
07	Dodge
08	Imperial
09	Plymouth
10	Eagle
12	Ford
13	Lincoln
14	Mercury
18	Buick/Opel
19	Cadillac
20	Chevrolet
21	Oldsmobile
22	Pontiac
23	GMC
24	Saturn
25	Grumman
26	Coda
29	Other Domestic Manufacturers
30	Volkswagen
31	Alfa Romeo
32	Audi
33	Austin/Austin Healey
34	BMW
35	Datsun/Nissan
36	Fiat
37	Honda
38	Isuzu
39	Jaguar
40	Lancia
41	Mazda
42	Mercedes-Benz
43	MG
44	Peugeot
45	Porsche
46	Renault
47	Saab
48	Subaru
49	Toyota
50	Triumph
51	Volvo

Codes	Attributes
52	Mitsubishi
53	Suzuki
54	Acura
55	Hyundai
56	Merkur
57	Yugo
58	Infiniti
59	Lexus
60	Diahatsu
61	Sterling
62	Land Rover
63	Kia
64	Daewoo
65	Smart
67	Scion
69	Other Import
70	BSA
71	Ducati
72	Harley-Davidson
73	Kawasaki
74	Moto-Guzzi
75	Norton
76	Yamaha
77	Victory
80	Brockway
81	Diamond Reo/Reo
82	Freightliner
83	FWD
84	International Harvester/Navistar
85	Kenworth
86	Mack
87	Peterbilt
88	Iveco/Magirus
89	White/Autocar White/GMC
90	Bluebird
91	Eagle Coach
92	Gillig
93	MCI
94	Thomas Built
97	Not Reported
98	Other Make
99	Unknown Make

Definition: This element identifies the make (manufacturer) of this vehicle**.**

Remarks: SEE ADDITIONAL REMARKS UNDER VEHICLE MAKE/ VEHICLE MODEL OVERVIEW

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. Examples: **399 (Unknown (Automobile)), 499 (Unknown (Light Truck)), 739 (Unknown cc (ATV)), 884 (Medium/Heavy Truck - Unknown Engine Location), 999 (Unknown).**

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)**.

99 (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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials). If a vehicle make or vehicle model is encountered that is not listed, NHTSA headquarters is notified.

Consistency Checks:

Check	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 ___.
(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 ___.

V10 - Vehicle Model

FORMAT: 3 numeric
SAS NAME: Vehicle.Model; Person.Model; Parkwork.PMODEL
ELEMENT VALUES:

Codes	Attributes
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))
599	Unknown (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
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs.)
881	Medium/Heavy Trucks – CBE
882	Medium/Heavy Trucks – COE (low entry)
883	Medium/Heavy Trucks – COE (high entry)
884	Medium/Heavy Trucks – Unknown engine location
890	Medium/Heavy Trucks – COE (entry position unknown)
898	Other (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

Definition: This element identifies the model of this vehicle within a given make.

Remarks: SEE ADDITIONAL REMARKS UNDER VEHICLE MAKE/VEHICLE MODEL OVERVIEW

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. Examples: **399 (Unknown (Automobile)), 499 (Unknown (Light Trucks)), 739 (Unknown cc (ATV)), 884 (Medium/Heavy Trucks - Unknown Engine Location), 999 (Unknown).**

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

If a vehicle make or vehicle model is encountered that is not listed, NHTSA headquarters is notified.

Consistency Checks:

Check	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	NCIC Code*
54	Acura	(ACUR)
31	Alfa Romeo	(ALFA)
03	AM General	(AMGN)
01	American Motors	(AMER)
69-031	Aston Martin	(ASTO)
32	Audi	(AUDI)
33	Austin/Austin Healey	(AUST)
29-001	Avanti	(AVTI)
98-802	Auto-Union-DKW	(AUTU)
69-042	Bentley	(BENT)
69-052	Bertone	(BERO)
90	Bluebird	(BLUI)
34	BMW	(BMW)
69-032	Bricklin	(BRIC)
80	Brockway	(BROC)
70	BSA	(BSA)
69-064	Bugatti	--
18	Buick	(BUIC)
19	Cadillac	(CADI)
98-903	Carpenter	--
69-062	Caterham	--
29-002	Checker	(CHEC)
20	Chevrolet	(CHEV)
06	Chrysler	(CHRY)
69-033	Citroen	(CITR)
26	Coda	--
98-904	Collins Bus	--
64	Daewoo	(DAEW)
60	Daihatsu	(DAIH)
35	Datsun	(DATS)
69-034	DeLorean	(DELO)
29-398	Desoto	(DESO)
69-048	Desta	--
81	Diamond Reo or Reo	(DIAR)
98-905	DINA	(DINA)
98-803	Divco	(DIVC)
07	Dodge	(DODG)
71	Ducati	(DUCA)
10	Eagle	(EGIL)
91	Eagle Coach	--

FARS Make Code	Make	NCIC Code*
29-398	Excalibur	(EXCL)
69-035	Ferrari	(FERR)
36	Fiat	(FIAT)
69-398	Fisker	--
12	Ford	(FORD)
82	Freightliner	(FRHT)
83	FWD	(FWD)
69-398	Gazelle	(GZL)
92	Gillig	--
23	GMC	(GMC)
25	Grumman	(GRUM)
72	Harley-Davidson	(HD)
69-036	Hillman	(HILL)
98-806	Hino	(HINO)
37	Honda	(HOND)
29-398	Hudson	(HUDS)
55	Hyundai	(HYUN)
08	Imperial	(CHRY)
58	Infiniti	(INFI)
84	International Harvester	(INTL)
38	Isuzu	(ISU)
88	Iveco/Magirus	(IVEC)
39	Jaguar	(JAGU)
69-037	Jensen	(JENS)
02	Jeep	(AMER)
02	Kaiser-Jeep	(AMER)
73	Kawasaki	(KAWK)
85	Kenworth	(KW)
63	Kia	(KIA)
69-058	Koenigsegg	--
69-053	Lada	(LADA)
69-038	Lamborghini	(LAMO)
40	Lancia	(LNCI)
62	Land Rover	(LNDR)
59	Lexus	(LEXS)
13	Lincoln	(LINC)
69-039	Lotus	(LOTU)
86	Mack	(MACK)
69-061	Mahindra	--
69-040	Maserati	(MASE)

Alphabetical Listing of Makes

FARS Make Code	Make	NCIC Code*
69-056	Maybach	(MAYB)
41	Mazda	(MAZD)
69-063	McLaren	--
93	MCI	(MCIN)
42	Mercedes-Benz	(MERZ)
14	Mercury	(MERC)
56	Merkur	(MERK)
98-302	Meyers Motors	--
98-906	Mid Bus	--
69-054	Mini-Cooper	(MNNI)
43	MG	(MG)
52	Mitsubishi	(MITS)
69-055	Morgan	(MORG)
69-041	Morris	(MORR)
74	Moto-Guzzi	(MOGU)
84	Navistar	(NAVI)
98-902	Neoplan	(NEOP)
35	Nissan	(NISS)
75	Norton	(NORT)
21	Oldsmobile	(OLDS)
18	Opel	(OPEL)
98-907	Orion	(ONTR)
98-805	Oshkosh	(OSHK)
29-398	Packard	(PACK)
29-003	Panoz	(PANZ)
87	Peterbilt	(PTRB)
44	Peugeot	(PEUG)
09	Plymouth	(PLYM)
22	Pontiac	(PONT)
45	Porsche	(PORS)
69-049	Reliant (British)	(RELA)
46	Renault	(RENA)
69-042	Rolls Royce	(ROL)

FARS Make Code	Make	NCIC Code*
47	Saab	(SAA)
29-004	Saleen	--
24	Saturn	(STRN)
98-807	Scania	(SCAN)
67	Scion	(SCIO)
69-044	Simca	(SIM)
69-398	Singer	(SIN)
65	Smart	(SMRT)
69-057	Spyker	--
61	Sterling	(STLG)
98-809	Sterling	(STLG)
29-001	Studebaker	(STU)
29-398	Stutz	(STUZ)
48	Subaru	(SUBA)
69-045	Sunbeam	(SUNB)
53	Suzuki	(SUZI)
29-005	Tesla	--
98-301	Think	--
94	Thomas Built	(THMS)
49	Toyota	(TOYT)
50	Triumph	(TRIU)
69-046	TVR	(TVR)
98-808	UD	(UD)
98-908	Van Hool	--
77	Victory	(VCTY)
30	Volkswagen	(VOLK)
51	Volvo	(VOLV)
98-804	Western Star	(WSTR)
89	White/Autocar	(WHIT)
89	White/GMC	(WHGM)
02	Willys-Jeep	(AMER)
76	Yamaha	(YAMA)
57	Yugo	(YUGO)

Numerical Listing of Makes

FARS Make Code	Make	NCIC Code*
01	American Motors	(AMER)
02	Jeep	(AMER)
02	Kaiser-Jeep	(AMER)
02	Willys-Jeep	(AMER)
03	AM General	(AMGN)
06	Chrysler	(CHRY)
07	Dodge	(DODG)
08	Imperial	(CHRY)
09	Plymouth	(PLYM)
10	Eagle	(EGIL)
12	Ford	(FORD)
13	Lincoln	(LINC)
14	Mercury	(MERC)
18	Buick	(BUIC)
18	Opel	(OPEL)
19	Cadillac	(CADI)
20	Chevrolet	(CHEV)
21	Oldsmobile	(OLDS)
22	Pontiac	(PONT)
23	GMC	(GMC)
24	Saturn	(STRN)
25	Grumman	(GRUM)
26	Coda	--
30	Volkswagen	(VOLK)
31	Alfa Romeo	(ALFA)
32	Audi	(AUDI)
33	Austin/Austin Healey	(AUST)
34	BMW	(BMW)
35	Datsun	(DATS)
35	Nissan	(NISS)
36	Fiat	(FIAT)
37	Honda	(HOND)
38	Isuzu	(ISU)
39	Jaguar	(JAGU)
40	Lancia	(LNCI)
41	Mazda	(MAZD)
42	Mercedes-Benz	(MERZ)
43	MG	(MG)
44	Peugeot	(PEUG)

FARS Make Code	Make	NCIC Code*
45	Porsche	(PORS)
46	Renault	(RENA)
47	Saab	(SAA)
48	Subaru	(SUBA)
49	Toyota	(TOYT)
50	Triumph	(TRIU)
51	Volvo	(VOLV)
52	Mitsubishi	(MITS)
53	Suzuki	(SUZI)
54	Acura	(ACUR)
55	Hyundai	(HYUN)
56	Merkur	(MERK)
57	Yugo	(YUGO)
58	Infiniti	(INFI)
59	Lexus	(LEXS)
60	Daihatsu	(DAIH)
61	Sterling	(STLG)
62	Land Rover	(LNDR)
63	Kia	(KIA)
64	Daewoo	(DAEW)
65	Smart	(SMRT)
67	Scion	(SCIO)
70	BSA	(BSA)
71	Ducati	(DUCA)
72	Harley-Davidson	(HD)
73	Kawasaki	(KAWK)
74	Moto-Guzzi	(MOGU)
75	Norton	(NORT)
76	Yamaha	(YAMA)
77	Victory	(VCTY)
80	Brockway	(BROC)
81	Diamond Reo or Reo	(DIAR)
82	Freightliner	(FRHT)
83	FWD	(FWD)
84	International Harvester	(INTL)
84	Navistar	(NAVI)
85	Kenworth	(KW)
86	Mack	(MACK)
87	Peterbilt	(PTRB)
88	Iveco/Magirus	(IVEC)

Numerical Listing of Makes

FARS Make Code	Make	NCIC Code*
89	White/Autocar	(WHIT)
89	White/GMC	(WHGM)
90	Bluebird	(BLUI)
91	Eagle Coach	--
92	Gillig	--
93	MCI	(MCIN)
94	Thomas Built	(THMS)
29-001	Avanti	(AVTI)
29-001	Studebaker	(STU)
29-002	Checker	(CHEC)
29-003	Panoz	(PANZ)
29-004	Saleen	--
29-005	Tesla	--
29-398	Desoto	(DESO)
29-398	Excalibur	(EXCL)
29-398	Hudson	(HUDS)
29-398	Packard	(PACK)
29-398	Stutz	(STUZ)
69-031	Aston Martin	(ASTO)
69-032	Bricklin	(BRIC)
69-033	Citroen	(CITR)
69-034	DeLorean	(DELO)
69-035	Ferrari	(FERR)
69-036	Hillman	(HILL)
69-037	Jensen	(JENS)
69-038	Lamborghini	(LAMO)
69-039	Lotus	(LOTU)
69-040	Maserati	(MASE)
69-041	Morris	(MORR)
69-042	Bentley	(BENT)
69-042	Rolls Royce	(ROL)
69-044	Simca	(SIM)
69-045	Sunbeam	(SUNB)
69-046	TVR	(TVR)

FARS Make Code	Make	NCIC Code*
69-048	Desta	--
69-049	Reliant (British)	(RELA)
69-052	Bertone	(BERO)
69-053	Lada	(LADA)
69-054	Mini-Cooper	(MNNI)
69-055	Morgan	(MORG)
69-056	Maybach	(MAYB)
69-057	Spyker	--
69-058	Koenigsegg	--
69-061	Mahindra	--
69-062	Caterham	--
69-063	McLaren	--
69-064	Bugatti	--
69-398	Fisker	--
69-398	Gazelle	(GZL)
69-398	Singer	(SIN)
98-301	Think	--
98-302	Meyers Motors	--
98-802	Auto-Union-DKW	(AUTU)
98-803	Divco	(DIVC)
98-804	Western Star	(WSTR)
98-805	Oshkosh	(OSHK)
98-806	Hino	(HINO)
98-807	Scania	(SCAN)
98-808	UD	(UD)
98-809	Sterling	(STLG)
98-902	Neoplan	(NEOP)
98-903	Carpenter	--
98-904	Collins Bus	--
98-905	DINA	(DINA)
98-906	Mid Bus	--
98-907	Orion	(ONTR)
98-908	Van Hool	--

Vehicle Make / Model / Body Type Tables

Passenger Vehicles

Motored Cycles

Trucks

Buses

Other Make

Unknown Make

Passenger Vehicles

MAKE: Acura (54) (ACUR)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 (For 1991-2005 only. For 2016 on see model 043.)	NSX-T	1991-2005, 9999	02
034	Vigor	--	1992-94,9999	04
035	TL	3.2, 3.5, 3.7, SH-AWD (AT/MT)	1996-2014, 9999	04
036	RL/RLX	3.5, 3.7***, Hybrid***	1996-***2017***, 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, Special Edition, V6	2004-14,9999	04, 06, 09
040	ZDX	3.7, SH-AWD	2010-13,9999	05
041	ILX	2.0, 2.4, Hybrid***, Premium, A-Spec***	2013-***17,9999***	04
043	NSX (2016 on. For 1991-2005 see model 033.)	***Sport***	***2016-17, 9999***	02
044	TLX	2.4, 3.6 V-6***, Standard***	2015-***17,9999***	04
398	Other (automobile)	--	1986-***2017***, 9999	02-09
399	Unknown (automobile)	--	1986-***2017***, 9999	02-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	SLX	--	1996-2000, 9999	14
402	RDX	2.3, SH-AWD	2007-***17***,9999	14
421	MDX	***Standard***	2001-***17***,9999	15
499	Unknown (light truck)	--	1996-***2017***, 9999	19

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (ACURA)	--	1986-***2017***, 9999	49

MAKE: Alfa Romeo (31) (ALFA)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	Spider (Spyder)	Roadsters, Veloce, Quadrifoglio, Duetto, Graduate, 1600/1750/1900/ 2000 roadsters, Giulia, Giulietta, Giulietta Veloce, Tipo	1933-94,9999	01,02,09
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	4c	Launch Edition, Base	2014-***16***,9999	***01***,02,***09***
037	Giulia	***Base, Ti, Quadrifoglio***	2016-***17,9999***	04
398	Other (automobile)	Alfa, Montreal	1933-95, 2014-***17***,9999	01-04,08,09
399	Unknown (automobile)	--	1933-95, 2014-***17***,9999	01-04,08,09

MAKE: AM General (03) (AMGN)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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	1992-2003, 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
441	MV-1	SE, DX, LX, Taxi	2013-15,9999	20
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	1992-2011, 9999	31
482	Hummer	H3T (Adventure, Luxury, Alpha)	2009-11,9999	31

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
498	Other (light truck)	--	1940-2011, 2013-15,9999	14-16,19,20, 22, 31-33, 39, 40, 41, 42, 45, 48
499	Unknown (light truck)	--	1940-2011, 2013-15,9999	14-16,19, 20, 22, 31-33, 39, 40, 41, 42, 45, 48, 49

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
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

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-94,9999	92,93,97
999	Unknown (AM GENERAL)	--	1965-2011, 2013-15, 9999	49, 79, 99

MAKE: American Motors* (01) (AMER)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
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
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) are coded under Renault (46).**

MAKE: Audi (32) (AUDI)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 (1992-1994; 2000-2011 only. See model 055 for 2012 on)/S6 (1992-1994; 2000-2011 only. See model 056 for 2013 on.)	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), 2.0T (Premium, Premium Plus), Special Edition	1995-***2017***, 9999	04, 06, 09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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, 2.0T (Premium, Premium Plus, Prestige)	1996-***2017***, 9999	01,04,06,09
044	A8	4.2 Quattro, L, W12, NWB, 3.0T, 4.0T, TDI***, Sport***	1997-***2017***, 9999	04
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), 2.0T (Premium Plus, Prestige), RS	2000-***17***,9999	01-03, 09
046	S8	4.2 Quattro, 5.2, 4.0 TFSI	2001-03; 2007-09; 2012-***17***, 9999	02,04,09
047	Allroad (2001-05 only. See 403 for 2013 on)	QuattroWagon, 2.7T, 4.2	2001-05, 9999	06
048	A3	2.0T/FSI, 3.2 S Line (Premium, Premium Plus), TDI, 1.8, Prestige***, Sportback e-tron***	2006-***17***,9999	01, 03, ***04,*** 05, 09
049	A5	2.0, 2.0T, 3.2, (Premium, Premium Plus, Prestige)	2008-***17***,9999	01,02,09
050	R8	4.2, 5.2, Spyder ***(V8, V10)***, GT (Spyder), (V8, V10, V10 Plus)	2008-***17***,9999	01,02,09
051	A7	Premium, Premium Plus, Prestige, (3.0 TFSI/TDI)	2008-10, 2012-***17***, 9999	04, 05, 09
052	S5	4.2, 3.0T (Premium Plus, Prestige)	2008-***17***,9999	01,02,09
054	RS5	4.2 Prestige, V8	2013-15,9999	01,02,09
055	S4 (2012 on only. See model 040 for 1992-1994; 2000-2011)	3.0T Prestige, Premium Plus	2012-***16***,9999	04
056	S6 (2013 on. See model 040 for 1992-1994; 2000-2011)	4.0TFSI ***Premium Plus,*** Prestige	2013-***17***,9999	04
057	S7	4.0, Prestige	2013-***17***,9999	04, 05, 09
058	RS7	4.0 TFSI***, Performance***	2014-***17***,9999	05
059	S3	***2.0*** (Premium Plus, Prestige)	2015-***17,9999***	***04,*** 05***, 09***
398	Other (automobile)	--	1970-***2017***, 9999	01-06,08,09
399	Unknown (automobile)	--	1970-***2017***, 9999	01-06,08,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Q7	3.6/4.2, 3.0T, TDI (Premium, Premium Plus, Prestige) Hybrid, S Line,	2007-***17***,9999	14
402	Q5	2.0T, 3.2, 3.0T (Premium, Premium Plus, Prestige), Hybrid ***(2.0)***	2008-***17***,9999	14
403	Allroad (2013 on. For 2001-2005 see model 047.)	2.0T (Premium, Premium Plus, Prestige)	2013-***17***,9999	14
404	SQ5	***3.0*** (Premium Plus, Prestige)	2014-***17***,9999	14
405	Q3	2.0 TFSI (Premium Plus, Prestige)	2015-***17,9999***	14
499	Unknown (light truck)	--	2007-***17***,9999	14

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (AUDI)	--	1966-***2017***, 9999	49, 99

MAKE: Austin/Austin Healey (33) (AUST)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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
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)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 Bavarian	1969-74,9999	04

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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), 328 d/i/iS/ti/ iC/Ci/x/xi, xDrive, 330i/Ci/ Cic/xi, 335i/is/xi/d, xDrive, ActiveHybrid, M3, Gran Tourismo ***(328i), 340i***	1971-***2017***, 9999	01-***06***,08,09
035	5-series	524i,525i/xi,528i/iT/xi, xDrive, 530i/iT/xi,533i, 535d/i/xi, xDrive, 550i, xDrive 540/i/iA/iT, TD Sport Wagon,525i/iT, (wagon 1992-93), M5, 545i, 550i/ix, Gran Turismo ***(535i, 550i)***, ActiveHybrid 5	1975-***2016***, 9999	04-06,09
036	6-series	630, 633, 635, csi, M6, L6, 640i, 645Ci, 650i/ix, Neiman Marcus Edition, xDrive***, Alpina B***	1976-89, 2004-***17***, 9999	01,02,04,09
037	7-series	733i, 735i, L7, 740 d/i/L/iL /iA/Li Protection,750 i/iL/Li/ Lxi/ix Protection,745i/Li, 760i/Li, Alpina B7, Individual, ActiveHybrid 7, xDrive	1978-***2017***, 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, 2.8i, 3.0i/si, 3.5i/is, Z4M/s/sDrive***, 28i, 30i, 35s***	2003-***16***, 9999	01,02,09
043	1-Series	128i, 135i/is, Electric	2008-14, 9999	01,02,09
044	X6 ***(For 2008-2015. For 2016 on, see model 404.)***	35i, 50i, ActiveHybrid, M, xDrive	2008-***15***, 9999	05
045	i3	Base, Range Extender	2014-***17***, 9999	03
046	i8	--	2014-***17***, 9999	02
047	4-Series	428i, 435i, xDrive, M4***, 430i, 440i***	2014-***17***, 9999	01, 02, 04, 09
048	2-Series	228i, ***230i,*** M235i, ***M240i***	2015-***17, 9999***	01, 02, 09
049	X4	28i, 35i	2015-***16, 9999***	05
398	Other (automobile)	--	1955-***2017***, 9999	01-***06***,08,09
399	Unknown (automobile)	--	1955-***2017***, 9999	01-06,08,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	X5 ***(For 2000-16. For 2017 on, see model 421)***	3.0i/si, 4.0is, 4.4i, 4.6is, 4.8is, M, 35d, Premium, 35d/i, 50i, Sport Activity, Premium***. sDrive***	2000-***16***,9999	14
402	X3	25i, 28 d/i, 3.0i/xDrive, 35i, 4.8is, M Sports Package	2004-***17***,9999	14
403	X1	28i/is, 35i, xDrive	2012-***17***, 9999	14
404	***X6 (For 2016 on. For 2008-2015, see model 044.)***	***35i, 50i, xDrive, sDrive***	***2016-17, 9999***	***14***
421	***X5 (For 2017 on. For 2000-16, see model 401)***	***--***	***2017***	***15***
499	Unknown (light truck)	--	2000-***17***,9999	14***, 15***

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
703	125-349cc	--	1948-66,9999	80
705	450-749cc	--	1950-2003; 2006-***17***,9999	80
706	750cc and over	--	1969-***2017***, 9999	80
709	Unknown cc	--	1948-***2017***, 9999	80

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (BMW)	--	1948-***2017***, 9999	49, 99

MAKE: Buick (18) (BUIC)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	Special/Skylark	GS (350, 400, 455), Deluxe GS California, Sport Wagon, Custom Roadmaster (1946-59), Skylark Edition	1936-73, 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
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 Anniversary Edition, Silver Arrow	1963-93; 1995-99,9999	01,02,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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), Somerset, GS, Regal, Custom, Limited, T-Type	1985-98,9999	02,04,08,09
019	Regal (2011 on)	GS, CXL, Turbo, Premium I/ II, Base***, Grand National, Sport Touring***	2011-***17***,9999	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, Leather, Premium I/II, Touring***, Preferred***	2005-***17***,9999	04
023	Lucerne	CX, CXL V6, CXL V8, CXS, Super, Special Edition	2006-11,9999	04
024	Enclave (2008-12 model years only. For 2013 on see model 421.)	CX, CXL (FWD/AWD)	2008-12,9999	06
025	Verano	Base, Convenience, Leather, Turbo, Premium***, Sport, Touring***	2012-***17***,9999	04
026	***Cascada***	***1SV, Premium, Sport, Touring***	***2016-17, 9999***	***01***
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-***2017***, 9999	01-04,06,08,09
399	Unknown (automobile)	--	1950-***2017***, 9999	01-04,06,08,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Rendezvous	CX, CXL, Ultra, Plus	2002-07,9999	14
402	Rainier	CXL, CXL Plus	2004-07,9999	14

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
404	Encore	Convenience, Leather, Premium, Base***, Sport Touring, Preferred (I, II) Essence***	2013-***17***,9999	14
405	***Envision***	***Preferred, Premium (I, II) Essence***	***2016-17, 9999***	***14***
421	Enclave (2013 on. See model 024 for 2008-12 model years.)	Convenience, Leather, Premium	2013-***17***,9999	15
441	Terraza	CX, CXL	2005-07,9999	20
498	Other (light truck)	--	2002-07, 2013-***17***, 9999	14, 15, 20
499	Unknown (light truck)	--	2002-07, 2013-***17***, 9999	14,15, 20

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (BUICK)	--	1946-***2017***, 9999	49

MAKE: Cadillac (19) (CADI)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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-***2017***, 9999	12
005	Eldorado	Biarritz, El-doro, Touring Coupe, ESC, ETC	1967-2003, 9999	01,02,09
006	Commercial Series	Ambulance/Hearse, Professional	1940-***2017***, 9999	09, 10-12
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, Standard, Luxury	2003-***17***,9999	02-04,06,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
019	XLR	Neiman Marcus Edition, V-Series, Standard, Platinum	2004-09,9999	01
020	SRX	V6, V8, Sports Package, 2.8L Turbo, 3.0L, Luxury, Performance, Premium, Standard	2004-***16***,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
023	XTS	Standard, Luxury, Premium, Platinum, V-Sport, Limousine, Funeral Hearse	2013-***16***,9999	04, 09, 11, 12
024	ATS	2.0L/2.5L/3.6L (Standard, Luxury, Performance, Premium, Turbo) ***V-Series***	2013-***17***,9999	02,04,09
025	ELR	--	2014-***16***,9999	02
026	***CT6***	***--***	***2016***	***04***
398	Other (automobile)	--	1965-***2017,*** 9999	01,02,04,06, 08,09, 11, 12
399	Unknown (automobile)	--	1950-***2017***, 9999	01,02,04,06, 08,09, 11, 12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	***XT5***		***2017***	***14***
421	Escalade/ESV (from 2004 on; see 431 for 2003 only)	4WD, 2WD, Standard, Platinum, Limousine, Hybrid, Luxury, Premium	1999-2000; 2002-***16***,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
481	Escalade EXT (from 2007 on; see 480 for 2002-2006)	4WD, 2WD, Luxury, Premium, Standard	2007-13, 9999	31
498	Other (light truck)	--	1999-2000; 2002-***17***, 9999	15, 16, 31
499	Unknown (light truck)	--	1999-2000; 2002-***17***,9999	19, 39, 49

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (CADILLAC)	--	1940-***2017***, 9999	49

MAKE: Chevrolet (20) (CHEV)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 (For SS from 2014 on, use 20-021.)	Biscayne, Belair, Super Sport, Classic, Classic Brougham, Townsman, Brookwood, Kingswood, LS, LT, LTZ, Sport, SS, Luxury	1955-96; 2000-***17***, 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, 427***, 1LZ, 2LZ, 3LZ, ZL1***	1953-82; 1984-***2017***, 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, Z/28, LS, LT, ZL1***, 2.0L, 3.6L, 6.2L***	1967-2002, 2010-***17***,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
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
021	SS (For 2014 on. For Impala/Caprice SS use model 20-002.)	LS, LT, LTZ	2014-***16***,9999	04
022	Cobalt	LS, LT, LTZ, SS, SS, Base Supercharged, Sport, VL	2005-11,9999	02,04,09
023	HHR	LS, 1LT, 2LT, SS, Panel	2006-11,9999	06
024	Traverse (2009-2012 only. For 2013 on see model 423.)	LS, LT, LTZ	2009-12,9999	06
025	Cruze	LS, LT, LTZ, ECO, Turbo Diesel***, Limited***	2011-***17***,9999	02, 04, ***05,*** 09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
026	Volt	***Premier***	2011-***17***,9999	05
027	Caprice PPV	--	2011-***17***,9999	04
028	Sonic	Base, LS, LT, LTZ, RS	2012-***17***,9999	04,05,09
029	Spark	LS, LT, EV	2013-***17***,9999	05
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, ECO, Classic***, Limited***	1997-***2017***, 9999	04-06,09
038	SSR	Signature Series, LS, LS5, 1SS, 2SS, 3SS	2003-06,9999	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-***2017***, 9999	01-09, 10-11
399	Unknown (automobile)	--	1930-***2017***, 9999	01-09, 10-11

****Nomad, Malibu, Laguna, and other similar terms may be used on all models as a reflection of trim type.**

LIGHT TRUCKS

Codes	Models	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-***17***,9999	14
405	Captiva	Sport, LS, LT, LTZ	2012-15,9999	14
406	Trax	***LS, LT, LTZ***	2015-***17,9999***	14
421	Fullsize Blazer/Tahoe	K-series, fullsized p/u based, LS, LT, LTD, LTZ, 4WD, Z71, Hybrid	1969-***2016***, 9999	15
422	Suburban (from 2004 on; see 431 for 1950-2003)	LS, LT, LTZ, Z71	2004-***16***,9999	15
423	Traverse (2013 on. For 2009-2012 see model 024.)	LS, LT, LTZ	2013-***17***,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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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
445	City Express	LS, LT	2015-***16,9999***	20
461	G-series van	Beauville, Chevy Van, Sport Van, G10-G30, Express, G1500/2500/3500, LT, LS	1957-***2016***, 9999	21,22,28,29
466	P-series van	--	1965-99,9999	22,28,29
470	Van derivative	Parcel Van, Hi-cube	1965-***2016***, 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***, Shoreline, Midnight (LT, Z71), Trail Boss***	2004-12, 2015-***16***, 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, High Country***, Rally ½, Midnight (HD, Base), Realtree, Custom Sport, Blackout, Special Ops***	1940-***2017***, 9999	31,32,39, 40, 42
482	Avalanche	1500/2500 Premium, North Face Edition, Z71, Z66, LS, LT, LTZ, Black Diamond	2002-13,9999	31
498	Other (light truck)	--	1940-***2017***, 9999	14-16,19, 20-22, 28,29, 30-32,39, 40, 42, 45,48
499	Unknown (light truck)	--	1932-***2017***, 9999	14-16,19, 20-22, 28,29, 30-32,39, 40, 42, 45,48,49

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck-based	1949-***2016***, 9999	65,73

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium/Heavy Van-Based Vehicle	Express 3500/4500	1957-***2016***, 9999	55, 61-64
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs.)	--	1953-***2016***, 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-***2016***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	T60/65, all other COE low entry	1960-***2016***, 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-***2016***, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1965-***2016***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1949-***2016***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	S-60 series	1967-***2016***, 9999	50-52, 58, 59
988	Other (bus)	--	1965-***2016***, 9999	50-52, 58, 59
989	Unknown (bus)	--	1965-***2016***, 9999	50-52, 58, 59

**** Use code "989" (bus) if the frontal plane or the engine location is unknown.**

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1934-***2016***, 9999	92, 93, 97
999	Unknown (CHEVROLET)	--	1933-***2017***, 9999	49, 79, 99

MAKE: Chrysler/Daimler Chrysler (06) (CHRY)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
009	Cordoba	Crown, 300, LS	1975-83,9999	02

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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 ***(Base, Platimun)***, LX, Touring, S, Super S, C ***(Base, Platinum)***	2011-***16***,9999	01,04,09
019	***100***	***--***	***2017***	***04,05,09***
021	SRT Viper	Standard, GTS, TA, GT3-R, GTS-R	2013-14,9999	02
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	1995-2011, 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/300S	Special, Platinum, Touring, Limited, SRT, Signature Series, SRT8, LX, SRT, Heritage, Great American, Walter P. Chrysler, Glacier, Executive Series, Luxury, Motown Edition, John Varvatos Edition	1999-***2016***, 9999	04

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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 (for 2002) (1997,1999-01 see Plymouth)	Roadster, Black Tie Edition	2002	01
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-***2017***, 9999	01-09, 11,12
399	Unknown (automobile)	--	1946-***2017***, 9999	01-09, 11,12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
421	Aspen	Limited, Signature, Hybrid	2007-09,9999	15
441	Town and Country	Minivan, SX, L, LX, Lxi, Ltd., SWB, LWB, AWD, FWD, eL, eX, Touring, Platinum, Signature Series, Limited, 30th Anniversary, S	1990-***2016***, 9999	20
442	Voyager (2000 on; 1984-00 see Plymouth)	Base, Popular, Value, LX, eC	2000-03,9999	20
443	***Pacifica***	***LX, Touring (Base, L, L Plus) Limited***	***2017***	***20***
499	Unknown (light truck)	--	1990-***2017***, 9999	15, 20,29

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (CHRYSLER)	--	1946-***2017***, 9999	49

MAKE: Coda (26)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	Coda	--	2012-13,9999	04,05,09
398	Other (automobile)	--	2012-13,9999	04,05,09
399	Unknown (automobile)	--	2012-13,9999	04,05,09

MAKE: Daewoo (64) (DAEW)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, 04, 05, 06, 07,09
399	Unknown (automobile)	--	1999-2002, 9999	03-07,09

MAKE: Daihatsu (60) (DAIH)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	Charade	--	1988-94,9999	03,04,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Rocky	--	1990-92,9999	14

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (DAIHATSU)	--	1988-94,9999	03,04,09, 14

MAKE: Dodge (07) (DODG)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	Dart (1960-76 only. For 2013 on; see model 029.)	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***, GT, SRT***	1992-2010, ***2016***, 9999	01,02,09
005	Challenger (1970-74 only; see model 028 for 2008 on)	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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
008	Omni/Charger (1983-87; for 2006 on see vehicle model 024)	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 (2006 on; see model 008 for 1983-87)	Daytona, SRT8, R/T, SE, SXT, Super Bee, 3.5L, Rallye, Plus, Max, Road and Track, Blacktop, 100th Anniversary, Red Line***, Road & Track, Scat Pack, SRT 392, SRT Hellcat***	2006-***16***,9999	04
025	Caliber	SE, SXT, R/T, SRT4, Sport, Heat, Mainstreet, Rush, Uptown, Express	2007-12,9999	05
026	Avenger	SE, SXT, R/T, Heat, Express, Blacktop	2008-15,9999	04
027	Journey	SE, SXT, R/T, Heat, Hero, Uptown, Express, Crew, Mainstreet, Lux, American Value Package, Blacktop, AVP, SXT Plus, Limited, Crossroad	2009-***16***,9999	06
028	Challenger (2008 on; for 1970-74 see model 005)	SRT (392, Hellcat), SE, R/T (Plus, Classic, Scat Pack***, Road & Track***), Plum Crazy Edition, Classic, SXT, SXT Plus, Rallye Redline, Blacktop, Shaker, 100th Anniversary	2008-***16***,9999	02

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
029	Dart (2013 on. See model 001 for 1960-1976 model years.)	Limited, Rallye, SE, SXT, Special Edition, Mopar '13, Aero, GT, Blacktop	2013-***16***,9999	04
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 (see model 026 for 2008 on)	ES	1995-2000, 9999	02
043	Stratus	ES, SE, R/T, Plus, SXT	1995-2007, 9999	02,04,08,09
398	Other (automobile)	--	1946-***2016***, 9999	01-09, 10,12
399	Unknown (automobile)	--	1946-***2016***, 9999	01-09, 10,12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	RaiderSport	Sport	1986-94,9999	14
402	Durango (1998-2003 only; see model 422 for 2004 on)	Sport, R/T, SLT, SXT, Plus, Blacktop	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, R/T, Blacktop, Plus, Rallye	2004-***16***,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, American Value Package, R/T, Crew, Blacktop, AVP, 30th Anniversary***, SE Plus, SXT Plus***	1984-***2016***, 9999	20
443	Ram C/V	Tradesman	2014-***16***, 9999	20
444	Promaster City	Cargo, Passenger***, Tradesman (Base, SLT)***	2015-***16, 9999***	20

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
461	B-Series Van/fRam 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, 40,41, 42, 48
462	Sprinter	Cargo, Passenger	2003-09,9999	21,28
463	Ram Promaster	Cargo, Chassis, Cutaway***, 1500 (Low Roof, High Roof), 2500 (Low Roof, High Roof), 3500 (Low Roof, High Roof)***	2014-***16***,9999	21,28
470	Van Derivative	Kary Van, Parcel Van	1971-***2016***, 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	1987-2012, 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 (Limited, Longhorn, ***Rebel,*** Laramie, Sport, Big Horn, SLT, Express, ST, ***Black,*** Tradesman, ***EcoDiesel,*** Outdoorsman***, Stinger Yellow***) 2500 (Limited, Laramie, Longhorn, Power Wagon, Big Horn, ST, SLT, Outdoorsman***, Tradesman***), 3500 (Limited, Laramie, Longhorn, Power Wagon, Big Horn, ST, SLT, Outdoorsman***, Tradesman***), Quad Cab, SLT, SLT+, ST, SRT-10, Laramie, Rumble Bee, Power Wagon, Daytona, TRX Off-Road, Sport, Black Ram, Red Wings Edition, Lone Star	1994-***2017***, 9999	31,32, 40, 42

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
498	Other (light truck)	--	1979-***2017***, 9999	14,15,19, 20-22, 28,29, 30-33,39, 40, 41, 42, 45, 48
499	Unknown (light truck)	--	1949-***2017***, 9999	14,15,19, 20-22, 28,29, 30-33,39, 40, 41, 42, 45, 48,49

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck-based	1952-***2016***, 9999	65,73

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium/Heavy Van-Based Vehicle	Sprinter, Promaster	1971-2009, 2014-***16***,9999	55, 61-64
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs.)	--	1953-***2017***, 9999	67
881	Medium/Heavy – CBE	--	1966-***2017***, 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-***2017***, 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-***2017***, 9999	60-64,66, 71,72,78

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1965-77,9999	50-52, 58, 59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-***2017***, 9999	92,93,97

Codes	Models	Includes	Model Years	Body Types
999	Unknown (DODGE)	--	1952-***2017***, 9999	49, 79, 99

MAKE: Eagle* (10) (EGIL)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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	500/500c	Abarth, Pop, Sport, Lounge, e, Cabrio, Turbo, Cattiva, Gucci, eSport, GQ Edition, 1957 Edition	2012-***16***,9999	02,03,09
039	***124 Spider***	***--***	***2017***	***01***
398	Other (automobile)	600, 1100	1967-83, 2011-***17***,9999	01-09
399	Unknown (automobile)	--	1967-83, 2011-***17***, 9999	01-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	500L	Pop, Easy, Trekking, Lounge***, Urbana***	2014-***16***,9999	14
402	500X	Pop, Easy, Trekking, Lounge, Trekking Plus	***2016***	14
499	Unknown (light truck)	--	2014-***16***,9999	14, 19

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1967-83,9999	92,93,97
999	Unknown (FIAT)	--	1967-83; 2011-***17***, 9999	99

MAKE: Ford (12) (FORD)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 (302), Grande, Cobra (SVT), Ghia, SVO, GT (Premium, Base, Cal Spec. Pkg.), LX, Shelby (***GT350, GT350R,*** GT500, GT500KR), Deluxe, Premium, Bullitt, V6 (Base, Premium, Pony), Fastback (***V6,*** GT, Premium, Ecoboost)	1964-***2017***, 9999	01-03,09
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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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, Premium, 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-***2016***, 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, S, SE, Sport, Hybrid (S, SE), Titanium (Hybrid, Energi) Energi (SE***, Titanium***)	2006-***17***,9999	04
024	Edge	SE, SEL, SEL Plus, Limited, Sport***, Titanium***	2007-***16***,9999	06
025	Flex	SE, SEL, Limited, Titanium	2009-***16***,9999	06
026	City	--	2000-02, 9999	02, 04, 09, 94
027	C-Max	Hybrid, Energi, SE, SEL	2013-***16***,9999	05
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, Titanium, ST	1978-80, 2011-***16***, 9999	03-05,09
033	Festiva	L, GL	1988-93,9999	03
034	Laser	--	1993-94,9999	02,03,09
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, Electric, ST***, RS***	2000-***16***,9999	02-06,09
038	GT	--	2004-08,9999	01***, 02, 09***
398	Other (automobile)	Deluxe, Ford Six, Mainline, Crestline, Futura, Galaxie, Model A	1923-***2017***, 9999	01-09, 10,11, 94
399	Unknown (automobile)	--	1923-***2017***, 9999	01-09, 10,11, 94

Passenger Vehicles

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Bronco (thru 1977)/ Bronco II/Explorer/ Explorer Sport	Eddie Bauer, XL, XLT, Explorer (1990 on) XLS, Explorer Sport (Value, Choice Premium), NBX, Adrenalin, Ironman, Police Interceptor, Base, Limited, Platinum	1966-77; 1983-***2017***, 9999	14
402	Escape	XLS (Value, Sport, V6 Choice/Premium), XLT (Choice, Premium, Sport), Hybrid (Base, Limited), No Boundaries, Limited, S, SE, SEL, Titanium	2001-***17***,9999	14
421	Bronco-full-size (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, Platinum	1996-***2017***, 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	1995-2003, 9999	20
443	Freestar	Base, LX, SE, S, SEL, SES, Limited	2004-07,9999	20
444	Transit Connect	XL, ***(Van, Wagon),*** XLT ***(Van, Wagon)***, Premium, EV***, Titanium***	2010-***16***, 9999	20
461	E-Series Van/Econoline	Clubwagon (XL, XLT), Chateau, (XL, XLT), Parcel Van, Econoline Wagon E-150 (XL/ XLT/ Premium); E-350 XL/XLT/ Extended), E-250 (EXT)	1960-***2016***, 9999	21,22,28,29
462	Transit	Van, Wagon (XL, XLT)	2014-***17***,9999	21, 28, 29
470	Van Derivative	--	1960-***2016***, 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	1982-2012, 9999	30-32, 40, 42

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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, Cabala's, STX, SVT Raptor, Limited	1940-***2017***, 9999	31,32,39, 40, 42
498	Other (light truck)	--	1972-***2017***, 9999	14-16, 20,21,28, 29, 30-32, 40,41, 42, 45,48
499	Unknown (light truck)	--	1928-***2017***, 9999	14-16,19, 20-22, 28,29, 30-32,39, 40,41, 42, 45,48-49

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck-based, F-550	1956-***2017***, 9999	65,73

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium/Heavy Van-Based Vehicle	Econoline E350, E450, Transit	1956-***2017***, 9999	55, 61-64
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs.)	Super Duty 350, F450/550, Lariat, XL, XLT, King Ranch	1953-***2017***, 9999	67
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-***2017***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	C/CT series, LCF	1964-***2017***, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	C/CLT series, LCF	1967-***2017***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1956-***2017***, 9999	60-64, 66, 71, 72, 78

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
890	Medium/Heavy – COE entry position unknown	--	1956-***2017***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	B-series (not van based), F-Series	1964-***2017***, 9999	50, 52, 58, 59
988	Other (bus)	--	1940-***2017***, 9999	50, 52, 58, 59
989	Unknown (bus)	--	1940-***2017***, 9999	50, 52, 58, 59

**** Use code "989" (bus) if the frontal plane or the engine location is unknown.**

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1940-***2017***, 9999	92,93,97
999	Unknown (FORD)	--	1923-***2017***, 9999	49, 79, 99

MAKE: GMC (23) (GMC)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
007	Caballero	--	1965-87,9999	10
008	Acadia (2007-2012 only. For 2013 on see model 423.)	SLE, SLT, Denali, SL	2007-12,9999	06
399	Unknown (automobile)	--	1965-2012, 9999	06, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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, Denali	2010-***17***, 9999	14
421	Full-size Jimmy/Yukon	Fullsize pickup based, K5, K18, SL, SLE, SLT, SLS, Diamond Edition, Yukon Denali, Denali, Hybrid	1969-***2016***, 9999	15
422	Suburban/Yukon XL (2004 on; see 431 for 1950-2003)	Yukon XL (Denali -1500-2500), SLE, SLT, Hybrid	2004-1***6***,9999	15

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
423	Acadia (2013 on. For 2007-2012 see model 008.)	FWD/AWD, Denali, SLE, SLT	2013-***17***,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, Cargo	1965-***2016***, 9999	21,22,28,29
466	P-series van	--	1965-***2016***, 9999	22,28,29
470	Van derivative	Hicube, Magna Van, Value Van, Parcel Van	1965-***2016***, 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, ***Crew Cab, Extended Cab***	2004-***16***, 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-***2017***, 9999	31,32,39, 40, 42
498	Other (light truck)	--	1930-***2017***, 9999	14-16, 20-22,28, 29, 40, 42, 45,48
499	Unknown (light truck)	--	1951-***2017***, 9999	14-16,19, 20-22, 28,29, 39, 40, 42, 45,48,49

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	--	1950-***2016***, 9999	65,73

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium/Heavy Van-Based Vehicle	Savana 3500, 4500	1965-***2016***, 9999	55, 61-64

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
880	Medium/Heavy Pickup (pickup-style only – over 10,000 lbs.)	--	1953-***2017***, 9999	67
881	Medium/Heavy – CBE	W5000/6000/7000 series, Kodiak Brigadier/General models, Top Kick	1967-***2016***, 9999	60-64,66, 71,72,78
882	Medium/Heavy – COE low entry	W6000/W7000, all other COE, low entry, W/WT Series	1968-***2016***, 9999	60-64,66, 71,72,78
883	Medium/Heavy – COE high entry	Astro 95, all other COE, high entry, T Series	1969-***2016***, 9999	60-64,66, 71,72,78
884	Medium/Heavy – Unknown engine location	--	1948-***2016***, 9999	60-64,66, 71,72,78
890	Medium/Heavy – COE entry position unknown	--	1967-***2016***, 9999	60-64,66, 71,72,78
898	Other (medium/heavy truck)	--	1930-***2016***, 9999	60-64,66, 71,72,78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	B6000	1950-***2016***, 9999	50-52,58,59
988	Other (bus)	--	1965-***2016***, 9999	50,58,59
989	Unknown (bus)	--	1950-***2016***, 9999	50-52,58,59

**** Use code "989" (bus) if the frontal plane or the engine location is unknown.**

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-***2017***, 9999	92,93,97
999	Unknown (GMC)	--	1940-***2017***, 9999	49, 79, 99

MAKE: Grumman/Grumman-Olson (25) (GRUM)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
983	Bus**: Flat front, rear engine	Transit	1950-2004, 9999	50-52,58,59
988	Other (bus)	--	1950-2004, 9999	50-52,58,59
989	Unknown (bus)	--	1950-2004, 9999	50-52,58,59

**** Use code "989" (bus) if the frontal plane or the engine location is unknown.**

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (GRUMMAN/GRUMMAN-OLSON)	--	1950-2004, 9999	79, 99

MAKE: Honda (37) (HOND)

(Acura: See "54")

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, Natural Gas***, Sport, Sport Touring***	1973-***2017***, 9999	02-09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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, EX(V6), EX-L (V6)), Premium, Plug-In Hybrid, Sport, Hybrid (EX-L, Touring), Touring	1976-***2017***, 9999	02-09
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, 2010-14, 9999	03,05,09
038	FCX	Hydrogen Vehicle, Clarity	2004-14, 9999	03,05,09
039	Fit	Base, DX, LX, Sport, EV, EX, EX-L	2006-***16***, 9999	05
041	CR-Z	EX, Hybrid, Sport	2010-***16***, 9999	03
398	Other (automobile)	--	1968-***2017***, 9999	01-09
399	Unknown (automobile)	--	1968-***2017***, 9999	01-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Passport	LX, EX, DX, EX-L	1994-2002, 9999	14
402	CR-V	LX, EX, Special Edition (SE), SC, EX-L, ***Touring***	1997-***2016***, 9999	14
403	Element	DX, EX, EX-P, LX, SC, Dog Friendly	2003-11, 9999	14
404	***HR-V***	***EX, EX-L, LX***	***2016-17, 9999***	***14***
421	Pilot	EX, EX-L, LX, SE, Value Package, Touring***, Elite***	2003-***16***,9999	15
441	Odyssey	LX, EX, EX-L (Res, NAVI), Touring, Touring Elite***, SE***	1995-***2016***, 9999	20
471	Ridgeline	RT, RTL, ***RTL-T, RTL-E,*** RTS, RTX, Sport***, Black Edition***	2006-14, ***2017,*** 9999	30
499	Unknown (light truck)	--	1994-***2017***, 9999	14,15,19, 20, 30, 49

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50 cc	--	1978-***2017***, 9999	80, 81,83,88, 89
702	51-124 cc	--	1965-***2017***, 9999	80, 81,83,88, 89
703	125-349 cc	--	1965-***2017***, 9999	80, 83, 88, 89
704	350-449 cc	--	1965-***2017***, 9999	80, 83, 88, 89
705	450-749 cc	--	1970-***2017***, 9999	80, 83, 88, 89
706	750 cc or greater	--	1970-***2017***, 9999	80,82, 83, 88, 89
709	Unknown cc	--	1965-***2017***, 9999	80, 81, 83, 88, 89

ALL TERRAIN VEHICLES

Codes	Models	Includes	Model Years	Body Types
732	51-124cc	includes all ATVs/ATCs/ TRXs designed solely for off-road use and have 3 or 4 wheels.	1972-***2017***, 9999	90, ***97****
733	125-349cc	includes all ATVs/ATCs/ TRXs designed solely for off-road use and have 3 or 4 wheels.	1972-***2017***, 9999	90, ***97****
734	350cc or greater	includes all ATVs/ATCs/ TRXs designed solely for off-road use and have 3 or 4 wheels.	1996-***2017***, 9999	90, ***97****
739	Unknown cc	includes all ATVs/ATCs/ TRXs designed solely for off-road use and have 3 or 4 wheels.	1972-***2017***, 9999	90, ***97****

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	Go Carts	1968-***2017***, 9999	95, 97*
999	Unknown (HONDA)	--	1965-***2017***, 9999	49, 99

***Refer to Body Type attribute 97 (Other Vehicle Type) for remarks regarding side-by-side ATVs**

MAKE: Hyundai (55) (HYUN)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	Pony	Pony Excel (Foreign)	1979-88,9999	02,03,09
032	Excel	GL, GLS, GS	1984-94,9999	03-05,07,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
033	Sonata	GL, GLS, LX, SE, Limited, Hybrid ***(SE, Limited)***, 2.0T ***(Sport, Limited)***, Sport***, Eco, Plug-in***	1989-***2017***, 9999	04
034	Scoupe	LS, Turbo	1991-95,9999	02
035	Elantra	GLS, GL, GT, Limited, SE, Touring (GLS, SE), GS, Sport***, Value Edition, ECO***	1992-***2017***, 9999	02, 04-06,09
036	Accent	L, GL, GS, Gsi, GT, GLS, SE, Blue***, Sport***	1995-***2016***, 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-***16***,9999	04
040	Equus	Signature, Ultimate	2011-***16***,9999	04
041	Genesis	3.8, 4.6, 2.0T, R-Spec, Grand Touring, Premium, Track, 5.0 R-Spec, Ultimate	2009-***16***,9999	02,04,09
042	Veloster	Base, Turbo, Re-Mix, R-Spec, RE-FLEX Edition***, Rally Edition***	2012-***16***,9999	03
398	Other (automobile)	--	1984-***2017***, 9999	02-09
399	Unknown (automobile)	--	1984-***2017***, 9999	02-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Santa Fe	GL, GLS, LX, Limited, SE, Sport ***(Base, 2.0T, Ultimate)***, 2.0T	2001-***17***,9999	14
402	Tucson	GL, GLS, LX, Limited, SE***, Fuel Cell, ECO, Sport***	2005-***17***,9999	14
403	Veracruz (2007 only)	GLS, Limited, SE	2007	14
421	Veracruz (2008 on; see 403 for 2007 only)	GLS, Limited, SE	2008-12,9999	15
441	Entourage	GLS, Limited, SE	2007-09,9999	20
499	Unknown (light truck)	--	2001-***17***,9999	14,15,19, 20

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (HYUNDAI)	--	1979-***2017***, 9999	49, 99

MAKE: Imperial (08) (CHRY)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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	2003-13,9999	01,02,04,09
038	M35/M37/M45/M56	Sport, x, Hybrid	2003-13,9999	04
039	FX35/FX37/FX45/FX50	--	2003-13,9999	06
040	EX35	Journey	2008-13,9999	06
041	Q50	Base (3.7 Premium/AWD/ Hybrid) S (3.7 Premium/ AWD/Hybrid), Eau Rogue	2014-***16***,9999	04
042	Q60	Journey, AWD, 6MT, IPL (Base and 6MT), S	2014-***17***,9999	01, 02, 09
043	Q70	L, Hybrid	2014-***16***,9999	04
044	QX50	Base, AWD, Journey	2014-***17***,9999	06
045	Q40	--	2015-***16,9999***	04
046	***Q30***	***--***	***2016***	***05***
398	Other (automobile)	--	1990-***2017***, 9999	01,02,04,06, 08,09
399	Unknown (automobile)	--	1990-***2017***, 9999	01,02,04,06, 08,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	QX4	Luxury	1997-2003, 9999	14
402	JX35	Luxury, AWD	2013	14
403	QX60	3.5, AWD, Hybrid	2014-***16***,9999	14
404	QX70	3.7, 5.0, AWD	2014-***17***,9999	14

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
421	QX56	--	2004-13,9999	15
422	QX80	Base, AWD	2014-***16***,9999	15
499	Unknown (light truck)	--	1997-***2017***, 9999	14,15,19

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (INFINITI)	--	1990-***2017***, 9999	49, 99

MAKE: Isuzu (38) (ISU)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
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
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

Codes	Models	Includes	Model Years	Body Types
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-***2017***, 9999	60-64,66, 71,72,78
883	Medium/Heavy – COE, high entry	FRR, FRRI, FSR, FTR, FVR, F Series	1981-***2017***, 9999	60-64,66, 71,72,78
884	Medium/Heavy – Unknown engine location	--	1981-***2017***, 9999	60-64,66, 71,72,78
890	Medium/Heavy – COE entry position unknown	--	1981-***2017***, 9999	60-64,66, 71,72,78
898	Other (medium/heavy truck)	--	1981-***2017***, 9999	60-64,66, 71,72,78, 97

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1981-***2017***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1981-***2017***, 9999	50-52,58,59
983	Bus: Rear engine Flat front	--	1981-***2017***, 9999	50-52,58,59
988	Other (bus)	--	1981-***2017***, 9999	50-52,58,59
989	Unknown (bus)	--	1981-***2017***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (ISUZU)	--	1981-***2017***, 9999	49, 79, 99

MAKE: Jaguar (39) (JAGU)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, Ultimate, Standard Wheelbase, Long Wheelbase	1949-***2016***, 9999	02,04,08,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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, XKR-S, Touring, GT, Final Fifty	2000-15,9999	01-03,09
036	X-Type	2.5, 3.0, Sport, VDP Edition	2002-08,9999	04,06,09
037	XF/XF-R	4.2 Luxury, S, Premium Luxury, Supercharged, 3.0, 2.0T, Portfolio, Sport***, Prestige***	2008-***16***,9999	04
038	F-Type	S, V8, Project 7	2014-***16***,9999	01, 03, 09
039	***XE***	***--***	***2016-17, 9999***	***04***
398	Other (automobile)	--	1949-***2017***, 9999	01-04,06,08,09
399	Unknown (automobile)	--	1949-***2017***, 9999	01-04,06,08,09

LIGHT TRUCKS

Codes	***Models***	***Includes***	***Model Years***	***Body Types***
401	***F-Pace***	***20d/35t (Premium, Prestige, First Edition, Sport, R-Sport)***	***2017***	***14***

UNKNOWN

Codes	***Models***	***Includes***	***Model Years***	***Body Types***
999	***Unknown (JAGUAR)***	***--***	***1946-2017, 9999***	***49, 99***

MAKE: Jeep* (Includes Willys**/Kaiser-Jeep) (02) (AMER)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	Compass	Base, Sport, Limited, Latitude, Altitude, High Altitude	2007-***16***,9999	06

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
403	YJ series/Wrangler	SE, Sport (Base, S), Sahara, X, Rubicon (Base, Hard Rock), Unlimited (Altitude, Dragon, Freedom, Polar, Rubicon X. Willys Wheeler***, Sport, S, Sahara***), Islander, Call of Duty: Black Ops Edition, Moab, Altitude, Freedom, Rio Grande, 60th/65th Anniversary Edition, Apex, Columbia, Golden Eagle, Rocky Mountain, Willys, Willys Wheeler (Base, W)***, Black Bear***	1986-95; 1997-***2016***, 9999	14
404	Cherokee (1984-on) (For Grand Cherokee for 2014 on use 02-422.)	Limited, Laredo, Pioneer, Sport, Grand Cherokee, TSi, Briarwood, Country, RHD, SE, Classic, Overland, Special Edition, SRT8, Summit, Laredo X, Overland Summit, Altitude, Trail Hawk, Sport, Latitude***, Limited***	1984-***2016***, 9999	14
405	Liberty	Sport, Limited Edition, Renegade, Columbia Edition, Rocky Mountain Edition, CRD, Special Edition, Latitude, Jet	2002-13,9999	14
406	Commander	Base, Limited, Overland, Sport, Rocky Mountain	2006-10,9999	14
407	Patriot	Sport, Limited, Latitude, X, Altitude, High Altitude, Freedom Edition	2007-***16***,9999	14
408	Renegade	Trail Hawk, Latitude	2015-***16,9999***	14
421	Cherokee (thru 1983)	Wide Track, Chief, Commando, Jeepster	1969-83,9999	15
422	Grand Cherokee (For 2014 on. Use model 403 for model years prior to 2013.)	Laredo (Base/E), Limited, Overland, Summit, SRT***, Trailhawk***	2014-***17***,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-***2017***, 9999	14,15,19, 31,32, 40,41, 42, 45,48,49

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
499	Unknown (light truck)	--	1940-***2017***, 9999	14,15,19, 31,32,39, 40,41, 42, 45,48,49

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (JEEP)	--	1940-***2017***, 9999	49

***Note that Jeep DJ-series are coded under MAKE 03, MODEL 466**
****Willys Jeep can be coded 401 or 999.**

MAKE: KIA (63) (KIA)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	Sephia	RS, LS, GS	1994-01,9999	04
032	Rio/Rio5	Cinco (Wagon), LX, SX, EX	2001-***17***,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, SX Turbo, Hybrid, Limited, SXL	2001-***16***,9999	04
035	Amanti	--	2004-10,9999	04
036	Rondo	EX, LX	2007-10,9999	06
037	Soul	Base, sport, +, !, White Tiger, EV	2009-***16***,9999	06
038	Forte	2.0 (EX, LX, SX) 2.4 (SX), Koup (EX, LX, SX) 5 (EX, ***LX,*** SX)	2010-***17***,9999	02,04,05,09
039	Cadenza	Premium, Limited	2012-***16***, 9999	04
040	K900	Luxury	2015-***16,9999***	04
398	Other (automobile)	--	1994-***2017***, 9999	02,04-06,08,09
399	Unknown (automobile)	--	1994-***2017***, 9999	02,04-06,08, 09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Sportage	EX, LX, 4WD, Limited, SX, Base***, Turbo***	1995-2003, 2005-***17***, 9999	14
402	Sorento	EX, ***EX-V6, L,*** LX, LX-V6, SX, SX-V6, Limited***, Limited-V6***	2003-***17***, 9999	14
421	Borrego	EX, LX, LTD	2008-10,9999	15
441	Sedona	EX, ***L,*** LX, L, SX, Limited***, SXL***	2002-12, 2014-***16***, 9999	20
498	Other (light truck)	--	1995-***2017*** 9999	14,15,19, 20
499	Unknown (light truck)	--	1995-***2017***, 9999	14,15,19, 20

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (KIA)	--	1994-***2017***, 9999	49

MAKE: Lancia (40) (LNCI)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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 (Premium, Plus), Prestige, Dynamic***, SE (Premium), HSE (Dynamic)***	2012-***17***,9999	14
405	Discovery Sport	HSE (Base, Luxury), SE	2015-***17,9999***	14
421	Range Rover	County, County SE, Great Divide, Hunter, LSE, County LWB, 4.0SE, 4.6HSE, S, SE, HSE, Westminster, Limited Edition, ***Supercharged,*** Sport (***HST,*** SE, HSE, Supercharged, Autobiography), Supercharged, HSE-LUX, Autobiography (Base, Black)	1987-***2016***, 9999	15
422	Freelander (2002-03 only; see 403 for 2004 on)	HSE, SE, S, SE3	2002-03,9999	15
423	LR3/LR4	HSE, SE, LUX, Plus, V8, Limited Edition	2005-***16***,9999	15
424	LR2	i6, TD4, HSE, LUX, Plus	2007-***16***,9999	15
498	Other (light truck)	Land Rover (1948-1990), Range Rover (before 1987)	1948-***2017***, 9999	14,15

Codes	Models	Includes	Model Years	Body Types
499	Unknown (light truck)	--	1948-***2017***, 9999	14,15,19

MAKE: Lexus (59) (LEXS)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	ES-250/300/300h/330/350	Black Diamond Edition, Premium Plus, Ultra Luxury, Hybrid	1990-***2017***, 9999	04
032	LS-400/430/460/L/600h/L	LS-F Sport***, Hybrid***	1990-***2017***, 9999	04
033	SC-400/300	2-Door Coupe	1992-2000, 9999	02
034	GS-300/350/400/430/450h/460	Hybrid, F Sport	1993-***2017***, 9999	04
035	IS-250/300/350/500***/200t***	SportCross, Sport, F, C	2001-***16***,9999	01,04,05,09
036	SC-430	Special Edition, Pebble Beach	2002-10,9999	01
037	HS 250h	Premium	2010-12,9999	04
038	CT 200h	F Sport	2011-***17***,9999	05
039	LFA	Standard, Special	2012-***16***,9999	01,02,09
040	RC	300, ***350,*** 350h, F Sport	2015-***17,9999***	***01***,02,***09***
398	Other (automobile)	--	1990-***2017***, 9999	01,02,04,05,09
399	Unknown (automobile)	--	1990-***2017***, 9999	01,02,04,05,08,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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, F Sport	2004-***17***,9999	14
404	GX460	Sport, Premium***, Luxury***	2010-***17***, 9999	14
405	NX	200t, 300h, F Sport***, Hybrid***	2015-***17,9999***	14
421	LX450/470/570	--	1996-***2017***, 9999	15
499	Unknown (light truck)	--	1996-***2017***, 9999	14,15,19

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (LEXUS)	--	1990-***2017***, 9999	49

MAKE: Lincoln (13) (LINC)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 ***(Premier 400A, Select 500A, Reserve 600A)***, 2.0L, 3.7L, EcoBoost, Premiere ***(100A)***, Select ***(200A), Reserve (300A), Black Label (Vineyard, Chalet, Thoroughbred)***	2006-***17***,9999	04
014	MKX	FWD, AWD***, Black Label (Modern Heritage, Indulgence, Thoroughbred, The Muse)***	2007-***16***,9999	06
015	MKS	EcoBoost, 3.7L FWD/AWD	2008-***16***,9999	04
016	MKT	EcoBoost, TownCar, 3.5L, 3.7L	2010-***17***,9999	06,09, 11,12
017	***Continental***	***Black Label Edition (Rhapsody, Chalet, Thoroughbred)***	***2017***	***04***
398	Other (automobile)	Cosmopolitan, Capri, Premiere	1940-***2017***, 9999	01-09, 10-12
399	Unknown (automobile)	--	1940-***2017***, 9999	01-09, 10-12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Aviator	Premium, Luxury, Ultimate, Kitty Hawk Edition	2003-06,9999	14
402	MKC	FWD, AWD***, Black Label (Modern Heritage, Center Stage, Indulgence)***	2015-***17,9999***	14

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
421	Navigator	2WD, 4WD, Premium, Luxury, Ultimate, L, 5.4L	1997-***2017***, 9999	15
481	Blackwood	--	2002	31
482	Mark LT	2WD, 4WD	2006-08,9999	31
498	Other (light truck)	--	1997-***2017***, 9999	14,15, 31
499	Unknown (light truck)	--	1997-***2017***, 9999	14,15, 49

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (LINCOLN)	--	1990-***2017***, 9999	49

MAKE: Mazda (41) (MAZD)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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/ Protégé 5	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***, RF***	1990-97; 1999-***2017***, 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	2003-14,9999	04
050	Mazda6	Grand Touring, Sport, Mazdaspeed6, Grand Sport, SV, Plus, Touring	2003-***17***,9999	04-06,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
051	Mazda3	i, (Sport, Touring, Grand Touring, SV) s (Touring, Grand Touring), SP23, Value, Mazdaspeed3,	2004-***16***,9999	04-06,09
052	Mazda5	Sport, Touring, Grand Touring	2006-10, 2012-15, 9999	06
053	CX-7	i, s, Sport, Touring, Grand Touring, SV	2007-12,9999	05
054	CX-9 (2007-12 only. For 2013 on see model 421.)	Sport, Touring, Grand Touring	2007-12,9999	06
055	Mazda2	Sport, Touring	2011-15,9999	05
056	***CX-3***	***Sport, Touring, Grand Touring***	***2016-17, 9999***	***05***
398	Other (automobile)	1200, 616	1950-***2017***, 9999	02,03,09
399	Unknown (automobile)	--	1950-***2017***, 9999	01-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Navajo	--	1991-94,9999	14
402	Tribute	DX, DX-V6, LX-V6, ES-V6, ES, LX, i, s, Hybrid, Sport, Grand Touring, Touring	2001-12,9999	14
403	CX-5	Sport, Touring, Grand Touring	2013-***16***,9999	14
421	CX-9 (2013 on. See model 054 for 2007-12 model years.)	Sport, Touring, Grand Touring	2013-***16***,9999	15
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-***2016***, 9999	14,15, 20, 30,32, 40, 42
499	Unknown (light truck)	--	1965-***2016***, 9999	14,15, 20, 30,32, 39 ,40, 42, 48,49

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (MAZDA)	--	1950-***2017***, 9999	49

MAKE: Mercedes Benz (42) (MERZ)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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
035	280/300 SEL	--	1967-72,9999	02,04,08
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
042	C Class (94 on)	C220/C230 (Kompressor)/ C240/250/280/300/320/35 0/ 400 (W)/C32/ 36/43/55/63***/63S*** AMG, Sport, Luxury***, 450 (AMG)***	1994-***2016***, 9999	02,04,06,09
043	S Class (95 on)	S320/350/400(V)/420/430/ 450/500/550(V***/e***)/600(V), 55/ 63/65 (AMG), Hybrid, 4-M***, S600 (Maybach)***	1995-***2016***, 9999	02,04,08,09
044	SL Class (95 on)	SL320/400/500/550(R)/ 600(R), Silver Arrow Edition, SL55/63/65 AMG	1995-***2016***, 9999	01,02,09
045	SLK	SLK230/250/280/300/320/ 350 (Sport), Kompressor, SLK 32/55 (AMG), Special Edition	1998-***2016***, 9999	01
046	CL Class	CL500/550/600, CL55/63/ 65 AMG	1998-2014, 9999	02
047	CLK	CLK 320/350/430/500/550, Cabriolet, CLK 55/63/65 AMG	1998-2009, 9999	01,02,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
048	E Class ('97 on)	250/300/TD, 320/350 (4-M, A, C, S, W)/400/420/430/ 500/550 (4-M, A, C, W), 55/63/63S AMG, 320CDI, Hybrid	1996-***2016***, 9999	01,02,04,06,09
049	SLR	McLaren, 722 Edition	2005-10,9999	01,02,09
050	R Class	R320/350/500, R63 AMG	2006-12,9999	06
051	CLS Class	CLS400/500/550, CLS55/63/ 63S AMG	2006-***16***,9999	04
052	SLS Class	AMG (C/GT) ***Final Edition***	2011-15,9999	01,02,09
053	B Class	--	2014-***16***,9999	05
054	CLA Class	250, 45 (AMG)	2014-***16***,9999	04
055	GLA Class	250, 45 (AMG)	2015-***16,9999***	05
056	AMG GT S	450	***2016***	02
398	Other (automobile)	--	1946-***2016***, 9999	01-09, 10-12
399	Unknown (automobile)	--	1946-***2016***, 9999	01-09, 10-12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	M/ML Class	ML250/320/350/400/430/ 450/500/550, 55/63 AMG Special Edition, Hybrid, 4-M	1998-2015, 9999	14
402	G Class	G500/550, G55/63 (AMG)	2002-***16***,9999	14
403	GLK Class	220/250/280/320/350	2010-***15***,9999	14
404	***GLE Class***	***300d, 350, 63 AMG, Coupe (450/63S)***	***2016***	***14***
405	***GLC Class***	***300***	***2016***	***14***
421	GL Class	GL320/350/450/550, GL63 (AMG)	2007-***16***,9999	15
461	Sprinter	(for 2004-2010 see "Freightliner" and "Dodge")	2002-03, 2010-***16***, 9999	21,22,28,29
462	***Metris***	***Cargo, Passenger***	***2016***	***20***
470	Van derivative	Kurbstar	1982-***2016***, 9999	28,29
498	Other (light truck)	--	1946-***2016***, 9999	14-16,19, 21,22, 31,32, 40,41, 42, 45,48
499	Unknown (light truck)	--	1946-***2016***, 9999	14-16,19, 21,22, 28,29, 31,32, 40,41, 42, 45,48,49

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium/Heavy Van-Based Vehicle	Sprinter	2002-03, 2010-***16***, 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

Codes	Models	Includes	Model Years	Body Types
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

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-***2016***, 9999	49, 79, 99
999	Unknown (MERCEDES BENZ)	--	1950-***2016***, 9999	49, 79, 99

MAKE: Mercury (14) (MERC)

(Merkur: See "56")

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
002	Cyclone	GT, CJ, Spoiler	1964-70,9999	01,02,09
003	Capri-domestic (for 1967 see 008)	RS, Turbo, GS, Black Magic, 5.0	1979-86; 1989-94,9999	01,03,09
004	Cougar (For 1967-1997. See 038 for 1999-2002) /XR7 (1967-1997)	Villager, Brougham, RS, LS, GS, Eliminator, XR-7	1967-97,9999	01,02,04,06,08,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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
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	01-09, 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	01-09, 10
399	Unknown (automobile)	--	1952-2011, 9999	01-09, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Mountaineer	Convenience, Luxury, Premier (4.0/4.6L)	1996-2010, 9999	14
402	Mariner	Convenience, Luxury, Premier, Hybrid	2005-11,9999	14

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (MERCURY)	--	1950-2011, 9999	49

MAKE: Merkur (56) (MERK)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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	02,04,08,09
398	Other (automobile)	--	1945-80,9999	01-04,08,09
399	Unknown (automobile)	--	1945-80,9999	01-04,08,09

MAKE: Mitsubishi (52) (MITS)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
034	Galant	ECS, Sigma (through '88), ES, LS, DE, GTS-V6, I-4, Special Edition, Ralliart, Sport Edition, SE, FE	1985-2012, 9999	04
035	Mirage (For 1985-2002. For 2014 on use model 048.)	L, Turbo, GS, LS, DS, DE, ES	1985-2002, 9999	02-04, 08, 09
036	Precis	--	1987-94,9999	03,05,07,09
037	Eclipse	GS, DOHL, Turbo, GS-T, GSX, Spyder, RS, GT, GTS, Remix Edition, SE, Sport. Special Edition	1990-2012, 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	ES, SE	2012-***17***,9999	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, GT***, SEL***	2002-***17***,9999	04-06, 09
047	Outlander	ES, LS, SE, XLS, Limited, GT, Sport, SE-S, GT-S	2003-***16***,9999	06
048	Mirage (2014 on. For 1985-2002 use 52-035.)	DE, ES***, SE, GT, G4 (ES, SE)***	2014-***17***,9999	***04***,05,***09***
398	Other (automobile)	500, 1000, Debonair, Galant (1969)	1960-***2017***, 9999	01-09
399	Unknown (automobile)	--	1960-***2017***, 9999	01-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Montero/Montero Sport	Sport, LS, SR, XLS, ES, LTD, 20th Anniversary Edition, SE	1983-2006, 9999	14
402	Endeavor	LS, SE, XLS, Limited	2004-12,9999	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)	--	1983-2012, 9999	14, 20, 30-32, 40, 42
499	Unknown (light truck)	--	1983-2012, 9999	14, 20, 30-32, 40, 42, 48,49

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
882	Medium/Heavy – COE low entry	FUSO FE/FG/FH/FK/FM	1983-***2016***, 9999	60-64,66,71,72,78
898	Other (medium/heavy truck)	--	1983-***2016***, 9999	60-64,66,71,72,78

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1981-2004, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown**

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (MITSUBISHI)	--	1983-***2017***, 9999	49, 79, 99

MAKE: Nissan/Datsun (35) (NISS) - (DATS)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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***/SR***, Platinum Edition	1977-***2016***, 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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
042	Stanza	XE	1982-93,9999	03-07,09
043	Sentra	E, XE, GXE, S, SE, SE-R (Spec V), GLE, CA, 2.5LE, 1.8, 1.8S, 2.0/S/SL/SR, Special Edition, Platinum Edition, Spec-V, FE, SV, FE+S, Nismo	1982-***2016***, 9999	02,04,06,08,09
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/SR/SV, 3.5 S/SE/SL/SR/ SV, SE-R, Hybrid***, SR (Base, Midnight), Platinum***	1993-***2017***, 9999	02,04, 09
048	350Z/370Z	Enthusiast, Performance, Touring, Track, Base, 35th Anniversary, Grand Touring, Nismo, 40th Anniversary, Sport, Sport Tech, Nismo Tech, Touring Sport	2003-***17***,9999	01,02,09
049	Murano	SE, SL, S, LE, SV, CrossCabriolet, Platinum, S Plus	2003-***16***,9999	01,06,09
050	Versa	1.8S/SL, 1.6 S/SV/SL, Plus, Note ***(S, S Plus, SV, SR, SL)***, S Plus, SR	2007-***17***,9999	04,05,09
051	Rogue	S, SL, SV, Krom/Special Edition***, Select (S)***	2008-***16***,9999	06
052	Cube	1.8 S/SL, Krom Edition, Indigo Edition	2009-14,9999	06
053	GT-R	Base, Premium, Black Edition, Track Edition, Nismo***, 45th Anniversary***	2009-***17***,9999	02
055	Leaf	S, SL, SV	2011-***16***,9999	05
398	Other (automobile)	110 sedan, K110	1955-***2016***, 9999	01-09, 10
399	Unknown (automobile)	--	1955-***2016***, 9999	01-09, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Pathfinder	MPV, 4X4, XE, LE, SE, S, Off-Road, FE+, SV, Silver Edition, Hybrid***, SL (Tech, Premium), Platinum***	1986-***2017***, 9999	14
402	Xterra	XE (I-4), SE, (S/C), SE-R, Spec V, X, S, Off-Road, Pro-4X	2000-15,9999	14

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
403	Juke	S, SL, SV, Nismo, Nismo RS	2011-***16***,9999	14
421	Pathfinder Armada	LE, SE, SE Off-Road, Titanium, Platinum, SV, SL	2004-***17***,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, Platinum	1993-2002; 2004-09, 2011-***16***, 9999	20
444	Altra EV*	(electric vehicle*)	1998-2005, 9999	20
446	NV200/eNV200	S, SV***, Taxi, Compact Cargo, Passenger, HD Cargo***	2013-***16***,9999	20
461	NV	1500, 2500, 3500	2011-***16***,9999	21,22,28,29
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, SL, S, Diesel Runner	1998-***2016***, 9999	30,32, 40, 42
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, XD ***(S, SV, SL, Platinum Reserve), Platinum***	2007-***17***,9999	31
498	Other (light truck)	Patrol (1960)	1955-***2017***, 9999	14,15, 20,21,22, 30-32
499	Unknown (light truck)	--	1955-***2017***, 9999	14,15,19, 20,29, 30,32,39, 40, 42, 48,49

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium/Heavy Van-Based Vehicle	NV	2011-***17***,9999	55, 61-64
883	Medium/Heavy – COE high entry	--	1986-***2017***, 9999	60-64,66, 71,72,78
898	Other (medium/heavy truck)	--	1986-***2017***, 9999	60-64,66, 71,72,78

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (NISSAN/DATSUN)	--	1950-***2017***, 9999	49, 79, 99

MAKE: Oldsmobile (21) (OLDS)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, 10-12
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
017	Ciera	Cutlass Ciera, Cutlass Cruiser, Brougham, ES (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	01-09, 10-12
399	Unknown (automobile)	--	1930-2004, 9999	01-09, 10-12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (OLDSMOBILE)	--	1932-2004, 9999	49

MAKE: Peugeot (44) (PEUG)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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
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

Codes	Models	Includes	Model Years	Body Types
701	0-50 cc	--	1965-83,9999	81
702	51-124cc	--	1965-83,9999	81
709	Unknown cc	--	1965-83,9999	81

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (PEUGEOT)	--	1960-91,9999	99

MAKE: Plymouth (09) (PLYM)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, 08,09, 10-12
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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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
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 (1997, 1999-2001 only. For 2002 on, see Chrysler)	Roadster, Black Tie Edition	1997; 1999-2001, 9999	01
398	Other (automobile)	Regant, Fleet, Savoy, Concord, Cambridge	1930-95,9999	01-09, 10-12
399	Unknown (automobile)	--	1965-2001, 9999	01-09, 10-12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-2001, 9999	92,93,97

Codes	Models	Includes	Model Years	Body Types
999	Unknown (PLYMOUTH)	--	1957-2001, 9999	49

MAKE: Pontiac (22) (PONT)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	Lemans (See model 031 for 1988 on)/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 only) /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	2006-10,9999	01,02, 09
024	G8	GT, GXP	2008-10,9999	04
025	G3	--	2009-10,9999	04,05,09
031	Lemans (1988 on)	LE, SE, Tempest Canadian	1988-93,9999	01-09
032	Vibe	GT, AWD, HB	2003-10,9999	06

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
398	Other (automobile)	Torpedo, Streamliner, Chieftain Star Chief, Super Chief	1946-2010, 9999	01-09, 10
399	Unknown (automobile)	--	1926-2010, 9999	01-09, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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,	1990-2009, 9999	20
499	Unknown (light truck)	--	1990-2009, 9999	14, 20, 49

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (PONTIAC)	--	1951-2010, 9999	49

MAKE: Porsche (45) (PORS)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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), GT***, GTS***	1965-***2016***, 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, Black Edition, GTS	1997-***2016***, 9999	01
041	Cayman	S, Hybrid, Black Edition, R, GTS, GT4	2006-***16***,9999	02

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
042	Panamera	S, 4, 4S, Turbo, Turbo S, Hybrid, GTS, S, Platinum Edition, Executive***, Edition, Exclusive***	2010-***16***,9999	05
043	918	Spyder, Weissach Pkg	2013-***16***,9999	01,02,09
398	Other (automobile)	Spyder, Speedster (prior to '65), 356 (A, B, C) Grund, America, Super, 1500	1948-***2016***, 9999	01-03,05,09
399	Unknown (automobile)	--	1948-***2016***, 9999	01-03,05,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Macan	S, S Diesel, Turbo	2014-***16***,9999	14
421	Cayenne	Turbo, S, Titanium, GTS (PD Edition), Transsyberia, Hybrid, Diesel	2003-***16***,9999	15
499	Unknown (light truck)	--	2003-***16***,9999	14, 15

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (PORSCHE)	--	1965-***2016***, 9999	99

MAKE: Renault (46) (RENA)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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
038	Fuego	TL, TS, GTL, GTS, Turbo	1982-85,9999	02,03,09
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	01-09, 10,11
399	Unknown (automobile)	--	1946-90,9999	01-09, 10,11

**** Note: Medallion and Premier listed under Eagle after 1987.**

MAKE: Saab (47) (SAA)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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	9-3/9-3x	SE (Hot), Viggen, Linear Arc, Vector, Aero, 2.0T, SportCombi, Combi, Estate	1999-2012, 9999	01,03-07,09
036	9-5	SE, Aero, 2.3T, Set, Arc, Linear, Aero, SportCombi, 2.5T, Turbo X, Vector	1999-2012, 9999	02,04,06,08,09
037	9-2x	Linear, Aero	2005-06,9999	05
038	9-4x	--	2009-12,9999	06
398	Other (automobile)	Monte Carlo 850, GT850, GT750, 92/93	1950-2012, 9999	01-09
399	Unknown (automobile)	--	1950-2012, 9999	01-09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	9-7x	Arc, Linear, 4.2i, 5.3i, Altitude Edition, Aero	2005-11,9999	14

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (SAAB)	--	1950-2012, 9999	49

MAKE: Saturn (24) (STRN)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	SL	SL, SL1, SL2	1991-2002, 9999	04
002	SC	SC1, SC2	1991-2002, 9999	02, 09, 17
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, I3, Red Line	2003-07,9999	04, 09, 17
008	Sky	Red Line	2007-10,9999	01

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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
398	Other (automobile)	--	1991-2010, 9999	02-06,08,09, 17
399	Unknown (automobile)	--	1991-2010, 9999	02-06,08,09, 17

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (SATURN)	--	1991-2010, 9999	49

MAKE: Scion (67) (SCIO)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	xB (2012 on. See Toyota for 2004-2011)	1.0, 2.0 Series, Limited Edition, 10th Anniversary	2012-15,9999	06
032	tC (2012 on. See Toyota for 2005-2011)	1.0 Series, Limited Edition, 8.0 Series, 10th Anniversary	2012-***16***,9999	03
033	xD (2012 on. See Toyota for 2007-2011)	Limited Edition, 10th Anniversary	2012-14,9999	05
034	iQ (2012 on. See Toyota for 2010-2011)	10th Anniversary	2012-14,9999	03
035	FR-S	10th Anniversary	2013-***16***,9999	02
036	***iA***	***--***	***2016***	***04***
037	***iM***	***--***	***2016***	***05***
398	Other (automobile)	--	2012-***16***,9999	02,03,05,06,09
399	Unknown (automobile)	--	2012-***16***,9999	02,03,05,06,09

MAKE: Smart (65) (SMRT)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	Fortwo	Pure, ***Prime*** Passion, ***Proxy, Electric***	2008-***16***,9999	01,02,09
398	Other (automobile)	--	2008-***16***,9999	01,02,09
399	Unknown (automobile)	--	2008-***16***,9999	01,02,09

MAKE: Sterling (61) (STLG)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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

MAKE: Subaru (48) (SUBA)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, ***Sport,*** 3.6R ***(Base, Limited)***	1990-***2017***, 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/S/TS/ GT, WRX, WRX Sport/STI/SS/ TR, Limited Edition, Premium, SE, STI, STI-S, 2.0i (Premium, Limited, Sport***, Sport Limited***)	1993-***2017***, 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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
045	Outback (2003 on; see 034 for prior to 2003)	H6-VDC, 35th Anniversary Edition, 2.5, 2.5i ***(Premium, Limited)***, 2.5XT, 3.0R, Special Edition, VDC Limited, Sport, L.L. Bean Edition, 3.0R. Premium, 3.6R ***(Limited)***	2003-***16***,9999	04-06,09
046	BRZ	Premium, Limited	2013-***17***,9999	03
047	WRX (2015 on; see 038 for prior to 2015)	Premium, Limited, STi, STi Limited	2015-***17,9999***	04
398	Other (automobile)	--	1968-***2017***, 9999	01-09, 10
399	Unknown (automobile)	--	1968-***2017***, 9999	01-09, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	Forester	L, S, 2.5i, 2.0XT, 2.5X, 2.5XS, 2.5XT, L.L. Bean Edition, Limited (Plus), Sport, Premium, Touring	1997-***2017***, 9999	14
402	B9 Tribeca	Base, Limited, Special Edition, Premium, Touring, 3.6R	2006-14,9999	14
403	XV Crosstrek	2.0i Premium/Limited, Hybrid (Premium***, Touring***)	2013-***16***,9999	14
499	Unknown (light truck)	--	1997-***2017***, 9999	14

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (SUBARU)	--	1958-***2017***, 9999	49

MAKE: Suzuki (53) (SUZI)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
040	SX4/SX4 Crossover	Base, Sport, Convenience, Touring, L, S, SD, SE, GTS, LE, SportBack, JX, Premium, Tech Value Package	2007-13,9999	04,05,09
041	Kizashi	GTS, S, SE, SLS, Sport	2010-13,9999	04
398	Other (automobile)	800 Fronte, Alto	1981-2013, 9999	03-07,09
399	Unknown (automobile)	--	1981-2013, 9999	03-07,09

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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, Ultra Adventure Edition	2003-13,9999	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-4	2009-13,9999	31
498	Other (light truck)	Jimmy	1981-2013, 9999	14, 31
499	Unknown (light truck)	--	1981-2013, 9999	14, 31

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	--	1970-2013, 9999	80,81,83,88,89
702	51-124cc	--	1970-***2017***, 9999	80,81,83,88,89
703	125-349cc	--	1969-***2017***, 9999	80,83,88,89
704	350-449cc	--	1970-93; 2000-***17***,9999	80,83,88,89
705	450-749cc	--	1969-***2017***, 9999	80,83,88,89
706	750cc-over	--	1970-***2017***, 9999	80,83,88,89
709	Unknown cc	--	1969-***2017***, 9999	80-83,88,89

ALL TERRAIN VEHICLES

Codes	Models	Includes	Model Years	Body Types
731	0-50cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1969-87; 2002-04, ***2009-17,*** 9999	90, ***97****
732	51-124cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1969-2004, ***2009-17,*** 9999	90, ***97****
733	125-349cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1969-***2017***, 9999	90, ***97****
734	350cc or greater	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1969-93; 1998-***2017***, 9999	90, ***97****
739	Unknown cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1969-***2017***, 9999	90, 97*

***Refer to Body Type attribute 97 (Other Vehicle Type) for remarks regarding side-by-side ATVs**

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (SUZUKI)	--	1969-***2017***, 9999	49, 99

MAKE: Toyota (49) (TOYT)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, CE, L, Special Edition, LE Eco***, 50th Anniversary, XSE, iM***	1969-***2017***, 9999	02-09
033	Celica	1900, 2000, GT, ST, GTS, VE, GT-S	1971-2006, 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	1980-99,9999	02-09
039	Starlet	--	1981-84,9999	03
040	Camry	LE, Deluxe, XLE, DLX, SE, All-Trac, CE, SE, Limited Edition, L, Hybrid (CVT/LE/XLE/SE), XSE, Special Edition	1983-***2017***, 9999	02,04-06,08,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
041	MR-2/MR Spyder	Super Charged	1984-95; 2000-07,9999	01,02,09
042	Paseo	Turbo, T-bar	1992-97,9999	01,02,09
043	Avalon	XL, XLS, Limited, Touring, XLE, Hybrid, Premium, Sport	1995-***2016***, 9999	04
044	Solara	Camry Solara (SE, SLE, Sport)	1999-2009, 9999	01,02,09
045	ECHO	--	2000-05,9999	02,04,09
046	Prius *	*Electric hybrid, Touring, II, III, IV, V (2/3/4/5), (CVT), 3rd Generation (2/3/4/5), Plug-In (Base/Advanced), c (1/2/3/4), Persona Series	2001-***17***,9999	03-06,09
047	Matrix	Base, XR, XRS, STD, S, SD, L	2003-13,9999	06
048	Scion xA	RS 1.0	2004-06,9999	05
049	Scion xB (2004-2011 only. See 67-031 for 2012 on.)	1.0, 2.0 Series	2004-11,9999	06
050	Scion tC (2005-2011 only. See 67-032 for 2012 on.)	1.0 Series	2005-11,9999	03
051	Yaris	Liftback, S, CE, HB, LB, LE, RS, SE, L***, iA***	2007-***17***,9999	03-05, 09
052	Scion xD (2007-2011 only. See 67-033 for 2012 on.)	--	2007-11,9999	05
053	Venza	LE, XLE, Limited	2009-15,9999	05
054	Scion iQ (2010-2011 only. See 67-034 for 2012 on.)	--	2010-11,9999	04
055	Mirai	--	2016-***17, 9999***	04
398	Other (automobile)	2000 GT Coupe (1960s), Sports 800, Vipor, Tiara	1960-***2017***, 9999	01-09, 10
399	Unknown (automobile)	--	1960-***2017***, 9999	01-09, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	4-Runner	SR5, Limited, Sport, Trail***, TRD Pro***	1984-***2016***, 9999	14
402	RAV4*	L, LE, EVs-electric*, Sport, Limited, Hybrid, XLE	1996-***2016***, 9999	14
403	Highlander	Limited, Hybrid, Sport, SE, Plus, LE, LE Plus, XLE***, Platinum***	2001-***17***,9999	14
404	FJ Cruiser	Baja 1000, FJ, SE, TRD, AT, MT	2007-14,9999	14
421	Land Cruiser	4WD	1964-***2017***, 9999	15
422	Sequoia	SR5, Limited, Platinum	2001-***16***,9999	15

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
441	Minivan (1984-90)/ Previa (1991 on)	LE, Cargo, DX, XLE	1984-97,9999	20
442	Sienna	CE, LE, XLE, Symphony, Limited, SE, L	1998-***2017***, 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, T/X, T/X Pro, Access Cab***, TRD (Sport, Pro, Off-Road), SR***	1995-***2017***, 9999	30,32, 40, 42
481	T-100	DX, SR5, Limited, Xtracab	1993-98,9999	31,32, 40, 42
482	Tundra	SR5 (Access Cab), LTD, (Access Cab), Double Cab, Darrell Waltrip Special Edition, CrewMax, 4.0L, 4.6L, 5.7L, Limited, SR, 1794 Edition***, Platinum, TRD Pro***	1999-***2017***, 9999	31,32, 40, 42
498	Other (light truck)	--	1970-***2017***, 9999	14,15,19, 20,29, 30,31,32,39
499	Unknown (light truck)	--	1973-***2017***, 9999	14,15,19, 20, 30-32,39, 40, 42, 48,49

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (TOYOTA)	--	1966-***2017***, 9999	49

MAKE: Triumph (50) (TRIU)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	--	1965-83,9999	80

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
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-***2016***, 9999	80
706	750cc or greater	--	1950-***2017***, 9999	80
709	Unknown cc	--	1950-***2017***, 9999	80
799	Unknown (motored cycle)	--	1950-***2017***, 9999	80

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (TRIUMPH)	--	1950-***2016***, 9999	99

MAKE: Volkswagen (30) (VOLK)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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, ***2006***-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 SportsWagen	III, GL (TDI, 1.9L, 2.0L), GLI (***2.0T,*** VR6), GLS (1.8T,1.8L/l.9L/ 2.0L/2.8L/ TDI/VR6), GT, Carat, TDI, GLX (VR6/ 2.8L), Turbo Diesel, 2.5L Wolfsburg Edition, S/SE/ SEL, Value Edition. 2.0T, 3.6, Autobahn, Hybrid (SE, SEL, SEL Premium), Premium, Edition 30***, 1.4T, Sport***	1981-***2017***, 9999	02,04,06,08,09
041	Quantum	Synco	1982-88,9999	02,04,06,08,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
042	Golf/Cabriolet/Cabrio/ GTI/ GLI	Golf II, GTI (GLS, GLX 1.8T/2.0T/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, Convenience, R, 2.5L, Driver's Edition, SE, SEL, Autobahn, Launch Edition***Sport Wagen (S, SE, SEL), eGolf, Autobahn***	1985-***2017***, 9999	01,03,05-09
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 (CC - 2008 thru 2011; see 052 for 2012 on)	GL, GLS (1.8T, Synchro, V6), TDI, GLX (1.8T, 2.0T, W8, Synchro, V6), 4MOTION, 3.6 GL, Value Edition, CC, Highline, Komfort, 2.5 (S/SE), Wolfsburg Edition, Sport, Premium, Clean Diesel, SEL	1990-***2017***, 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, Turbo S, Fender Edition, Sun and Sound, R-Line, GSR, Clean Diesel***, Classic***	1998-2010, 2012-***16***, 9999	01,03,09
048	Phaeton	3.2L, 4.2L, V6, V8, W12	2002-11,9999	04
051	Eos	2.0T, 3.2L, Executive, Komfort, Luxury, Turbo, VR6, Sport, Final Edition	2006-***16***,9999	01
052	CC (For 2012 on. See model 046 for 2008-2011.)	Luxury, Sport, Sport Plus, VR6, R-Line, 2.0T, 4MOTION, Executive, ***V6***	2012-***16***,9999	04
398	Other (automobile)	--	1965-***2017***, 9999	01-09, 10
399	Unknown (automobile)	--	1956-***2017***, 9999	01-09, 10

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	The Thing (181)	--	1973-75,9999	14
402	Tiguan	S, SE, SEL, R-Line, 4MOTION***, 2.0T, Wolfsburg***	2008-***17***,9999	14

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
421	Touareg/Touareg 2	V6, V8, V10, VR6 FSI, Lux, Executive, Hybrid, Sport, R-Line, X Special Edition, TDI	2003-***16***,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	2009-13,9999	20
498	Other (light truck)	--	1967-***2017***, 9999	14,15, 20
499	Unknown (light truck)	--	1965-***2017***, 9999	14,15, 20, 49

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-***2017***, 9999	92,93,97
999	Unknown (VOLKSWAGEN)	--	1956-***2017***, 9999	49

MAKE: Volvo (51) (VOLV)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
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 (For XC70 for 2014 on, use model code 402)	C70 (LT, HT, T5), S70 (GLT, T5, AWD) V70 (R, SC Cross Country, GLT, T5, M, 2.4T, 2.4, 2.5T, T6, R, 3.2) LPT, HPT. XC70	1998-2013, 9999	01,02,04,06,09
044	90 Series	S90, V90	1998	04,06,09
045	80 Series	S80 (2.9, T6, Executive, Premier) 2.5, 2.5T, 3.2, V8	1999-***2016***, 9999	04
046	40 Series	S40, V40, LSE, 2.5i, T5, 2.4i, R-Design	2000-11,9999	04,06,09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
047	60 Series	S60 (2.4T, 2.4, 2.5 AWD, T5***, Polestar***), 2.4M, 2.5T, R, T5, T6, R-Design, Drive-E ***Cross Country***	2001-***17***,9999	04
048	V50	2.4i, T5, R-Design	2005-11,9999	06
049	C30	1.0, 2.0, T5, R-Design	2008-13,9999	03
050	XC60	3.2, T5 ***(Dynamic, Inscription)***, T6 ***(Dynamic, Inscription, R-Design)***, R-Design, Drive-E	2008-***17***,9999	06
051	V60	T5, T6, R-Design, Drive-E***, Cross Country, Polestar***	2014-***17***,9999	06
398	Other (automobile)	--	1958-***2017***, 9999	01-09, 10-12
399	Unknown (automobile)	--	1958-***2017***, 9999	01-09, 10-12

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
401	XC90	2.5T(AWD), T6(AWD), V8, 3.2, R-Design, SVR7, First Edition, T5***, Plug-In, Excellence, T8***	2003-***17***,9999	14
402	XC70 (For 2014 on. For prior to 2013, use model code 043)	3.2, T6, Drive-E	2014-***16***,9999	14
499	Unknown (light truck)	--	2003-***17***,9999	14

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	--	1981-93; 1996-***2016***, 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-***2016***, 9999	60-64,66, 71,72,78
890	Medium/Heavy – COE entry position unknown	--	1981-93; 1996-***2016***, 9999	60-64,66,78
898	Other (medium/heavy truck)	--	1981-93; 1996-***2016***, 9999	60-64,66, 71,72,78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1981-2005, 9999	50-52,58,59

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
983	Bus: Rear engine, Flat front	--	2014-***16***,9999	50-52,58,59
988	Other (bus)	--	1965-***2016***, 9999	50-52,58,59
989	Unknown (bus)	--	1965-***2016***, 9999	50-52,58,59

****Use "981" (bus) if the frontal plane or the engine location is unknown.**

OTHER AND UNKNOWN

Codes	Models	Includes	Model Years	Body Types
998	Other (Vehicle)	--	1958-***2016***, 9999	92,93,97
999	Unknown (VOLVO)	--	1958-***2016***, 9999	49, 79, 99

MAKE: Yugo (57) (YUGO)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	GV/GVL/GVX	All models, Cabriolet	1986-92,9999	01-03,09

MAKE: Other Domestic Manufacturers (29)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
001	Studebaker/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), GT, GTS, GTLM, JRD, Abruzzi, Roadster, GTR1, 25th Anniversary***, Spyder (GT)***	2000-***16***,9999	01,02,09
004	Saleen	S7, S281, 435S, S302 (White Label, Yellow Label, Black Label), 570, 620, FOURSIXTEEN	2001-15,9999	01,02,04,09
005	Tesla	Roadster (Base, Sport) Model S (Base, Signature, Performance), Model X***, Super Charger, Model 3***	2008-***16***,9999	01,04,05,09, 14
398	Other (automobile)	Desoto, Excalibur, Stutz, FiberFab, Hudson, Packard, Consulier, Gatsby, Auburn, Phaeton, Citicar, Clenet	1930-91,9999	01-09, 10-13
399	Unknown Make	--	1940-***2016***, 9999	01-09, 10-13, 14,16, 39

MAKE: Other Import (69)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
031	Aston Martin	Lagonda, Vantage, Volante, Saloon, DB Mark III, DB4, DB4GT, DB5, DB6, DB7 (Heritage/Vantage/Volante), V12 (Vanquish S/Zagato/ Vantage, Vantage S), V8 (Vantage/ Vantage S), DB9 (Carbon Edition, ***GT***), Rapide (S), Cygnet, Carbon Black, One-77, Virage (Coupe/ Volante), DBS (Coupe/ Volante), CC100, Vantage GT, Rapid S, Vulcan, GT12, ***DB11***	1950-***2016***, 9999	01-09
032	Bricklin	--	1965-91,9999	02
033	Citroen	--	1965-91,9999	02-09
034	DeLorean	--	1981-83,9999	02
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/GTO, California ***(T)***, 418 Italia, FF, SA Aperta, 458 (Spider/ Italia/ Challenge/ Speciale ***(A)***), F12 Berlinetta, FF, LaFerrari***, 488 GTB/Spider, GTC4Lusso, F12TDF, F60 America***	1965-***2016***, 9999	01-05,07-09
036	Hillman	--	1965-91,9999	01-09
037	Jensen	Healy-Interceptor, 541R	1965-91,9999	01-05,07-09

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
038	Lamborghini	Countach, 5000S, Jalpa, Diablo, Miura, Murciélago (LP640), Galladoro, LP 550-2/560-4/570-4/670-4/700-4, CP, Aventador (J***, SV, LP750-4, Roadster***), Sesto Elemento, Spyder, Superlegga, Aventador, Gallardo, Veneo, Huracan ***(Base, Spyder), 350GT***	1965-***2017***, 9999	01,02,04,08,09
039	Lotus	Europe, Espirit (V8, GT-3, V8-GT) Elise, Exige, Evora (Range/GTE***/400***), California, Club Racer, Sport, 2-Eleven, Black, Bespoke	1967-***2016***, 9999	01,02,03, 04, 08,09
040	Maserati	Biturbo, Ghibli, 3200 GT, Quattroporte, Spyder GT, Sports GT, Executive GT, 90th Anniversary, MC12, GranSport, GranTurismo, GranCabrio, Stradale, Kubang, Sport, MC, S, GTS, S Q4, MC Centennial Edition, Levante***, Alfier***	1965-99; 2002-***17***, 9999	01-05,07-09, 14
041	Morris	Minor	1965-91,9999	01-09, 10
042	Rolls Royce/Bentley	Rolls Royce: Cloud/ Shadow series, Silver Spur, Silver Dawn, Silver Spirit, Silver Seraph, Corniche, Park Ward), Phantom (Drophead), Ghost; Bently: (Arnaze, Azure, Continental (GT***, Speed Black Edition***), Mulliner), Brooklands, Goodwood, EWB, 4, Mulsanne, Flying Spur, Super Sports, Wrath***, Dawn***	1926-***2017***, 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

Passenger Vehicles

Codes	Models	Includes	Model Years	Body Types
054	Mini-Cooper	Mark I, II, III, S, SE, Sport, MC40, Traveller, John Cooper Works, Clubman, Countryman, Paceman, Coupe, All 4***, Roadster, Convertible***	1961-74; 2002-***17***, 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, Plus 4, 4 Seater, Aero, Eva GT, 3 Seater, 4/4, Plus 8, SP1***, AR Plus 4***	2003-***16***, 9999	01,02,09
056	Maybach	57, 57S, 62, 62S, Laudualet, Zeppelin, Guard	2003-14,9999	04
057	Spyker	C8, Base, T, Laviolette, Aileron, Spyder, Double 12R, Double 12S, C12 Zagato, L2014 M85, D, B6 Venator	2005-15,9999	01,02,09,17
058	Koenigsegg	CC8S, CCR, CCX, CCXR, CCGT, Trevita, Agera, CC8S, Agera R/S, Special Edition***, Regera, One:1***	2007-***16***, 9999	01
061	Mahindra	Scorpio (Lx, Sle, Vls, Vlx)	2010-***16***, 9999	14, 30,39
062	Caterham	Classic, Roadsport, Academy, Superlight (R300/R400/R500), CSR, Seven (280/360/480/620R), SP 300R, Aeroseven***, Superflight Twenty***	2011-***16***, 9999	01
063	McLaren	MP4-12C, P15***, 675LT, 540C, 12C GT Spirit, 650S, P1***	2011-***16***, 9999	01
064	Bugatti	Veyron 164 (Grand Sport, Super Sport), Vitesse***, Chiron***	2005-***16***, 9999	01,02,09
398	Other (automotive)	Morgan (Prior to 2003; 2003 on see 055), Singer, Gazelle, Fisker	1928-***2017***, 9999	01-09, 10-13, 17
399	Unknown Make	--	1928-***2017***, 9999	01-09, 10, 19, 39

Motored Cycles

Note: Refer to Passenger Vehicle section for motored cycles produced by automobile manufacturers (BMW, Honda, Peugeot, Suzuki, Triumph)

MAKE: BSA (70) (BSA)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
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)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
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-***2016***; 9999	80,88,89
706	750cc or greater	--	1958-***2016***, 9999	80,88,89
709	Unknown cc	--	1958-***2016***, 9999	80-83,88,89

MAKE: Harley-Davidson (72) (HD)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	--	1965-66,9999	80,81,88,89
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, ***2014-17,*** 9999	80,88,89
706	750cc or greater	--	1932-***2017***; 9999	80,82,88,89
709	Unknown cc	--	1932-***2017***, 9999	80,82,88,89

MAKE: Kawasaki (73) (KAWK)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	--	1965-82, 9999	80,81,83,88,89
702	51-124cc	--	1965-***2017***, 9999	80,81,83,88,89
703	125-349cc	--	1965-***2017***, 9999	80,83,88,89
704	350-449cc	--	1975-98; 2003-04; 2006-***17***, 9999	80,83,88,89
705	450-749cc	--	1972-***2016***, 9999	80,83,88,89
706	750cc or greater	--	1972-***2016***, 9999	80,83,88,89
709	Unknown cc	--	1965-***2017***, 9999	80,83,88,89

ALL TERRAIN VEHICLES

Codes	Models	Includes	Model Years	Body Types
731	0-50cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	2003-***17***, 9999	90, ***97****
732	51-124cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1970-88; 2003-***17***, 9999	90, ***97****
733	125-349cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1970-***2017***, 9999	90, ***97****
734	350cc or greater	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1970-***2017***, 9999	90, ***97****
739	Unknown cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1970-***2017***, 9999	90, ***97****
998	***Other (Vehicle)***		1965-***2017***, 9999	91, 97*

***Refer to Body Type attribute 97 (Other Vehicle Type) for remarks regarding side-by-side ATVs**

MAKE: Moto-Guzzi (74) (MOGU)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
704	350-449cc	--	1965-76, 9999	80,88,89

Motored Cycles

Codes	Models	Includes	Model Years	Body Types
705	450-749cc	--	1965-87; 2004-***16***, 9999	80,88,89
706	750cc or greater	--	1965-***2016***, 9999	80,88,89
709	Unknown cc	--	1965-***2016***, 9999	80,88,89

MAKE: Norton (75) (NORT)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
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)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
706	750cc or greater	--	1998-***2017***, 9999	80,88,89
709	Unknown cc	--	1998-***2017***, 9999	80,88,89
998	Other (Vehicle)	--	1998-***2017***, 9999	97*

***Refer to Body Type attribute 97 (Other Vehicle Type) for remarks regarding side-by-side ATVs**

MAKE: Yamaha (76) (YAMA)

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	--	1979-***2017***, 9999	80,81,83,88,89
702	51-124cc	--	1972-***2017***, 9999	80,81,83,88,89
703	125-349cc	--	1969-***2017***, 9999	80,83,88,89
704	350-449cc	--	1972-***2017***, 9999	80,83,88,89
705	450-749cc	--	1971-***2016***, 9999	80,83,88,89
706	750cc or greater	--	1974-***2017***, 9999	80,83,88,89
709	Unknown cc	--	1969-***2017***, 9999	80,83,88,89

ALL TERRAIN VEHICLES

Codes	Models	Includes	Model Years	Body Types
731	0-50cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1965-91, 2005-***17***, 9999	90, ***97****
732	51-124cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1965-***2017***, 9999	90, ***97****

Motored Cycles

Codes	Models	Includes	Model Years	Body Types
733	125-349cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1965-***2017***, 9999	90***, 97******
734	350cc or greater	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1993-***2017***, 9999	90, 97*
739	Unknown cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1965-***2017***, 9999	90***, 97******
998	Other (Vehicle)	Snowmobiles, Golf Car	1965-***2017***, 9999	91,95,97*

***Refer to Body Type attribute 97 (Other Vehicle Type) for remarks regarding side-by-side ATVs**

Trucks

MAKE: Brockway (80) (BROC)

MEDIUM/HEAVY TRUCKS

Codes	Models	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

Codes	Models	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
989	Unknown (bus)	--	1965-77,9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-77,9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-77,9999	92,93,97
999	Unknown (BROCKWAY)	--	1965-77,9999	99

MAKE: Diamond Reo or Reo (81) (DIAR)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	DC101, C116***, M35 (A1, A2, A3)***	***1950-88, 1993-99***, 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	--	***1950-88, 1993-99***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	***1950-88, 1993-99***, 9999	60-64, 66, 71, 72, 78

Trucks

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1954-75, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1954-75, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	***1950-88, 1993-99***, 9999	92,93,97
999	Unknown (DIAMOND REO or REO)	--	***1950-88, 1993-99***, 9999	99

MAKE: Freightliner (82) (FRHT)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
461	Sprinter/Advantage	2500 (HC/SHC), 3500 (HC/SHC)	2002-***16***, 9999	21,22,28,29
462	MT 35 Chassis	--	1985-2013, 9999	22, 40, 42
498	Other (light truck)	--	1985-***2016***, 9999	20-22,28,29
499	Unknown (light truck)	--	1985-***2016***, 9999	20-22,28,29

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium Heavy Van-Based Vehicle	Sprinter	2002-***16***, 9999	55, 61-64
881	Medium/Heavy – CBE	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	--	1968-2013, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	--	1965-2013, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1963-2013, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1965-2013, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1965-***2017***, 9999	50-52,58,59

Trucks

Codes	Models	Includes	Model Years	Body Types
982	Bus: Front engine, Flat front	--	1965-***2017***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1965-***2017***, 9999	50-52,58,59
988	Other (bus)	--	1965-***2017***, 9999	50-52,58,59
989	Unknown (bus)	--	1965-***2017***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2017***, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1963-***2017***, 9999	92,93,97
999	Unknown (FREIGHTLINER)	--	1963-***2017***, 9999	99

MAKE: FWD (83) (FWD)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1965-2001, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-2001, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-2001, 9999	92,93,97
999	Unknown (FWD)	--	1965-2001, 9999	99

MAKE: International Harvester/Navistar (84) (INTL) - (NAVI)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	Loadstar/Fleetstar, Paystar, CBE Transtar, 4200, S-series Mixer, 8100, 8500, 9100, 9200, 9300, 9400, 9900, CXT, RXT, MXT***, Lonestar***	1963-***2017***, 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-***2016***, 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-***2016***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1948-***2017***, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1964-***2017***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	Fire truck - R140-R306, CO 8190	1955-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	R153-1853 Loadstar, 1603-1853	1953-***2017***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	173FC, 183FC	1972-***2017***, 9999	50-52,58,59
983	Bus**: Rear engine, Flat front	183RE, 193RE-transit	1965-***2017***, 9999	50-52,58,59

Trucks

Codes	Models	Includes	Model Years	Body Types
988	Other (bus)	--	1953-***2017***, 9999	50-52,58,59
989	Unknown (bus)	--	1953-***2017***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2017***, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1954-***2017***, 9999	92,93,97
999	Unknown (INTL. HARVESTER/ NAVISTAR)	--	1951-***2017***, 9999	79, 99

MAKE: Kenworth (85) (KW)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	520, 540, T400, T600, T800, C500-550, W900, T300	1947-***2017***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	L700	1972-***2017***, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	K100, K100E, K270, K300, K350	1965-***2017***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1954-***2017***, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1964-***2017***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1965-2004, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2017***, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-***2017***, 9999	92,93,97
999	Unknown (KENWORTH)	--	1965-***2017***, 9999	99

MAKE: Mack (86) (MACK)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	--	1968-***2017***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	--	1977-***2017***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1956-***2017***, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1972-***2017***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1971-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1965-2004, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2017***, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)		1965-***2017***, 9999	92,93,97
999	Unknown (MACK)		1965-***2017***, 9999	99

MAKE: Iveco/Magirus* (88) (IVEC)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
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

Trucks

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1980-91, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1980-91,9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)		1980-91,9999	92,93,97
999	Unknown (IVECO/MAGIRUS)		1980-91,9999	99

*** Magirus stopped production in 1985; Iveco stopped production in 1991.**

MAKE: Peterbilt (87) (PTRB)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	357-379, 387, 385	1974-***2017***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	270	1965-***2017***, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	362, 320	1965-***2017***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1961-***2017***, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1964-***2017***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
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
989	Unknown (bus)	--	1965-2004, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2017***, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1965-***2017***, 9999	92,93,97
999	Unknown (PETERBILT)	--	1965-***2017***, 9999	99

MAKE: White/Autocar-White/GMC (89) (WHIT) – (WHGM)

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
881	Medium/Heavy – CBE	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	--	1968-***2017***, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1963-***2017***, 9999	60-64, 66, 71, 72, 78
890	Medium/Heavy – COE entry position unknown	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck)	--	1965-***2017***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1965-***2017***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1965-***2017***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1965-***2017***, 9999	50-52,58,59
988	Other (bus)	--	1965-***2017***, 9999	50-52,58,59
989	Unknown (bus)	--	1965-***2017***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2017***, 9999	65,73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	--	1963-***2017***, 9999	92,93,97
999	Unknown (WHITE/AUTOCAR-WHITE/GMC)	--	1963-***2017***, 9999	99

Buses

NOTES:

- Refer to the PASSENGER VEHICLE 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)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
461	Van Based	van-based school bus, shuttle bus	1927-***2017***, 9999	21

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1927-***2017***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1927-***2017***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1927-***2017***, 9999	50-52,58,59
988	Other (bus)	--	1927-***2017***, 9999	50-52,58,59
989	Unknown (bus)	--	1927-***2017***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (BLUEBIRD)	--	1927-***2017***, 9999	99

MAKE: Eagle Coach (91)

BUSES

Codes	Models	Includes	Model Years	Body Types
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 "989" (bus) if the frontal plane or the engine location is unknown.**

MAKE: Gillig (92)

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1932-***2016***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1932-***2016***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1932-***2016***, 9999	50-52,58,59
988	Other (bus)	--	1932-***2016***, 9999	50-52,58,59
989	Unknown (bus)	--	1932-***2016***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MAKE: MCI (93) (MCIN)

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1963-***2016***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1963-***2016***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1963-***2016***, 9999	50-52,58,59
988	Other (bus)	--	1963-***2016***, 9999	50-52,58,59
989	Unknown (bus)	--	1963-***2016***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MAKE: Thomas Built (94) (THMS)

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
461	Van Based	van-based school bus, shuttle bus	1936-***2017***, 9999	21

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1936-***2017***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1936-***2017***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1936-***2017***, 9999	50-52,58,59
988	Other (bus)	--	1936-***2017***, 9999	50-52,58,59
989	Unknown (bus)	--	1936-***2017***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

UNKNOWN

Codes	Models	Includes	Model Years	Body Types
999	Unknown (THOMAS BUILT)	--	1936-***2017***, 9999	99

Other Make

MAKE: Other Make * (98)

AUTOMOBILES

(Unknown if DOMESTIC or FOREIGN) **

Codes	Models	Includes	Model Years	Body Types
301	Think	City	2009-15, 9999	03
302	Meyers Motor	NmG	2008-15, 9999	02
398	Other (automobile)	Solectra (electric: Force)	1945-***2016***, 9999	01-09, 10-13

****Do not use Other Make (98) if Other Domestic (29) or Other Import (69) is applicable.**

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
498	Other (light truck)	Solectra (electric: Citivan Flash)	1960-***2016***, 9999	14-16,19, 20-22, 28,29, 30-33,39, 40,41, 42, 45,48

LSV/NEV

Codes	Models	Includes	Model Years	Body Types
598	Other (LSV/NEV)	Tomberlin, Ford, Fly Bo	2000-***16***, 9999	94

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	(Includes: ATK, Beta, Buell, Cagiva, Cobra Trike, Jawa,	1965-***2016***, 9999	80,81,88,89
702	51-124cc	Husqvarna, KTM, Aprilia, Maely, Riva, Strociek, BMC,	1965-***2016***, 9999	80-83,88,89
703	125-349cc	MV Agusta, Bimota, Husaberg, Indian Scout, Indian, Laverda,	1965-***2016***, 9999	80-83,88,89
704	350-449cc	Big Dog, ***Polaris,*** Titan, Twin Eagle, Viza, Viper)	1965-***2016***, 9999	80-83,88,89
705	450-749cc	--	1965-***2016***, 9999	80-83,88,89
706	750cc or greater	--	1965-***2016***, 9999	80-83,88,89
709	Unknown cc	--	1945-***2016***, 9999	80-83,88,89

ALL TERRAIN VEHICLES

Codes	Models	Includes	Model Years	Body Types
731	0-50cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels. Includes: Polaris	1965-***2016***, 9999	90, ***97****
732	51-124cc	"	1965-***2016***, 9999	90, ***97****
733	125-349cc	"	1965-***2016***, 9999	90, ***97****
734	350cc or greater	"	1965-***2016***, 9999	90, ***97****
739	Unknown cc	"	1965-***2016***, 9999	90, ***97****

Other Make

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
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-***2016***, 9999	60-64, 66, 71, 72, 78
805	Oshkosh	(includes trucks & buses)	1965-***2016***, 9999	50,52-59, 60-64, 66, 71, 72, 78
806	Hino	(includes trucks & buses)	1985-***2016***, 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-***2016***, 9999	60-64, 66, 71, 72, 78
809	Sterling	--	1998-***2016***, 9999	60-64, 66, 71, 72, 78
881	Medium/Heavy – CBE	DINA	1965-***2016***, 9999	60-64, 66, 71, 72, 78
882	Medium/Heavy – COE low entry	DINA	1965-***2016***, 9999	60-64, 66, 71, 72, 78
883	Medium/Heavy – COE high entry	--	1965-***2016***, 9999	60-64, 66, 71, 72, 78
884	Medium/Heavy – Unknown engine location	--	1965-***2016***, 9999	60-64, 66, 71, 72, 78
870	Medium/Heavy Van-Based Vehicle	--	1965-***2016***, 9999	55, 61-64
890	Medium/Heavy – COE entry position unknown	--	1965-***2016***, 9999	60-64, 66, 71, 72, 78
898	Other (medium/heavy truck) **	e.g., Marmon, Ward LaFrance	1945-***2016***, 9999	60-64, 66, 71, 72, 78

BUSES

Codes	Models	Includes	Model Years	Body Types
902	Neoplan	--	1950-***2016***, 9999	50-52,58,59
903	Carpenter	--	1923-2000, 9999	21, 50-52,58,59
904	Collins Bus	--	1967-***2016***, 9999	21
905	DINA	--	1989-2004, 9999	50-52,58,59
906	Mid Bus	--	1963-2008, 9999	21
907	Orion	--	1978-2013, 9999	50-52,58,59
908	Van Hool	--	1947-***2016***, 9999	50-52,58,59
981	Bus***: Conventional (Engine out front)	--	1965-***2016***, 9999	50-52,58,59
982	Bus: Front engine, Flat front	--	1976-***2016***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1965-***2016***, 9999	50-52,58,59
988	Other (bus)	****	1945-***2016***, 9999	50-52,58,59

Other Make

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck-based	1965-***2016***, 9999	65,73

OTHER AND UNKNOWN VEHICLES

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart, golf carts)	1940-***2016***, 9999	91-93,95,97
999	Unknown (OTHER MAKE)	--	1940-***2016***, 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 "989" (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.**

Unknown Make

MAKE: Unknown Make (99)

AUTOMOBILES

Codes	Models	Includes	Model Years	Body Types
399	Unknown (automobile)	--	1945-***2016***, 9999	01-09, 10-13

LIGHT TRUCKS

Codes	Models	Includes	Model Years	Body Types
499	Unknown (light truck)	--	1945-***2016***, 9999	14-16,19, 20-22, 28,29, 30-33,39, 40,41, 42, 45,48

LSV/NEV

Codes	Models	Includes	Model Years	Body Types
599	Unknown (LSV/NEV)	--	2000-***16***, 9999	94

MOTORCYCLES

Codes	Models	Includes	Model Years	Body Types
701	0-50cc	--	1965-***2016***, 9999	80-83,88,89
702	51-124cc	--	1965-***2016***, 9999	80-83,88,89
703	125-349cc	--	1965-***2016***, 9999	80-83,88,89
704	350-449cc	--	1965-***2016***, 9999	80-83,88,89
705	450-749cc	--	1965-***2016***, 9999	80-83,88,89
706	750cc or greater	--	1965-***2016***, 9999	80-83,88,89
709	Unknown cc	--	1945-***2016***, 9999	80-83,88,89

ALL TERRAIN VEHICLES

Codes	Models	Includes	Model Years	Body Types
731	0-50cc	includes all ATVs/ATCs/TRXs designed solely for off-road use and have 3 or 4 wheels.	1965-***2016***, 9999	90, ***97****
732	51-124cc	"	1965-***2016***, 9999	90, ***97****
733	125-349cc	"	1965-***2016***, 9999	90, ***97****
734	350cc or greater	"	1965-***2016***, 9999	90, ***97****
739	Unknown cc	"	1965-***2016***, 9999	90, ***97****

MEDIUM/HEAVY TRUCKS

Codes	Models	Includes	Model Years	Body Types
870	Medium Heavy Van-Based Vehicle	--	1965-***2016***, 9999	55, 61-64
881	Medium/Heavy – CBE	--	1965-***2016***, 9999	60-64,66,71,72,78
882	Medium/Heavy – COE low entry	--	1965-***2016***, 9999	60-64,66,71,72,78
883	Medium/Heavy – COE high entry	--	1965-***2016***, 9999	60-64,66,71,72,78

Unknown Make

Codes	Models	Includes	Model Years	Body Types
884	Medium/Heavy – Unknown engine location	--	1965-***2016***, 9999	60-64,66,71,72,78
890	Medium/Heavy – COE entry position unknown	--	1965-***2016***, 9999	60-64,66,71,72,78
898	Other (medium/heavy truck)	--	1965-***2016***, 9999	60-64,66,71,72,78

BUSES

Codes	Models	Includes	Model Years	Body Types
981	Bus**: Conventional (Engine out front)	--	1965-***2016***, 9999	50-52,58,59
982	Bus: Front engine. Flat front	--	1976-***2016***, 9999	50-52,58,59
983	Bus: Rear engine, Flat front	--	1965-***2016***, 9999	50-52,58,59
988	Other (bus)	--	1945-***2016***, 9999	50-52,58,59
989	Unknown (bus)	--	1945-***2016***, 9999	50-52,58,59

****Use code "989" (bus) if the frontal plane or the engine location is unknown.**

MOTOR HOME

Codes	Models	Includes	Model Years	Body Types
850	Motor Home	Truck based	1965-***2016***, 9999	65, 73

OTHER AND UNKNOWN VEHICLE

Codes	Models	Includes	Model Years	Body Types
998	Other (vehicle)	(e.g., farm vehicle, snowmobile, go-cart)	1943-***2016***, 9999	91-93, 95, 97
999	Unknown (as to automobile, motored cycle, light truck or truck)	--	1945-***2016***, 9999	49, 79, 99

V11 - Body Type

FORMAT: 2 numeric
SAS NAME: Vehicle.Body_Typ, Person.Body_Typ, parkwork.PBODYTYP
ELEMENT VALUES:

Automobiles

Codes	Attributes
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

Codes	Attributes
10	Auto-Based Pickup (includes Chevrolet - El Camino, GMC -Caballero, Ford - Ranchero, Chevrolet - SSR; 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

Codes	Attributes
14	**Compact Utility (ANSI D16.1 Utility Vehicle Categories "Small" and "Midsize"):** • **Small:** Chevy-Tracker; GMC- Jimmy/Typhoon; Isuzu - Trooper II; Oldsmobile - Bravada (1991-94); Suzuki - Samurai, Sidekick. • **Midsize:** Acura - SLX, RDX; Audi - Q3, Q5, Q7, Allroad, SQ5; BMW - X1, X3, X5; Buick - Rendezvous, Rainier, Encore, Enclave; Chevrolet - Captiva, S10-Blazer/TrailBlazer, Tracker (1999 on), TrailBlazer (2003 on), Trax; Equinox; Diahatsu - Rocky; Dodge - Durango (1998-2003), Nitro, Raider; Fiat - 500L; 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, JX35, QX60, QX70; Isuzu - Amigo, Axiom, Rodeo, Rodeo Sport, Vehicross, Trooper, Hombre; Jeep - Cherokee (1984 on), Commander, Grand Cherokee, Liberty, Patriot, Renegade, Wagoneer, Wrangler; Kia - Sportage, Sorrento; Land Rover - Defender (1993, 1995-1997), Discovery, Discovery Sport, Freelander (2002-2003) Evogue; Lexus - RX300, RX330, GX470; Lincoln - Aviator, MKC; Mazda - CX5, CX9 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; Porsche - Macan; Saab - 9-7x; Saturn - Vue; Subaru - B9 Tribeca, Forester, XV Crosstrek; Suzuki - Vitara, Vitara V6, Grand Vitara, X90, XL7; Toyota - 4-Runner, FJ Cruiser, Highlander, RAV4; Volkswagen - Tiguan; Volvo - XC70, XC90.

Codes	Attributes
15	**Large Utility (ANSI D16.1 Utility Vehicle Categories and "Full Size" and "Large")** • **Full Size:** Acura - MDX; AMC - Hummer; Buick - Enclave (2013 on***),*** Cadillac - Escalade; Chevrolet Full-size Blazer, Tahoe, Traverse (2013 on); Chrysler - Aspen, Dodge - Durango (2004 on), Ford - Full-size Bronco (78 and after), Expedition; Honda - Pilot; Hyundai - Veracruz (2008 on); GMC - Acadia (2013 on), Jimmy (1991-1994), Yukon (Denali/XL); Infiniti - QX56, QX80; Isuzu - Ascender; Jeep - Cherokee (83 and before); Kia - Mesa, Borrego; Land Rover - LR2, LR3, Freelander (2004 on), Range Rover; Mazda - CX-9, 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.)

Codes	Attributes
20	Minivan (AM General - MV-1; Buick-Terraza; Chevrolet-Astro, City Express, Lumina, Uplander, Venture; Chrysler-Town and Country, Voyager; Dodge-Caravan, Grand Caravan, RAM-CV, Promater City; Ford-Aerostar, Windstar, Freestar, Transit Connect; GMC-Safari, Savana; Honda-Odyssey; Hyundai-Entourage; Isuzu-Oasis; Kia-Sedona; Mazda-MPV; Mercury-Monterey, Villager; Mitsubishi-Minivan; Nissan-Altra EV, Axxess, Quest, Van; Oldsmobile-Silhouette; Plymouth-Voyager, Grand Voyager, Vista; Pontiac-Transport, Montana; Saturn-Relay; Toyota-Previa, Sienna; Volkswagen-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, Ford - Transit, Freightliner - Sprinter/Advantage, Mercedes Benz -Sprinter, Dodge - Sprinter, RAM-Promaster, Nissan - NV, Ford - Transit)
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 Trucks (Pick-up style cab, GVWR < = 10,000 lbs.)

Codes	Attributes
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 Pickup, 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

Codes	Attributes
39	Unknown (pickup style) light conventional truck type

Other Light Conventional Trucks (GVWR < = 10,000 lbs.)

Codes	Attributes
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
49	Unknown light vehicle type (automobile, utility vehicle, van, light truck)

Buses (excludes van-based buses with a GVWR < = 10,000 lbs.)

Codes	Attributes
50	School Bus
51	Cross Country/Intercity Bus
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.)

Codes	Attributes
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):

Codes	Attributes
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

Codes	Attributes
80	Motorcycle
81	Moped (motorized bicycle)
82	Three-wheel Motorcycle or Moped – not All-Terrain Vehicle
83	Off-road Motorcycle (2-wheel)

Codes	Attributes
88	Other motored cycle type (mini-bikes, motor scooters, pocket motorcycles "pocket bikes")
89	Unknown motored cycle type
90	ATV/ATC (All-Terrain Cycle)

Other Vehicles

Codes	Attributes
91	Snowmobile
92	Farm equipment other than trucks
93	Construction equipment other than trucks (includes graders)
95	Golf Cart
94	Low Speed Vehicle (LSV) / Neighborhood Electric Vehicle (NEV)
97	Other vehicle type (includes go-cart, fork-lift, city street sweeper, dune/swamp buggy)
98	Not Reported
99	Unknown body type

Definition: This element identifies a classification of this vehicle based on its general body configuration, size, shape, doors, etc.

Remarks: SEE ADDITIONAL REMARKS UNDER VEHICLE MAKE/VEHICLE MODEL OVERVIEW

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) is used when it is known that the vehicle is a light truck but further classification into one of the more detailed light truck categories (utility, van, pickup or other light trucks) is not possible. Example: It is known the light vehicle is a utility vehicle or van but it can't be determined which one.

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) 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 Pickup [>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/ATC [All-Terrain Cycle]) is used for off-road recreational vehicles which cannot be licensed for use on public roadways. ATV/ATCs have 3 or 4 wheels, a saddle type seat and handle bars for steering (no steering wheel). Does not include side-by-side ATVs (automobile type seats and steering wheel). See code **97 (Other Vehicle Type**) for side-by-side ATV.

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.).

95 (Golf Cart) is a motor vehicle that is designed and manufactured for operation on a golf course for sporting or recreational purposes. Golf carts or golf cars are different from code 94 (Low speed vehicle (LSV)/Neighborhood Electric Vehicle (NEV)) in that if they are manufactured to go less than 20 mph they are not subject to the Federal Motor Vehicle Safety Standard (FMVSS) 500. As a result, golf carts will **not have** a 17-digit VIN. Golf carts will have a nonstandard serial number that may be reported on the PAR. Also, typically golf carts will **not have** safety features required of LSVs/NEVs under the FMVSS like safety belts, head lights, turn signal and tail lamps, rear view mirrors, etc. (See definition of LSV/NEV below).

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, side-by-side ATV (automobile type seats and steering wheel) 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown Body Type) is used when the available information regarding the type of vehicle is reported as Unknown.

Consistency Checks:

Check	IF	THEN
(1D0P)	SPECIAL USE equals 01,	BODY TYPE must equal 02-09, 12, 14-21, 28, 29, 49, 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.
(1Z2P)	any SEQUENCE OF EVENTS equals 01, and (BODY TYPE equals 01-79, 82, 90-99, or any RELATED FACTORS-VEHICLE LEVEL equals 30),	ROLLOVER must equal 1, 2, 9.
(2D0P)	SPECIAL USE equals 02,	BODY TYPE should equal 15, 16, 19-21, 28, 29, 45, 48, 50-52, 55, 58, 59.
(2Q0F)	PERSON TYPE equals 02, 03, 09, and BODY TYPE equals 01, 02, 04, 08, 10, 17, 31-33, 39-41, 45, 48, 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.
(2U0Q)	BODY TYPE equals 80-83, 88, 89,	AREAS OF IMPACT - INITIAL CONTACT POINT should not equal 14.
(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 01-17, 19, 20, 22, 28-33, 39, 41, 42, 50-52, 55, 58, 59, 65, 80-83, 88-92, 94, 95, 97,	SEATING POSITION must not equal 50.
(4A0P)	BODY TYPE equals 80-83, 88, 89,	SPECIAL USE must not equal 01-03, 06, 07.

Check	IF	THEN
(4C1P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4C2P)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***99***, and BODY TYPE equals 01-05, 07-10, 13, 17, 80-83, 88-90, 91-95, 97, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 15.
(4F2P)	NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 25.
(4F4P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 80-83, 88, 89, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 5.

Check	IF	THEN
(4F5P)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 50.
(4F8P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4F9P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4F9Q)	NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 06, 11, 12, 14-16, 19, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS should not be greater than 15.
(4F0P)	NUMBER OF OCCUPANTS is ***01-98***, 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, 79, 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)	BODY TYPE equals 80, 81, 83, 88, 89, and any RELATED FACTORS - VEHICLE LEVEL does not equal 30,	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.

Check	IF	THEN
(5F0F)	NUMBER OF OCCUPANTS equals ***00-98***, and BODY TYPE does not equal 50-52, 55, 58, 59,	the number of Person Level forms for that vehicle must be 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, 98, 99.
(5S0P)	BODY TYPE equals 80-83, 88, 89 or 90,	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, 58-64, 66, 67, 71, 72, 78-82, 88-91, 94, 95, 97-99.
(6G0Q)	any RELATED FACTORS - VEHICLE LEVEL equals 30,	BODY TYPE must equal 80 for this vehicle.
(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.
(8L9P)	BODY TYPE does not equal 80-83, 88-91, and the CRASH EVENTS event equals 54, and the corresponding AREAS OF IMPACT (THIS VEHICLE) equals 19 in that row,	there should be a previous event with CRASH EVENTS event equal to 18 or 73 involving that vehicle.
(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, 19, 29, 97, 98.
(982P)	BODY TYPE does not equal 80-83, 88, 89, 90, 91,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.
(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.

Check	IF	THEN
(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.
(BP0P)	MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88-93, 95, 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.
(P094)	EJECTION equals 8,	SEATING POSITION must equal 55, or BODY TYPE must equal 80-83, 88, 89.
(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.
(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, 19, 29.
(U080)	BODY TYPE does not equal 21, 28, 29, 50-59,	UNLIKELY: SPECIAL USE equals 02 or 03.
(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.

Check	IF	THEN
(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, 17,19, 29,	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 -59.
(V055)	BUS USE equals 00,	BODY TYPE must not equal 50-59.
(V170)	NUMBER OF OCCUPANTS is less than ***99***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97,	NUMBER OF OCCUPANTS should not be greater than 8.
(V180)	NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12,	NUMBER OF OCCUPANTS should not be greater than 15.
(V200)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66,	NUMBER OF OCCUPANTS should not be greater than 5.
(V240)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91,	NUMBER OF OCCUPANTS should not be greater than 2.
(V250)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90,	NUMBER OF OCCUPANTS should not be greater than 8.
(V260)	NUMBER OF OCCUPANTS is, ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99,	NUMBER OF OCCUPANTS should not be greater than 5.
(V290)	BODY TYPE equals 90,	NUMBER OF OCCUPANTS should equal 01.
(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.

Check	IF	THEN
(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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 80-83, 88, 89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 02.
(V380)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 VIN Decoder to determine GVWR.)

Check	IF	THEN
(V51P)	BODY TYPE equals 63, 66, 72,	GVWR/GCWR must equal 3. (See GVWR/GCWR Remarks on how to use VIN Decoder to determine GVWR.)
(V540)	BODY TYPE equals 42, 65, 73, and HM1 equals 1,	GVWR/GCWR should equal 0.
(V56P)	VEHICLE CONFIGURATION equals 10,	BODY TYPE must equal 01-22, 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)	HIT-AND-RUN equals 0, and BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01, 02, 04, and CARGO BODY TYPE should equal 01-10, 12, 96-98.
(V870)	BODY TYPE equals 65,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V880)	HIT-AND-RUN equals 0, and BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08, 19, and CARGO BODY TYPE should equal 01-04, 06-12, 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.

Check	IF	THEN
(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.
(VH06)	BODY TYPE equals 82,	RELATED FACTORS-VEHICLE LEVEL must not equal 30.

Consistency Checks (*CRSS* Only):

Check	IF	THEN
(V941)	BODY TYPE equals 90 or 91,	VEHICLE LICENSE PLATE NUMBER should equal 0000000000.

V12 - Vehicle Model Year

FORMAT: 4 numeric
SAS NAME: Vehicle.MOD_YEAR, Person MOD_YEAR, Parkwork.PMODYEAR
ELEMENT VALUES:

Codes	Attributes
----	Actual Four Digit Model Year
9998	Not Reported
9999	Unknown

Definition: This element identifies the manufacturer's model year of this vehicle.

Remarks: SEE ADDITIONAL REMARKS UNDER VEHICLE MAKE/VEHICLE MODEL OVERVIEW

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

Code all four digits of the model year for which the vehicle was manufactured. For example, a vehicle manufactured as a 1985 model is to be coded as "1985."

Consistency Checks:

Check	IF	THEN
(1C0P)	the MODEL YEAR is 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 0s, 8s or 9s 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 NHTSA Headquarters for VIN Assistance).
(902P)	***VEHICLE MODEL YEAR > 1980, VEHICLE MODEL YEAR is not equal to 9998 or 9999, and VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000';***	***VEHICLE IDENTIFICATION NUMBER positions 1-8, 11-14 should equal A-H, J-N, P, R-Z, 0-9, or, blank; VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, X, or blank; VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, 1-9, or, blank; VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***

Check	IF	THEN
(903P)	***VEHICLE MODEL YEAR > 1980, VEHICLE MODEL YEAR is not equal to 9998 or 9999, and VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000';***	***VEHICLE IDENTIFICATION NUMBER positions 1-8, 11 should equal A-H, J-N, P, R-Z, or 0-9; VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, or X; VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, or 1-9; VEHICLE IDENTIFICATION NUMBER positions 12-14 should equal A-H, J-N, P, R-Z, 0-9 or blank; VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
(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.
(BP0P)	MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88-93, 95, 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.
(U490)	UNLIKELY: GVWR/GCWR equals 8 and VEHICLE MODEL YEAR is greater than 1980 and not equal to 9998 or 9999 and VEHICLE IDENTIFICATION NUMBER does not equal 0s, 8s or 9s.	--
(U510)	UNLIKELY: VEHICLE MODEL YEAR equals 9998.	--
(V010)	MODEL YEAR should not be less than 1940.	--
(V011)	VEHICLE MODEL YEAR is less than 1950,	VEHICLE IDENTIFICATION NUMBER must equal 0s.
(V620)	CRASH MONTH is between January and March,	the VEHICLE MODEL YEAR should NOT be greater than the CRASH YEAR unless it equals 9998 or 9999 (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.

V13 - Vehicle Identification Number

FORMAT: 17 alphanumeric
SAS NAME: Vehicle.VIN, Parkwork.PVIN
ELEMENT VALUES:

Codes	Attributes
00000000000000000	No VIN Required
--	Any Alphanumeric Characters – Actual VIN number
88888888888888888	Not Reported
99999999999999999	Unknown

Definition: This element records the vehicle identification number (VIN) of ***a single vehicle or the power unit of a combination vehicle.***

Remarks: SEE ADDITIONAL REMARKS UNDER VEHICLE MAKE/VEHICLE MODEL OVERVIEW

Code the complete VIN ***of the single vehicle or the power unit of a combination vehicle***. The VIN is always left-justified. Trailer VINs are not coded ***in this element. See TRAILER VEHICLE IDENTIFICATION NUMBER to record the VIN on any trailer***. If the VIN for the power unit of a combination vehicle is not available, code **8s (Not Reported)** ***for this element,*** rather than the trailer VIN.

Vehicles manufactured after September 1980 conform to ***49 CFR Part 565.*** This standard requires that each VIN have 17 characters, not contain the letter "I", "O" or "Q", and pass a mathematical test (check digit). If the VIN is less than 17-characters long (pre-1981 VIN), do not zero-fill. Instead, leave the remaining characters blank.

Only enter **8s (Not Reported)** or **9s (*Unknown*)** when the entire VIN is missing or unknown.

Enter all **0s (No VIN Required)** if the vehicle is not required to have a VIN as per ***49 CFR Part 565 (e.g. ATVs, off road motorcycles, farm tractors, go-carts) AND there is no VIN data available. If VIN data is available enter the VIN.***

If the vehicle is required to have a VIN as per 49 CFR Part 565 (i.e. all vehicles designed for road use) and no VIN data is available see 8s (Not Reported).

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 ***49 CFR Part 565***.

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.

Example:
VIN: *f* 3 U 6 2 S 1 0 0 9 3 2 *f*
ENTER: 3 U 6 2 S 1 0 0 9 3 2

In addition, if any hyphens or periods are contained in the string of alphanumeric characters, ignore them as in the example below.

Example:
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 three situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials), or
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials), or
3. Information on the PAR has been sanitized/redacted and no other information is available in the case materials.

9s (Unknown) is used when the entire ***power unit*** 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.

***CRSS* SPECIAL INSTRUCTION:**
Leave "Blank" any column which does not have a VIN character. If part of the VIN is missing or not decipherable, leave ***"blank"*** the column any such character would ordinarily occupy. 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 ***VIN Decoder*** 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:

Check	IF	THEN
(900P)	VEHICLE IDENTIFICATION NUMBER (VIN) does not equal 0s, 8s or 9s 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 NHTSA Headquarters for VIN Assistance).
(901P)	any VEHICLE IDENTIFICATION NUMBER (VIN) that does not equal 0s,8s, or 9s,	VEHICLE IDENTIFICATION NUMBER (VIN) must be unique within a crash.

Check	IF	THEN
(902P)	***VEHICLE MODEL YEAR > 1980, VEHICLE MODEL YEAR is not equal to 9998 or 9999, and VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000';***	***VEHICLE IDENTIFICATION NUMBER positions 1-8, 11-14 should equal A-H, J-N, P, R-Z, 0-9, or, blank; VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, X, or blank; VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, 1-9, or, blank; VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
(903P)	***VEHICLE MODEL YEAR > 1980, VEHICLE MODEL YEAR is not equal to 9998 or 9999, and VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000';***	***VEHICLE IDENTIFICATION NUMBER positions 1-8, 11 should equal A-H, J-N, P, R-Z, or 0-9; VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, or X; VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, or 1-9; VEHICLE IDENTIFICATION NUMBER positions 12-14 should equal A-H, J-N, P, R-Z, 0-9 or blank; VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
(U490)	UNLIKELY: GVWR/GVCR equals 8 and VEHICLE MODEL YEAR is greater than 1980 and not equal to 9998 or 9999 and VEHICLE IDENTIFICATION NUMBER does not equal 0s, 8s or 9s.	--
(V011)	VEHICLE MODEL YEAR is less than 1950,	VEHICLE IDENTIFICATION NUMBER must equal 0s.
(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 IDENTIFICATION NUMBER does not equal Not Reported or Unknown,	GVWR/GCWR must equal 2, 3.

Consistency Checks (FARS Only):

Check	Language
(V270)	Possible error in VIN character types or number of characters.

V14 - Vehicle Trailing

FORMAT: 1 numeric
SAS NAME: Vehicle.TOW_VEH; Person.TOW_VEH; Parkwork.PTRAILER
ELEMENT VALUES:

Codes	Attributes
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**

Definition: This element identifies whether or not this vehicle had any attached trailing units or was towing another motor vehicle.

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 one 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.

Consistency Checks:

Check	IF	THEN
(2B0P)	JACKKNIFE equals 1-3,	VEHICLE TRAILING must not equal 0, 9.
(4C1P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4C2P)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 99, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4E0P)	***VEHICLE TRAILING equals 1 or 2 or 3,***	***TRAILER VEHICLE IDENTIFICATION NUMBER must not equal 7s or blanks for all three sets.***
(4E1P)	***VEHICLE TRAILING equals 4,***	***TRAILVER VEHICLE IDENTIFICATION NUMBER must not equal 7s for any of the three sets.***
(4F1P)	NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 01-05, 07-10, 13, 17, 80-83, 88-90, 91-95, 97, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 15.

Check	IF	THEN
(4F2P)	NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and BODY TYPE equals 12, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 25.
(4F4P)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 66, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 50.
(4F8P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 91, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 10.
(4F9P)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 90, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS must not be greater than 20.
(4F9Q)	NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 06, 11, 12, 14-16, 19, and VEHICLE TRAILING equals 0,	NUMBER OF OCCUPANTS should not be greater than 15.
(4F0P)	NUMBER OF OCCUPANTS is ***01-98***, 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.
(5B0Q)	JACKKNIFE equals 0,	VEHICLE TRAILING must equal 0, 5, 6, or 9.
(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.
(V170)	NUMBER OF OCCUPANTS is less than ***99***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97,	NUMBER OF OCCUPANTS should not be greater than 8.

Check	IF	THEN
(V180)	NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12,	NUMBER OF OCCUPANTS should not be greater than 15.
(V200)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 66,	NUMBER OF OCCUPANTS should not be greater than 5.
(V240)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 91,	NUMBER OF OCCUPANTS should not be greater than 2.
(V250)	NUMBER OF OCCUPANTS is ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 90,	NUMBER OF OCCUPANTS should not be greater than 8.
(V260)	NUMBER OF OCCUPANTS is, ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 99,	NUMBER OF OCCUPANTS should not be greater than 5.
(V310)	***SEATING POSITION equals 54 and VEHICLE TRAILING equals 1-4,***	***AIR BAG DEPLOYED must equal 00.***
(V340)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 80-83, 88, 89, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 02.
(V380)	NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0,	NUMBER OF OCCUPANTS should not be greater than 12.

Check	IF	THEN
(V390)	NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 CONFIGURATION should not equal 00, 10, 19-21.
(V991)	VEHICLE TRAILING equals 0,	VEHICLE CONFIGURATION must not equal 04, 06-08.
(V992)	VEHICLE TRAILING equals 1,	VEHICLE CONFIGURATION must not equal 01, 02, 05, 07 or 08.
(V993)	VEHICLE TRAILING equals 2,	VEHICLE CONFIGURATION must not equal 01, 02, 05, 06 or 08.
(V994)	VEHICLE TRAILING equals 3,	VEHICLE CONFIGURATION must not equal 01, 02, 05-07.
(V995)	VEHICLE TRAILING equals 4,	VEHICLE CONFIGURATION must not equal 01, 02, 05-08.
(V997)	VEHICLE TRAILING equals 6,	VEHICLE CONFIGURATION must not equal 04, 06-08.
(V998)	VEHICLE TRAILING equals 9,	VEHICLE CONFIGURATION must not equal 04-07 or 08.

Consistency Check (*CRSS* Only):

Check	IF	THEN
(V986)	VEHICLE TRAILING equals 3,	PSU should equal ***OH, OK, SD, UT.***

Consistency Check (FARS Only):

Check	IF	THEN
(V16P)	RELATED FACTORS-DRIVER LEVEL equals 88,	VEHICLE TRAILING must not equal 0, 9.

V15 - Trailer Vehicle Identification Number

FORMAT: 3 sets, 17 alphanumeric
SAS NAME: TBD
ELEMENT VALUES:

Codes	Attributes
00000000000000000	No VIN Required
--	Any Alphanumeric Characters – Actual VIN
77777777777777777	No Trailing Units
88888888888888888	Not Reported
99999999999999999	Unknown

Definition: This element records the vehicle identification number (VIN) of any trailing units of a combination vehicle.

Remarks: SEE VEHICLE MAKE/VEHICLE MODEL OVERVIEW.

VINs for the power unit are not coded in this element. See V13 Vehicle Identification Number to record the VIN on the power unit.

Code the complete VIN of any trailing units of a combination vehicle (up to three trailing units). The number of VIN fields available to code is system generated based on the presence of a trailer or trailers in the element VEHICLE TRAILING. For example, if VEHICLE TRAILING equals 0 (No Trailing Units), 5 (Vehicle Towing Fixed), 6 (Vehicle Towing Non-fixed), or 9 (Unknown) then TRAILER VEHICLE IDENTIFICATION NUMBER is auto-filled with 7s (No Trailing Units). If VEHICLE TRAILING equals 1 (One Trailing Unit) then one TRAILER VEHICLE IDENTIFICATION NUMBER set of 17 alphanumeric characters is available to code and the remaining two are 7-filled by the system.

The VIN is always left-justified.

If the VIN for any trailing unit of a combination vehicle is not available, code 8s (Not Reported) here. For example, if a truck tractor semi-trailer combination has no VIN information for the trailer, code 8s (Not Reported) in the available field. If a truck tractor double-trailer combination has VIN information for only one of the two trailers, code the known VIN in the first field and 8s (Not Reported) in the second Trailer Vehicle Identification Number field.

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). If the VIN is less than 17-characters long (pre-1981 VIN), do not zero-fill. Instead, leave the remaining characters blank.

Only enter 8s (Not Reported) or 9s (Unknown) when the entire VIN is missing or reported unknown.

Enter all 0s (No VIN Required) if the vehicle has a trailer but the trailer is not required to have a VIN as per 49 CFR Part 565 Requirements for Trailer Manufacturers. This attribute should only be used for homemade or custom trailers not manufactured for sale to the public.

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 3 U 6 2 S 1 0 0 9 3 2 f
ENTER: 3 U 6 2 S 1 0 0 9 3 2

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 three situations:

1. ***No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials), or***
2. ***A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials), or***
3. ***Information on the PAR has been sanitized/redacted and no other information is available in the case materials.***

9s (Unknown) is used when the entire trailing unit VIN is reported as Unknown. For example, the police report the vehicle information is unknown for hit-and-run vehicle known to have a trailer(s).

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.

CRSS SPECIAL INSTRUCTION:
Leave "Blank" any column which does not have a VIN character. If part of the VIN is missing or not decipherable, leave "Blank" the column any such character would ordinarily occupy. 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.

Consistency Checks:

Check	*IF*	*THEN*
(4E0P)	*VEHICLE TRAILING equals 1 or 2 or 3,*	*TRAILER VEHICLE IDENTIFICATION NUMBER must not equal 7s or blanks for all three sets.*
(4E1P)	*VEHICLE TRAILING equals 4,*	*TRAILER VEHICLE IDENTIFICATION NUMBER must not equal 7s for any of the three sets.*

Check	*IF*	*THEN*
(904P)	*TRAILER VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000',*	*TRAILER VEHICLE IDENTIFICATION NUMBER positions 1-8, 11-14 should equal A-H, J-N, P, R-Z, 0-9, or, blank; TRAILER VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, X, or blank; TRAILER VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, 1-9, or, blank; TRAILER VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.*
(905P)	*TRAILER VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000',*	*TRAILER VEHICLE IDENTIFICATION NUMBER positions 1-8, 11 should equal A-H, J-N, P, R-Z, or 0-9; TRAILER VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9; TRAILER VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, or 1-9; TRAILER VEHICLE IDENTIFICATION NUMBER positions 12-14 should equal A-H, J-N, P, R-Z, 0-9 or blank; TRAILER VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.*
(U687)	*UNLIKELY: TRAILER VEHICLE IDENTIFICATION NUMBER equals 0s for any of the three sets.*	*--*

V16 - Jackknife

FORMAT: 1 numeric
SAS NAME: Vehicle.J_KNIFE
ELEMENT VALUES:

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

Definition: This element identifies if this vehicle experienced a "jackknife" anytime during the unstabilized situation.

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. This attribute can also be used when coding a hit-and-run vehicle when there is not an indication in the case materials that the hit and run vehicle had a trailer.

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.

Consistency Checks:

Check	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.
(5B0Q)	JACKKNIFE equals 0,	VEHICLE TRAILING must equal 0***, 5, 6,*** or 9.
(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, V31 must all be left blank.

V17 - 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:

Codes	Attributes
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:

Codes	Attributes
--	Actual Number
0s	Not Applicable
8s	None
7s	Not Reported
9s	Unknown

Definition: This element records the issuing authority and motor carrier identification number if applicable to this vehicle.

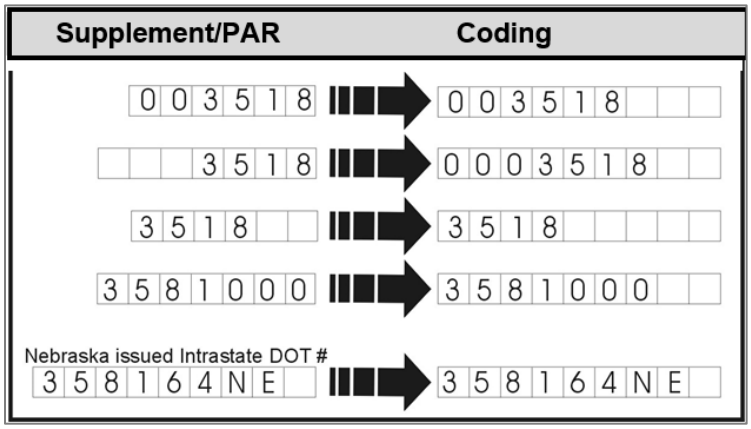
Remarks: The Motor Carrier Identification Number is recorded on the Truck Supplement or PAR next to the appropriate Source (Issuing Authority.) This information should be available on your Police Accident Report (PAR) or Truck and Bus Supplement with other elements required by the Federal Motor Carrier 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.

Figure 11: Examples of Left-Justified Coding of Motor Carrier Identification Number



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 **Figure 11**.

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 **never** 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 ***(e.g. construction trucks or equipment)***;
- 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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.

Consistency Checks:

Check	IF	THEN
(4N1P)	VEHICLE CONFIGURATION 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, 79, 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.

Check	IF	THEN
(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, 777777777, 999999997, 999999999.
(4NBP)	MOTOR CARRIER IDENTIFICATION NUMBER (Issuing Authority) equals 01-58, 95, 96	MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) must not equal 000000000.
(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.

V18 – GVWR / GCWR
Gross Vehicle Weight Rating/
Gross Combination Weight Rating

FORMAT: 1 numeric
SAS NAME: Vehicle.GVWR, parkwork.PGVWR
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the gross vehicle weight rating of this vehicle when applicable.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) should be used when GVWR/GCWR information is reported as "Unknown" on your PAR or Truck/Bus Supplement and the VIN Decoder is unable to return a value.

PROCEDURE FOR VERIFICATION OF GVWR/GCWR RANGE:
The MDE provides VIN Decoder values for GVWR. This information is available under the Vehicle Information tab.

NOTE: The VIN decoding 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 VIN return fits within the range provided on the PAR or Truck and Bus supplement, use that value.
    2. If the 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 the VIN Decoder to code this element.

Comparison of The VIN Decoder and Codes for GVWR/GCWR

THE VIN DECODER (trucks only)	FARS/*CRSS* CODES
--	0 – Not Applicable
6,000 lbs. or less	1 – 10,000 lbs. or less
6,001 – 10,000 lbs.	"
10,001 – 14,000 lbs.	2 – 10,001 – 26,000 lbs.
14,001 – 16,000 lbs.	"
16,001 – 19,500 lbs.	"
19,501 – 26,000 lbs.	"
26,001 – 33,000 lbs.	3 – 26,001 lbs. or more
33,001 lbs. or more	"
Unknown	9 – Unknown

NOTE:
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:

Check	IF	THEN
(U490)	UNLIKELY: GVWR/GVCR equals 8 and VEHICLE MODEL YEAR is greater than 1980 and not equal to 9998 or 9999 and VEHICLE IDENTIFICATION NUMBER does not equal 0s, 8s or 9s.	--
(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 VIN Decoder to determine GVWR.)
(V51P)	BODY TYPE equals 63, 66, 72,	GVWR/GCWR must equal 3. (See GVWR/GCWR Remarks on how to use VIN Decoder to determine GVWR.)
(V532)	VEHICLE CONFIGURATION equals 01, 02, 04-08, 19, 21,	GVWR/GCWR should not equal 0 or 1.
(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 IDENTIFICATION NUMBER does not equal Not Reported or Unknown,	GVWR/GCWR must equal 2, 3.
(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.

V19 - Vehicle Configuration

FORMAT: 2 numeric
SAS NAME: Vehicle.V_Config, Parkwork.PV_Config
ELEMENT VALUES:

Codes	Attributes
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)
99	Unknown

Definition: This element identifies the general configuration of this vehicle when applicable.

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 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. This also includes a single-unit truck towing other vehicles where the towed vehicle has at least two wheels on the ground. (See Cargo Body Type attribute **12 (Vehicle Towing Another Motor Vehicle)**).

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. This also includes a single-unit truck towing other vehicles where the towed vehicle has at least two wheels on the ground. (See Cargo Body Type attribute **12 (Vehicle Towing Another Motor Vehicle)**).

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 (e.g., cab only). These vehicles are sometimes referred to as a "bobtail." This also includes truck tractors towing other truck tractors in a saddlemount towing position, or towing other vehicles where the towed vehicle has at least two wheels on the ground. (See Cargo Body Type attribute **12 (Vehicle Towing Another Motor Vehicle)**).

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 by GVWR/GCWR, but you cannot 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. Other examples would include construction vehicles such as a bulldozer, crane, backhoe, etc.

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.

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:

Check	IF	THEN
(4N1P)	VEHICLE CONFIGURATION 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.

Check	IF	THEN
(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.
(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, 96-98.
(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.
(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 VIN Decoder 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 not equal 0 or 1.
(V56P)	VEHICLE CONFIGURATION equals 10,	BODY TYPE must equal 01-22, 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.
(V850)	BODY TYPE equals 60,	VEHICLE CONFIGURATION should equal 01, 03, 04, and CARGO BODY TYPE should equal 01.

Check	IF	THEN
(V860)	HIT-AND-RUN equals 0, and BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01, 02, 04, and CARGO BODY TYPE should equal 01-10, 12, 96-98.
(V870)	BODY TYPE equals 65,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V880)	HIT-AND-RUN equals 0, and BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08, 19, and CARGO BODY TYPE should equal 01-04, 06-12, 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 00, 10, 19-21.
(V991)	VEHICLE TRAILING equals 0,	VEHICLE CONFIGURATION must not equal 04, 06-08.
(V992)	VEHICLE TRAILING equals 1,	VEHICLE CONFIGURATION must not equal 01, 02, 05, 07 or 08.
(V993)	VEHICLE TRAILING equals 2,	VEHICLE CONFIGURATION must not equal 01, 02, 05, 06 or 08.
(V994)	VEHICLE TRAILING equals 3,	VEHICLE CONFIGURATION must not equal 01, 02, 05-07.
(V995)	VEHICLE TRAILING equals 4,	VEHICLE CONFIGURATION must not equal 01, 02, 05-08.
(V997)	VEHICLE TRAILING equals 6,	VEHICLE CONFIGURATION must not equal 04, 06-08.
(V998)	VEHICLE TRAILING equals 9,	VEHICLE CONFIGURATION must not equal 04-07 or 08.
(VA70)	GVWR/GCWR equals 1, and HM2 equals 2,	VEHICLE CONFIGURATION must equal 10.
(VH75)	UNIT TYPE equals 4,	VEHICLE CONFIGURATION should not equal 05, 20, 21, 10.

V20 - Cargo Body Type

FORMAT: 2 numeric
SAS NAME: Vehicle.CARGO_BT, Parkwork.PCARGTYP
ELEMENT VALUES:

Codes	Attributes
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
96	No Cargo Body Type
97	Other
98	Unknown Cargo Body Type
99	Unknown

Definition: This element identifies the primary cargo carrying capability of this vehicle when applicable.

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.

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, ***Construction Vehicle***, 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 lbs. 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)**.

FARS SPECIAL INSTRUCTION:
Prior to 2007, **12 (Vehicle Towing Another Motor Vehicle)** was recorded as code "96 – No Cargo Body".

Consistency Checks:

Check	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, 96-98.
(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 IDENTIFICATION NUMBER does not equal 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.
(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.

Check	IF	THEN
(V850)	BODY TYPE equals 60,	VEHICLE CONFIGURATION should equal 01, 03, 04, and CARGO BODY TYPE should equal 01.
(V860)	HIT-AND-RUN equals 0, and BODY TYPE equals 61-64,	VEHICLE CONFIGURATION should equal 01, 02, 04, and CARGO BODY TYPE should equal 01-10, 12, 96-98.
(V870)	BODY TYPE equals 65,	VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
(V880)	HIT-AND-RUN equals 0, and BODY TYPE equals 66,	VEHICLE CONFIGURATION should equal 05-08, 19, and CARGO BODY TYPE should equal 01-04, 06-12, 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.

V21 - 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, Parkwork.PHAZ_INV, Parkwork.PHAZPLAC, Parkwork.PHAZ_ID, Parkwork.PHAZ_CNO, Parkwork.PHAZ_REL
ELEMENT VALUES:

HM1: Hazardous Materials Involvement

Codes	Attributes
1	No
2	Yes

HM2: Placard (Did This Motor Vehicle Display a Hazardous Material (HM) Placard?)

Codes	Attributes
0	Not Applicable
1	No
2	Yes
8	Not Reported

HM3: 4-digit Hazardous Material Identification Number

Codes	Attributes
0000	Not Applicable
	Actual 4-digit number except
8888	Not Reported

HM4: 2-digit Hazardous Material Class Number

Codes	Attributes
00	Not Applicable
01-09	Actual 1-digit number (with leading zero)
88	Not Reported

HM5: Release of Hazardous Material from the Cargo Compartment

Codes	Attributes
0	Not Applicable
1	No
2	Yes
8	Not Reported

Definition: This element identifies the presence of hazardous cargo for this vehicle and records information about the hazardous cargo when present.

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 **Figure 12**below.)

HM1– Hazardous Materials Involvement

Definition: This element indicates whether the vehicle was carrying 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

Definition: This element indicates the presence of hazardous materials and whether the vehicle displayed a 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 **1 (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

Definition: This element indicates the 4-digit 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

Definition: This element indicates the single-digit hazardous material class number for the vehicle.

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 **Figure 12**.

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

Definition: This element indicates whether or not any hazardous cargo was released from the cargo tank or 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.

Guideline for recording multiple hazardous materials:

- If the case has a hazmat spill and you know which material was released always record that material.
- If you were to get two hazardous materials reported of different classes (1-9), report the material from DOT Hazmat Table 1 and its associated 4-digit UN number over materials in Table 2. Table 1 includes Hazard Class or Divisions: 1.1, 1.2. 1.3, 2.3, 4.3, 5.2, 6.1, 7.
- If you have two materials of the same class (e.g. both class 8 - Corrosive) report the material in greatest quantity if you have the information, if not report the material that is listed first on the report.

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 Gas
- Materials Dangerous When Wet
- Poison
- Radioactive

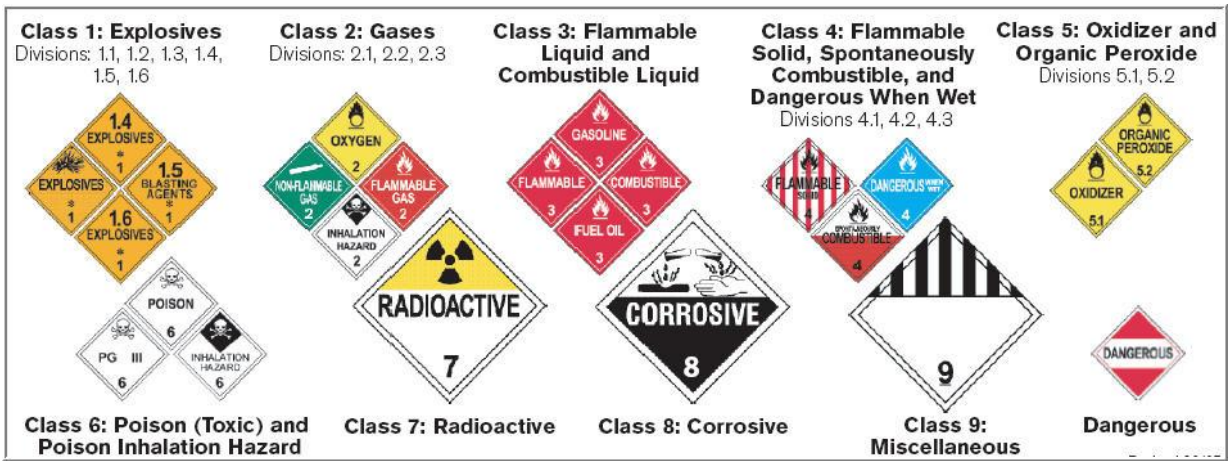
Any transport vehicle containing over 1,001 lbs. or more (gross weight) of the following classes of materials must be placarded:

- Explosives (1.4, 1.5, 1.6)
- Flammable and Non Flammable Gas
- Flammable/Combustible Liquid (gasoline, fuel oil)
- Flammable Solid/Spontaneously Combustible
- Oxidizer/Organic Peroxide
- Poison
- Radioactive
- Corrosive
- Other (A material which presents a hazard during transportation which is not included in any other hazard class)

FARS SPECIAL INSTRUCTION:

Beginning 2007, this element replaced the element “Hazardous Cargo”.

Figure 12: Nine Classes of Hazardous Materials



Consistency Checks:

Check	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, 79, 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.
(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.

Check	IF	THEN
(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 0000, 8888, or HM4 does not equal 00, 88,	HM2 should equal 2.
(VA70)	GVWR/GCWR equals 1, and HM2 equals 2,	VEHICLE CONFIGURATION must equal 10.
(VA80)	***HM3 – 4-Digit Hazardous Materials Identification Number must contain 4 digits.***	--

Consistency Checks (FARS Only)

Check	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.

V22 - Bus Use

FORMAT: 2 numeric
SAS NAME: Vehicle.Bus_Use, Parkwork.PBus_Use
ELEMENT VALUES:

Codes	Attributes
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

Definition: This data element describes the common type of bus service this vehicle was being used for at the time of the crash or the primary use for the bus if not in service at the time of the crash.

Remarks: 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) 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) and also for vehicles that do not have a bus body type **AND** are not being used as a bus in the crash.

01 (School) is used for vehicles that meet the definition of a bus and are being used by a public or private school or district or contracted carrier operation on behalf of the entity, providing transport for school children (up to the 12th grade) to/from school (public or private) or any other school function or 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.

In addition, School includes buses that are not externally identifiable as a school/pupil transport vehicle. (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.)

04 (Intercity) is used when a company provides 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 provides 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 which provides 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	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.
(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, 50-59.
(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.
(V059)	BUS USE equals 01,	SPECIAL USE must equal 02.
(V061)	BUS USE equals 04-07,	SPECIAL USE must equal 03.
(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.

V23 - Special Use

FORMAT: 2 numeric
SAS NAME: Vehicle.Spec_Use, Person.Spec_Use, Parkwork.PSP_USE
ELEMENT VALUES:

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

Definition: This data element identifies if a special use is applicable to this vehicle at the time it was involved in the crash.

Remarks: This data element identifies any special use associated with this motor vehicle at the time of the crash. The special function served by this motor vehicle should be coded 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 for School Transport) is used for any motor vehicle that satisfies all the following criteria:

- 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,
- at the time of the crash the vehicle is being used for transportation to and from a school or on a school-sponsored activity or trip

Note: This attribute also includes vehicles which are not externally identifiable as a school/pupil transport vehicle, but do meet all of the other criteria above. (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 (Non-Transport Emergency Services Vehicle) is used for any readily identified (lights and markings) vehicles that do not meet the criteria for **06 (Ambulance)**, **07 (Fire Truck)**, or **13 (Incident Response)** and are specifically designed and equipped to respond to fire, hazmat, medical and extrication incidents. This attribute includes light vehicles such as sedans, van, SUVs, pickups, trucks, motorcycles, etc. This attribute includes vehicles that have been dispatched to an incident or have initiated operation in a non-emergency mode and are not transporting passengers, such as patients or suspects. An example of a Non-Transport Emergency Services vehicle is a fire chief's unit, commonly an SUV.

13 (Incident Response) is used for Government vehicles typically equipped with a variety of tools, emergency medical equipment, traffic cones and control signs, absorbent material (for responding to spills), emergency and work lighting. These multi-purpose response units are intended to assist law enforcement, fire and rescue personnel with trafficway incident management.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).

2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used if the investigating officer reported special use as unknown.

Consistency Checks:

Check	IF	THEN
(1D0P)	SPECIAL USE equals 01,	BODY TYPE must equal 02-09, 12, 14-21, 28, 29, 49, 99.
(1D0Q)	SPECIAL USE equals 00-03,	EMERGENCY MOTOR VEHICLE USE must equal 0.
(2D0P)	SPECIAL USE equals 02,	BODY TYPE should equal 15, 16, 19-21, 28, 29, 45, 48, 50-52, 55, 58, 59.
(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.
(5M0G)	SPECIAL USE equals 06, and PERSON TYPE equals 02 or 09,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL should equal 86 or 92.
(6D0P)	SPECIAL USE equals 05,	BODY TYPE must equal 01-12, 14-17, 19-22, 28-33, 39-41, 45, 48, 49, 55, 58-64, 66, 67, 71, 72, 78-82, 88-91, 94, 95, 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.	--
(U080)	BODY TYPE does not equal 21, 28, 29, 50-59,	UNLIKELY: SPECIAL USE equals 02 or 03.
(U420)	UNLIKELY: SPECIAL USE equals 98.	--
(V056)	SPECIAL USE equals 02,	BUS USE should equal 01.
(V057)	SPECIAL USE equals 03,	BUS USE should equal 04-07, 99.
(V058)	EMERGENCY MOTOR VEHICLE USE equals 2-6,	SPECIAL USE should equal 04-08, 13.
(V059)	BUS USE equals 01,	SPECIAL USE must equal 02.
(V060)	SPECIAL USE equals 04,	REGISTRATION STATE should equal 94.
(V061)	BUS USE equals 04-07,	SPECIAL USE must equal 03.

Check	IF	THEN
(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.

V24 - Emergency Motor Vehicle Use

FORMAT: 1 numeric
SAS NAME: Vehicle.EMER_USE, Person.EMER_USE, Parkwork.PEM_USE
ELEMENT VALUES:

Codes	Attributes
0	Not Applicable
2	Non-Emergency, Non-Transport
3	Non-Emergency Transport
4	Emergency Operation, Emergency Warning Equipment Not in Use
5	Emergency Operation, Emergency Warning Equipment in Use
6	Emergency Operation, Emergency Warning Equipment in Use Unknown
8	Not Reported
9	Unknown

Definition: Emergency Motor Vehicle 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.

Remarks: Emergency Use also refers to an official motor vehicle that is usually traveling with emergency signals in use ***while engaged in an emergency response***; typically, red light blinking, siren sounding, etc. ***Services such as escorting a funeral procession or providing traffic control assistance at a work zone or for a motorcade or parade would not qualify as emergency uses.***

If Special Use is **04 (Military)**, **05 (Police)**, **06 (Ambulance)**, **07 (Fire Truck)**, **08 (Non-Transport, Emergency Services Vehicle)**, or **13 (Incident Response)** 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 (Not Applicable) is used when Special Use for this vehicle is coded **00 (No Special Use)**, **01 (Taxi)**, **02 (Vehicle Used as School Transport)**, or **03 (Vehicle Used as Other Bus)**.

2 (Non-Emergency, Non-Transport) is used when the authorized emergency vehicle has been dispatched to an incident or has initiated operation in a non-emergency mode and is not transporting passengers, such as patients or suspects. The emergency vehicle operator is not using emergency lighting, audible siren or emergency vehicle maneuvers.

3 (Non-Emergency Transport) is used when the authorized emergency vehicle has been dispatched to an incident or has initiated a transport-related operation in a non-emergency mode. The emergency vehicle operator is not using emergency lighting, audible siren or emergency vehicle maneuvers. Example: transport of a suspect from one location to another or inter-facility transport of a patient in an ambulance to a nursing home.

4 (Emergency Operation, Emergency Warning Equipment Not in Use) is used when the authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and has no emergency lighting or audible siren in use. The emergency vehicle operator may be using emergency vehicle maneuvers as allowed under state law. Examples: a police car in the last mile approaching a bank robbery; transport of a patient in an ambulance for which lights and sirens are not used per protocol.

5 (Emergency Operation, Emergency Warning Equipment in Use) is used when the authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and is using an audible siren and/or has illuminated its emergency lighting devices. The emergency vehicle operator is using or is prepared to use emergency vehicle maneuvers as allowed by state law.

6 (Emergency Operation, Emergency Warning Equipment in Use Unknown) is used when the authorized emergency vehicle has been dispatched to an incident or has initiated an emergency operation and it cannot be determined if it is using an audible siren and/or has illuminated its emergency lighting devices.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	IF	THEN
(1D0Q)	SPECIAL USE equals 00-03,	EMERGENCY MOTOR VEHICLE USE must equal 0.
(PB44)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 240,	EMERGENCY MOTOR VEHICLE USE should equal 2-6 for at least one vehicle.
(V058)	EMERGENCY MOTOR VEHICLE USE equals 2-6,	SPECIAL USE should equal 04-08, 13.

V25 - Travel Speed

FORMAT: 3 numeric
SAS NAME: Vehicle.TRAV_SP
ELEMENT VALUES:

Codes	Attributes
000	Stopped Motor Vehicle In-Transport
001-151	Reported Speed Up to 151 MPH
997	Greater than 151 MPH
998	Not Reported
999	Unknown

Definition: This element records the speed the vehicle was traveling prior to the occurrence of the crash as reported by the investigating officer.

Remarks: 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. ***Travel Speed should be representative of the vehicle's speed associated with the pre-event movement, prior to any avoidance maneuvers.*** If the police calculated a speed, please be aware that this may represent ***the*** impact speed ***which is*** not ***necessarily the*** 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	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)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 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 ***must*** equal 000 for this vehicle.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, V31 must all be left blank.
(U060)	UNLIKELY: TRAVEL SPEED should equal 98 or 99.	--

V26 - Underride/Override - FARS Only

FORMAT: 1 numeric
SAS NAME: Vehicle.UNDERIDE, Parkwork.PUNDERIDE
ELEMENT VALUES:

Codes	Attributes
0	No Underride or Override Noted
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

Definition: This element indicates whether an underride or override occurred during the crash involving this vehicle.

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 (clock point 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 is not applicable to motorcycles or snowmobiles.**

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.

0 (No Underride or Override Noted) is used when there is no indication in the case materials that this vehicle was involved in and underride or override as defined above.

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

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).

9 (Unknown if Underride or Override) is used when an Underride or Override occurred but it cannot be determined which is appropriate.

Consistency Checks:

Check	IF	THEN
(431P)	NUMBER OF VEHICLE FORMS SUBMITTED equals 1 and UNDERRIDE/OVERRIDE equals 1-8, 9 for one vehicle,	UNDERRIDE/OVERRIDE for the other vehicle must equal 0.
(432P)	NUMBER OF VEHICLE FORMS SUBMITTED equals 1,	UNDERRIDE/OVERRIDE must equal 0.
(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/OVERRIDE 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.

Check	IF	THEN
(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.

V27 - Rollover

FORMAT: 1 numeric
SAS NAME: Vehicle.Rollover; Person.ROLLOVER
ELEMENT VALUES:

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

Definition: This element identifies whether a rollover or overturn occurred during the crash involving this vehicle.

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 2-wheeled 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, go-karts, and 3-wheeled motorcycles.

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:

Check	IF	THEN
(1Z2P)	any SEQUENCE OF EVENTS equals 01, and (BODY TYPE equals 01-79, 82, 90-99, or any RELATED FACTORS-VEHICLE LEVEL equals 30),	ROLLOVER must equal 1, 2, 9.
(5A0P)	BODY TYPE equals 80, 81, 83, 88, 89, and any RELATED FACTORS- VEHICLE LEVEL does not equal 30,	ROLLOVER must equal 0.

Check	IF	THEN
(V700)	ROLLOVER equals 2,	CRASH TYPE should equal 01-10, 14, 98 or 99 for this vehicle.
(V74P)	UNIT TYPE equals 1, and ROLLOVER equals 1, 2, 9, or LOCATION OF ROLLOVER equals 1-7, 9,	at least one SEQUENCE OF EVENTS must equal 01 for this vehicle.
(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.

V28 - Location of Rollover

FORMAT: 1 numeric
SAS NAME: Vehicle.ROLINLOC
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the location of the trip point or start of the vehicle's roll.

Remarks:

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. (See **Figure 10**)

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:

Check	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.
(V74P)	UNIT TYPE equals 1, and ROLLOVER equals 1, 2, 9, or LOCATION OF ROLLOVER equals 1-7, 9,	at least one SEQUENCE OF EVENTS must equal 01 for this vehicle.
(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.

V29 - Areas of Impact – Initial Contact Point / Damaged Areas

FORMAT: 2 subfields: Subfield 1, 2 numeric; Subfield 2, Select all that apply
SAS NAME: Vehicle.IMPACT1, Person.IMPACT1, Parkwork.PIMPACT1; Damage.MDAREAS
ELEMENT VALUES:

Subfield 1: Areas of Impact - Initial Contact Point

Codes	Attributes
00	Non-Collision
01-12	Clock Points
13	Top
14	Undercarriage
61	Left
62	Left-Front Side
63	Left-Back Side
81	Right
82	Right-Front Side
83	Right-Back Side
18	Cargo/Vehicle Parts Set-In-Motion
19	Other Objects Set-In-Motion
98	Not Reported
99	Unknown

Subfield 2: Damaged Areas

Codes	Attributes
01-12	Clock Values
13	Top
14	Undercarriage
15	No Damage
99	Damage Areas Unknown

Definition (Areas of Impact - Initial Contact Point): This subfield identifies the area on this vehicle that produced the first instance of injury to non-motorists or occupants of this vehicle, or that resulted in the first instance of damage to other property or to this vehicle.

Definition (Damaged Areas): This subfield identifies all the areas on this vehicle that were damaged in the crash as reflected in the case materials by the officer.

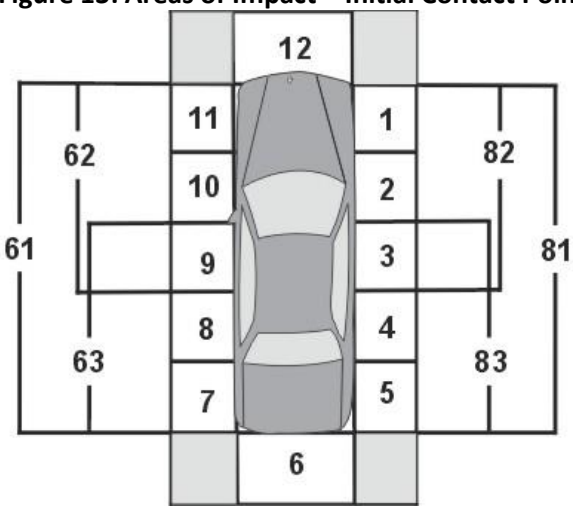
Remarks: If Areas of Impact- Initial Contact Point / Damaged Areas are provided on the crash report in this exact format, use the values from the report unless there are clear errors (e.g. officer switches vehicles by mistake). If these elements are not provided on the crash report in this exact format, then similar report fields, narrative or diagram information may be used to code these elements. These subfields do not refer to direction of force of the impact. They identify the area(s) on the vehicle associated with the initial contact (Subfield 1) and all damage to the vehicle identified in the case material (Subfield 2).

Areas of Impact / Initial Contact Point (Subfield 1):

This subfield identifies the area on this vehicle that produced the first instance of injury to non-motorists or occupants of this vehicle, or that resulted in the first instance of damage to other property or to this vehicle. The event that produced the Initial Contact Point for this vehicle may or may not be the first harmful event for the **crash**. This data is 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.

*Note the same element values from Areas of Impact – Initial Contact Point are used to complete the Areas of Impact (AOI) fields in the Crash Events Table for all harmful events.

Figure 13: Areas of Impact – Initial Contact Point Element Values Diagram



00 (Non Collision [Initial Contact Point])
If the first harmful event involving this vehicle in the Crash Events Table is a non-collision event, then Initial Contact Point will be **00 (Non-Collision).**

"01-12" refer to the points on a clock. (See **Figure 13**). The sides of the vehicle are divided into 5 equal segments, 01 through 05 for the right side and 07 through 11 for the left side. The front (12), back (06), top (13) and undercarriage (14) complete the outside surfaces of the vehicle. Use the diagrams in **Figure 15** for examples of how the 5 equal side segments are created on several vehicle types.

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**). (See **Figure 13**) 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 Side), 63 (Left-Back Side), 82 (Right-Front Side),** or **83 (Right-Back Side)**). 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 (Left-Front Side)**).

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.

Examples:

Description	Coding
Front, left	12
Left, front	62
Front, corner	12
Right, rear	83
Back, right side	06

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.

14 (Undercarriage) refers to non-horizontal impacts to the undercarriage or swiping or snagging of undercarriage components (axles, exhaust system, etc.). Tire/Wheel impacts are coded to the AREA OF IMPACT (01-12, 61-63, 81-83).

Special Instructions Involving Motorcycles:

For cases involving a motorcycle where the area of initial contact is described as "front tire/wheel" or "front end" code as **12 (Front)** or "rear tire/wheel" or "rear end" code as **06 (Back)** if the impact was received on a horizontal plane.

If the only event for a vehicle is a non-collision event, the Area of Impact - Initial is coded **00 (Non-Collision)**. If following a non-collision event, a vehicle has a collision event; Area of Impact, Initial Contact Point is still coded **00 (Non-Collision)**.

Hitting the ground during a non-collision crash is not considered an "impact" for this subfield.

Set-In-Motion Attributes:

"Loads" of a vehicle includes persons or property upon or set-in-motion by the vehicle, persons boarding or alighting from the vehicle, and persons or property attached to and in position to move with the vehicle. A vehicle that propels part of its load or has set something in motion, which then strikes another vehicle, person, or property causing injury or damage, may not have a normal impact point because only the load has made contact with the person or other property. However, a value must be coded. A load or object should not receive a Sequence of Events **63 (Ran Off Roadway-Right)**, **64 (Ran Off Roadway-Left)**, **65 (Cross Median)**, **68 (Cross Centerline)**, or **69 (Re-entering Roadway)** because these events apply to the vehicle itself and not to the load or object that was propelled.

18 (Cargo/Vehicle Parts Set-In-Motion) is selected when the harmful event involves an impact between a fixed/non-fixed object or vehicle and cargo or parts from an in-transport motor vehicle which are set-in-motion. That is, use this code when the object set-in-motion is cargo (e.g., mattress, logs, tools, unsecured objects on the in-transport motor vehicle) or a part of an in-transport motor vehicle (e.g., hubcap or mirror).

Examples:

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 Contact Point would be coded as **18 (Cargo/Vehicle Parts Set-In-Motion)**.
- Vehicle 2 Area of Impact, Initial Contact Point would be coded as **13 (Top)**.

19 (Other Objects Set-In-Motion) is used when the harmful event involves an object set-in-motion by an in-transport motor vehicle which is **NOT** cargo or part of the in-transport motor vehicle (e.g., kicked-up stone, motorcycle rider, parked vehicle, stop sign) or it is UNKNOWN whether the object was the cargo or a part of an in-transport motor vehicle.

Examples:

Vehicle 1 kicks up a stone which impacts Vehicle 2's windshield.

- Vehicle 1 Area of Impact, Initial Contact Point would be coded as **19 (Other Objects Set-In-Motion)**.
- Vehicle 2 Area of Impact, Initial Contact Point would be coded as **12 (Front)**.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

Areas of Impact - Initial Contact Point Examples of Not Reported:

- The case materials lack the detail to identify the initial contact point at all (e.g., narrative only states the vehicle departed the roadway and impacted a tree).
- The case materials lack the detail to identify the initial contact point among a number of possible choices for the first harmful event for the vehicle (e.g., crash report field indicates front and right side damage from separate impacts and does not clarify which area is associated with the initial impact).

99 (Unknown) is used if the investigating officer reported that the Initial Contact Point was unknown.

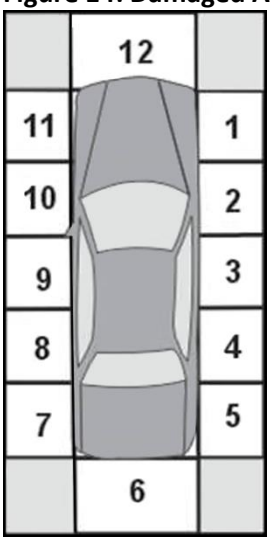
Areas of Impact - Damaged Areas (Subfield 2):

This subfield identifies all the areas on this vehicle that were damaged in the crash as reflected in the case materials. For trailers that become separated from the power unit at the onset of the unstabilized situation or during the crash, treat the entire combination as one unit when recording Damaged Areas. Please see the Clockpoint Diagrams in **Figure 15** to establish damage areas for the combination vehicles.

Vehicles noted as "totaled":

This element is identifying the vehicle planes that were damaged so do not make the assumption that a vehicle noted in the case materials as "totaled" translates to all areas being damaged. This term is often referring to the cost to repair the damage not the areas damaged.

Figure 14: Damaged Areas Element Values Diagram



*Note: When entering the data there are three short cut selections in MDE for identifying multiple areas. Those selections are:

1. All Areas – this will select all values **01-12, 13 (Top)**, and **14 (Undercarriage)**
2. Left Side – this will select all the values **07-11**.
3. Right Side – this will select all the values **01-05**.

01-12 (Clock Values) refer to the points on a clock (see **Figure 14**) to identify areas on the vehicle that were damaged in the crash. This subfield includes induced damage identified in the report. For example, the PAR shows an impact centered at 03 (AOI – Initial Contact) that produced damage in 02, 03, 04. The sides of the vehicle are divided into 5 equal segments, 01 through 05 for the right side and 07 through 11 for the left side. The front (12), back (06), top (13), and undercarriage (14) complete the outside surfaces of the vehicle. Use the diagrams in **Figure 15** for examples of how the 5 equal side segments are created on several vehicle types.

13 (Top) includes damage to the hood, windshield, roof, rear window, and trunk deck.

14 (Undercarriage) includes damage to the tires/wheels, axles, exhaust system, etc.

15 (No Damage) is used for vehicles that experience harmful events but the events do not produce physical damage to the vehicle itself.

Examples include:

- Vehicles that have the non-collision harmful events of gas inhalation, injured in vehicle, fell/jumped from vehicle, or other non-collision.
- Vehicles that have a collision event but the event does not produce damage to the vehicle such as; running over a pedestrian lying in the roadway, striking a bicyclist, striking another vehicle where only the struck vehicle is damaged, or when the only collision event is cargo falling from this vehicle that lands on another vehicle or person.

99 (Damage Areas Unknown) is used when the case materials do not indicate which area or areas received damage or when the information on the PAR is confusing or inadequate for the purposes of this determination.

Handling of known events with unknown damage areas:
For situations where you have known damage areas associated with a specific event(s) and additional harmful events without knowing specific damage areas for the additional events, code only the known damage areas in this subfield. For example, if the PAR narrative only states that "V1 departed the roadway striking several trees" with the only indication of damage given as the initial front contact, and a PAR box marked 'Totaled', code only 12 for the known damage to the front of the vehicle.

Handling of non-collision harmful events that produce vehicle damage:
For situations where a vehicle is involved in the following **non-collision harmful events: (01) Rollover/Overturn**, **(02) Fire/Explosion**, **(03) Immersion or Partial Immersion**, **(16) Thrown or Falling Object**, **(44) Pavement Surface Irregularity (Ruts, Potholes, Grates, etc.)**, **(51) Jackknife (harmful to this vehicle)**, or **(72) Cargo/Equipment Loss or Shift (harmful to this vehicle**), code only the damage areas reflected in the case materials by the officer.

For example, the investigating officer may indicate damaged locations that translate to:

- 01-12, 13, 14 for a vehicle that was consumed by a fire or immersed in a river.
- 01-05, 13 for a vehicle that rolls onto its right side and then roof.
- 13 for a vehicle that only has damage to the hood from a fire.
- 13 for a vehicle that has a tree fall its roof.
- 14 for a vehicle that strikes a pothole on its undercarriage.

Do not record damage at these locations for these non-collision harmful events unless so indicated by the case materials.

If a vehicle that experiences only these non-collision events and has only "non-collision" reflected in the case materials by the officer for its damaged areas, then use **99 (Damage Areas Unknown).**

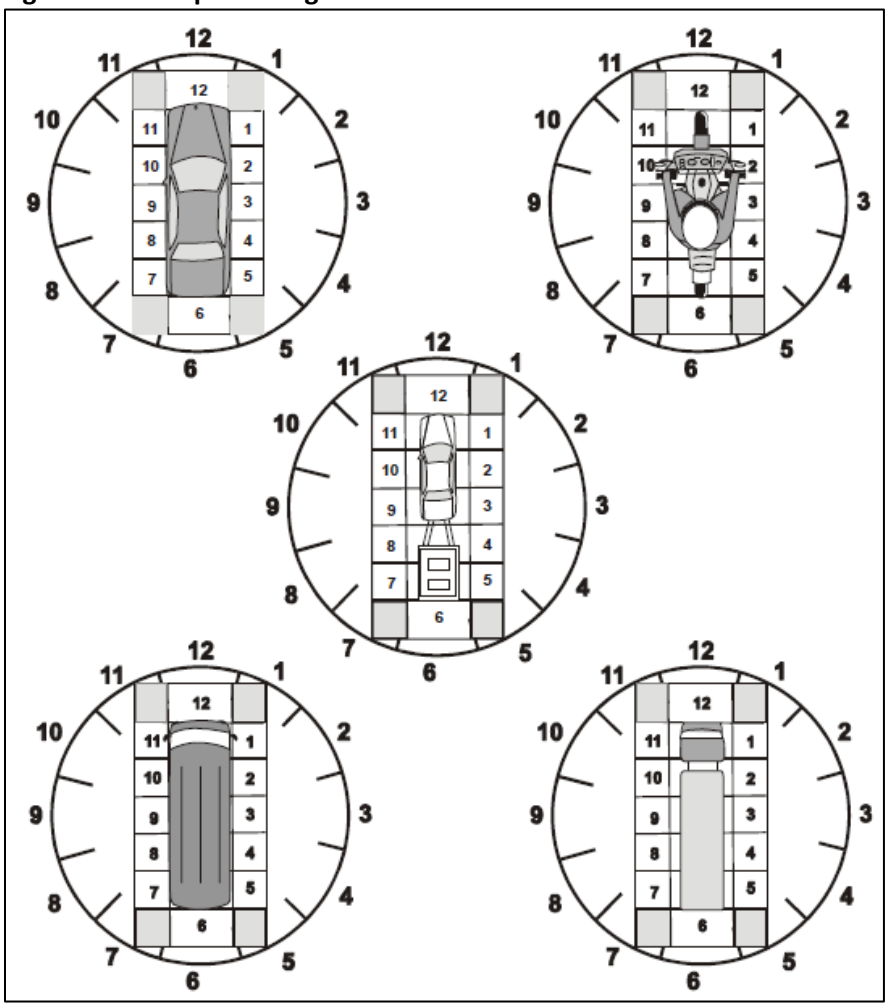
FARS and *CRSS* SPECIAL INSTRUCTION:
Prior to 2010, FARS recorded the Impact Point-Initial and the Impact Point-Principal for each vehicle. If a vehicle had no impacts throughout a crash, the Initial and Principal Impact Points were both "00 - Non-Collision". Non-Collision Events (including Rollovers) 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 began in 2010 recording 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 recorded the area of this vehicle sustaining the most damage in the crash. GES adopted the "most damaged area" data element in 2010.

Beginning in 2012, as a result of modifications to the Model Minimum Uniform Crash Criteria (MMUCC) FARS and GES renamed INITIAL DAMAGED AREA as INITIAL CONTACT POINT and replaced MOST DAMAGED with the new sub-field DAMAGED AREAS.

Figure 15: Clockpoint Diagram



Consistency Checks:

Check	IF	THEN
(2U0Q)	BODY TYPE equals 80-83, 88, 89,	AREAS OF IMPACT - INITIAL CONTACT POINT should not equal 14.
(3B2P)	CRASH TYPE equals 20, 24, 28, 34, 36, 38, 40, 50-54, 56, 58 or 60,	AREAS OF IMPACT-INITIAL CONTACT POINT 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 CONTACT POINT must equal 6 for this vehicle.

Check	IF	THEN
(3B6P)	CRASH TYPE equals 87,	AREAS OF IMPACT-INITIAL CONTACT POINT must equal 01-05, 81-83 for this vehicle.
(3B7P)	CRASH TYPE equals 89,	AREAS OF IMPACT-INITIAL CONTACT POINT must equal 07-11, 61-63 for this vehicle.
(3CA0)	EXTENT OF DAMAGE for this vehicle equals 0,	DAMAGED AREAS must equal 15.
(420P)	MANNER OF COLLISION equals 07, 08,	there must be at least two vehicle forms with AREAS OF IMPACT-INITIAL CONTACT POINT equal to 01-05, 07-11, 61-63, 81-83, 98, 99.
(421P)	MANNER OF COLLISION equals 01,	AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT-INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 06.
(422P)	MANNER OF COLLISION equals 02,	AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 12.
(423P)	MANNER OF COLLISION equals 06,	AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 01, 11, 12, 98, 99, and AREAS OF IMPACT-INITIAL CONTACT POINT 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 CONTACT POINT for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT-INITIAL CONTACT POINT 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 CONTACT POINT for one vehicle in the first harmful event should equal 06, and AREAS OF IMPACT- INITIAL CONTACT POINT for the other vehicle in the first harmful event should equal 06, 98, 99.
(8L8Q)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS,	the corresponding event in that row must not equal 12 or 55.
(8L8R)	the CRASH EVENTS event equals 54,	AREAS OF IMPACT (THIS VEHICLE) must equal 18 or 19 in that row.
(8L8S)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 14, 45 or 54,	RELATED FACTORS-CRASH LEVEL must equal 14.

Check	IF	THEN
(8L8T)	RELATED FACTORS-CRASH LEVEL equals 14,	there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE ***or OTHER VEHICLE***) equals 18 or 19 and the corresponding event in that row equals 14, 45 or 54.
(8L8U)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 08, 09, 15, 49,	RELATED FACTORS-CRASH LEVEL must equal 15.
(8L8V)	RELATED FACTORS-CRASH LEVEL equals 15,	there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19, and the corresponding event in that row equals 08-10, 15, 18 or 49.
(8L8W)	***SEQUENCE OF EVENTS is not equal to 45,***	***AREAS OF IMPACT (OTHER VEHICLE) should not equal 18 or 19.***
(8L8X)	AREAS OF IMPACT (THIS VEHICLE) equals 18,	there should be a previous event involving that vehicle where the CRASH EVENTS event equals 60.
(8L8Y)	***SEQUENCE OF EVENTS is equal to 45 (Working Motor Vehicle),***	***AREAS OF IMPACT (THIS VEHICLE) and AREAS OF IMPACT (OTHER VEHICLE) should not both equal 18 or 19 in that same event row.***
(8L9P)	BODY TYPE does not equal 80-83, 88-91, and the CRASH EVENTS event equals 54, and the corresponding AREAS OF IMPACT (THIS VEHICLE) equals 19 in that row,	there should be a previous event with CRASH EVENTS event equal to 18 or 73 involving that vehicle.
(BZ10)	CRITICAL EVENT – PRECRASH (EVENT) equals 53,	AREAS OF IMPACT-INITIAL CONTACT POINT should not equal 12 for this vehicle.
(BZ20)	CRITICAL EVENT – PRECRASH (EVENT) equals 51, 52,	AREAS OF IMPACT-INITIAL CONTACT POINT should not equal 06 for this vehicle.
(FP1F)	AREAS OF IMPACT – INITIAL CONTACT POINT equals blank, case status is flawed.	--
(VH81)	any DAMAGED AREAS equals 15 or 99,	only that one values must be coded.
(VH82)	EXTENT OF DAMAGE for this vehicle equals 2, 4, 6,	DAMAGED AREAS must not equal 15.
(VH83)	the only harmful SEQUENCE OF EVENTS for this vehicle equals 04-06,	DAMAGED AREAS should equal 15.
(VH84)	the only harmful SEQUENCE OF EVENTS for this vehicle equals 01-03, 16, 44, 51, 72,	DAMAGED AREAS should not equal 15.
(VH85)	AREAS OF IMPACT-INITIAL CONTACT POINT equals 61-63,	DAMAGED AREAS should include at least one of the codes 07-11, or DAMAGED AREAS should equal 15.
(VH86)	AREAS OF IMPACT-INITIAL CONTACT POINT equals 81-83,	DAMAGED AREAS should include at least one of the codes 01-05, or DAMAGED AREAS should equal 15.
(VH87)	HIT-AND-RUN equals 0, and AREAS OF IMPACT-INITIAL CONTACT POINT equals 01-14,	the corresponding code should be included in DAMAGED AREAS, or DAMAGED AREAS should equal 15.

V30 - Extent of Damage

FORMAT: 1 numeric
SAS NAME: Vehicle.DEFORMED, Parkwork.PVEH_SEV
ELEMENT VALUES:

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

Definition: This element indicates the amount of damage sustained by this vehicle in this crash as indicated in the case materials based on an operational damage scale.

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 would have had to have been 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	IF	THEN
(3C0P)	UNIT TYPE equals 1, and EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL should equal 2, 8, 9.
(3C1P)	EXTENT OF DAMAGE equals 0, 2,	VEHICLE REMOVAL must not equal 2.
(3C1Q)	EXTENT OF DAMAGE equals 0, 2,	VEHICLE REMOVAL should equal 3 or 5.
(3C2P)	VEHICLE REMOVAL equals 2,	EXTENT OF DAMAGE must equal 6, 8, 9.
(3C3P)	EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL must not equal 3.
(3CA0)	EXTENT OF DAMAGE for this vehicle equals 0,	DAMAGED AREAS must equal 15.
(VH82)	EXTENT OF DAMAGE for this vehicle equals 2, 4, 6,	DAMAGED AREAS must not equal 15.

Consistency Check (FARS ONLY):

Check	Language
(U370)	UNLIKELY: EXTENT OF DAMAGE equals 8 if STATE NUMBER does not equal ***17, 34,*** 48, 49, or 53.

V31 - Vehicle Removal

FORMAT: 1 numeric
SAS NAME: Vehicle.TOWED, Parkwork.PTOWED
ELEMENT VALUES:

Codes	Attributes
2	Towed Due to Disabling Damage
3	Towed Not Due to Disabling Damage
5	Not Towed
8	Not Reported
9	Unknown

Definition: This data element describes the mode in which the vehicle left the scene of the crash.

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.

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 **AND** 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.).

5 (Not Towed) is used when it is specifically indicated in the available information that the vehicle was not towed or when the preponderance of the information available indicates that the vehicle was driven away or was not towed. Not Towed is also used when preponderance of the information available indicates that the vehicle remained at the scene unless the damage severity for the vehicle is noted as disabling on the PAR. If the preponderance of the information available indicates that the vehicle remained at the scene and the damage severity for the vehicle is noted as disabling on the PAR, then use **2 (Towed Due to Disabling Damage)**.

NOTE: The PAR narrative may be used to supersede 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used when the investigating officer indicates it was unknown as to how the vehicle was removed.

Consistency Checks:

Check	IF	THEN
(3C0P)	UNIT TYPE equals 1, and EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL should equal 2, 8, 9.
(3C1P)	EXTENT OF DAMAGE equals 0, 2,	VEHICLE REMOVAL must not equal 2.
(3C1Q)	EXTENT OF DAMAGE equals 0, 2,	VEHICLE REMOVAL should equal 3 or 5.
(3C2P)	VEHICLE REMOVAL equals 2,	EXTENT OF DAMAGE must equal 6, 8, 9.
(3C3P)	EXTENT OF DAMAGE equals 6,	VEHICLE REMOVAL must not equal 3.
(U430)	UNLIKELY: VEHICLE REMOVAL equals 8.	--

V32 - Sequence of Events

FORMAT: Read Only
SAS NAME: Cevent.SOE; Vevent.SOE
ELEMENT VALUES:

Non-Harmful Events:

Codes	Attributes
61	Equipment Failure (blown tire, brake failure, etc.)
62	Separation of Units
63	Ran Off Roadway-Right
64	Ran Off Roadway-Left
79	Ran off Roadway - Direction Unknown
71	End Departure
65	Cross Median
68	Cross Centerline
66	Downhill Runaway
67	Vehicle Went Airborne
69	Re-entering Roadway
70	Non-harmful, Swaying Trailer/Jackknife
60	Cargo/Equipment Loss or Shift (non-harmful)

Non-Collision Harmful Events:

Codes	Attributes
01	Rollover/Overturn
02	Fire/Explosion
03	Immersion or Partial 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:

Codes	Attributes
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:

Codes	Attributes
08	Pedestrian
09	Pedalcyclist
10	Railway Vehicle

Codes	Attributes
74	***Road Vehicle on Rails***
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
73	Object ***That Had Fallen*** from Motor Vehicle In-Transport

Collision with Fixed Object:

Codes	Attributes
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

Unknown

Codes	Attributes
99	Unknown

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.

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.

Non-Harmful Events:

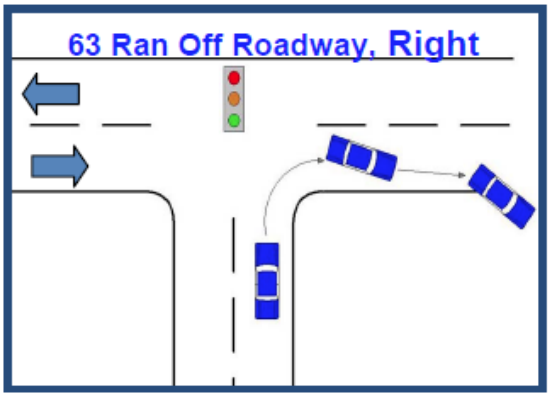
61 (Equipment Failure) (blown tire, brake, etc.) Examples of equipment failure include blown tires, brake failures, etc.

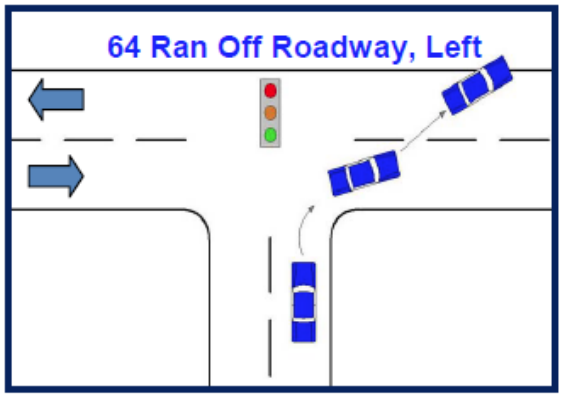
62 (Separation of Unit) is used when a trailing unit separates from its power unit or another trailing unit(s). This applies to truck tractors with trailer(s), single-unit trucks with a trailer and other vehicles pulling a trailer (e.g., car pulling a boat or motor home).

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. This attribute does not apply to the "load" in cases involving Areas of Impact **18 (Cargo/Vehicle Parts Set-In-Motion)** or **19 (Other Objects Set-In-Motion)**.

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. This attribute does not apply to the "load" in cases involving Areas of Impact **18 (Cargo/Vehicle Parts Set-In-Motion)** or **19 (Other Objects Set-In-Motion)**.

Figure 16: Ran Off Roadway Examples





79 (Ran off Roadway-Direction Unknown) is used when it cannot be determined from the case materials and there are no witness statements available to determine whether a vehicle ran off the roadway right or left.

Coding Guidelines for Running Off Roadway (Right or Left)

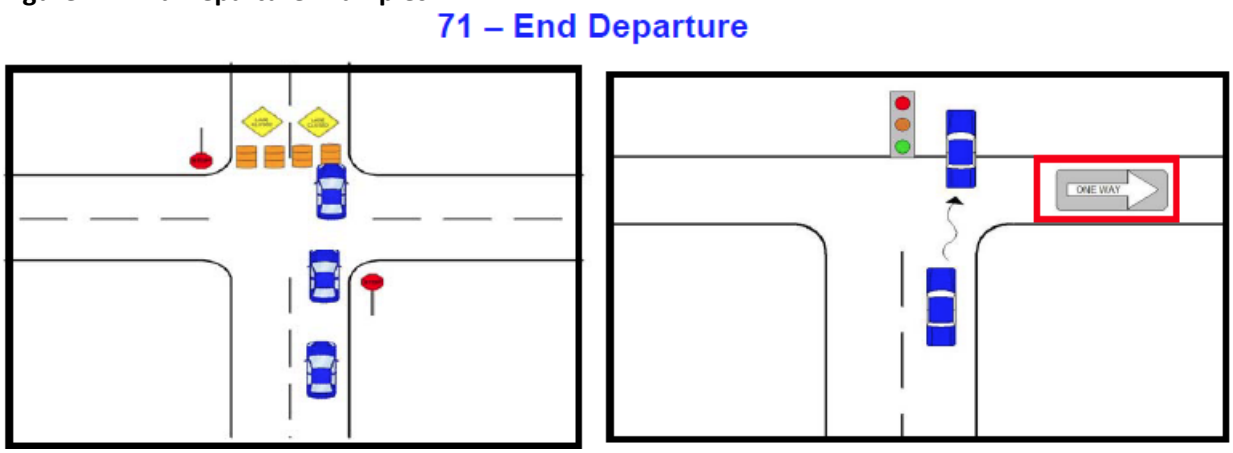
For Divided Highways:
On a divided highway, a vehicle can run off the roadway by leaving the roadway and entering the median. When this occurs involving a vehicle on the correct side of a divided highway, the proper “Ran Off Roadway” attribute

is always **64 (Ran Off Roadway - Left)**. ***In situations where a vehicle departs the roadway into the median, traverses the median, and continues across the opposing roadway, code 64 (Ran Off Roadway - Left) followed by 65 (Cross Median).***

For vehicles turning at "T-intersections":
For "T-intersections" when the vehicle loses control when in a turn, choose right or left based upon the direction of travel for the vehicle's proper travel lane for their intended travel path. For vehicles traveling straight through "T-Intersections" use **71 (End Departure).** See **Figure 17** below.

71 (End Departure) is used if the vehicle leaves the roadway by traveling straight through the top of a "T-intersection" of a two-way trafficway or top of an intersecting one-way roadway. This code should also apply to vehicles traveling off the end of dead end roadways or into the barrier of a closed trafficway. See **Figure 17** below.

Figure 17: End Departure Examples



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. This attribute does not apply to the "load" in cases involving Areas of Impact **18 (Cargo/Vehicle Parts Set-In-Motion)** or **19 (Other Objects Set-In-Motion)**.

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 is also used for unstabilized situations involving vehicles that depart from their initial travel lane(s) and enter the continuous left-turn lane, having a harmful event that is located within the marked boundaries of the continuous left-turn lane. This attribute also applies to vehicles that traverse the continuous left-turn lane area, having a harmful event that is located in the opposing travel lane(s). This attribute does not apply ***t***o the "load" in cases involving Areas of Impact **18 (Cargo/Vehicle Parts Set-In-Motion)** or **19 (Other Objects Set-In-Motion)**.

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 vehicles ***leaving the ground*** during a rollover event). 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 off the roadway right, strikes the guardrail face, then re-enters the roadway and collides with another motor vehicle in transport). This attribute does not apply to the "load" in cases involving Areas of Impact **18 (Cargo/Vehicle Parts Set-In-Motion)** *or* **19 (Other Objects Set-In-Motion)**.

70 (Non-harmful, Swaying Trailer/Jackknife) 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, ***its parts*** 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])**).

Examples:

- A load of logs on a tractor semi-trailer shifts as the truck rounds a curve resulting in an overturn. The shift of the load of logs would be a **60 (Cargo/Equipment Loss or Shift [non-harmful])**
- A spare tire falls from a vehicle. The loss of the spare tire would be a **60 (Cargo/ Equipment Loss or Shift [non-harmful])**
- An axle on a vehicle breaks and the wheel then separates from the vehicle would be a (**61 (Equipment Failure)**).

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 "Fell/Jumped 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.

Non-Collision Harmful Events:

01 (Rollover/Overturn) is used when a motor vehicle rotates (rollover) at least one quarter turn onto its side or end.

NOTES regarding 01 (Rollover/Overturn):

- For motorcycles, laying the motorcycle down on its side is sufficient to use attribute **01 (Rollover/Overturn)** as a harmful event if damage or injury is produced, even though the data element Rollover is not applicable to motorcycles***.***

- ***Every vehicle that overturns will have contact with the ground. The collision event 58 (Ground) should not be used in describing a non-collision 01 (Rollover/Overturn) event. For example: A vehicle's tires furrow into soft soil causing the vehicle to roll. The harmful event is 01 (Rollover/Overturn). If the report identifies the vehicle "struck" the ground, and that harmful collision event caused the vehicle to roll, the events are 58 (Ground), 01 (Overturn/Rollover). Note this will give you a Level 2 edit check. If overriding the edit check, be specific in your override remarks.***
- ***The only instances 67 (Airborne) should be used immediately prior or immediately after 01 (Rollover/Overturn) is if the officer identifies "airborne" as defined in this element. Note this will give you a Level 2 edit check. If overriding the edit check, be specific in your override remarks.***
- A vehicle rolls over 3 quarter turns. This is one rollover event involving 3 quarter turns.
- 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.
- For a vehicle that rolls over, impacts a fence and continues to rollover. Only two events would be coded for that circumstance. The first event would be the rollover followed by an impact with the fence. In order for more than one rollover event to appear in a vehicles sequence of events, the vehicle must return to its wheels, and track for a period of time before experiencing a separate rollover event. This would be a rare occurrence and must be clearly identified in the case materials.

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.

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 or Partial Immersion) is used when an in-transport motor vehicle enters a body of water and results in injury or damage. This code would also be used if the vehicle came to rest in water and the depth cannot be ascertained from case materials. NOTE: In immersion fatalities the injury to the person may be noted as "drowning".

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 ***paved surface***. Other examples include indication of contact with a dip, depression, low spot, trough, etc.) If the impact is with a surface irregularity (e.g. ruts, potholes) not on a ***paved surface*** use the **58 (Ground)**. For a vehicle that "bottoms out" on the ***paved surface*** (causing damage) due to speed but not because of a pavement surface irregularity, use attribute **07 (Other Non-Collision).**

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

Examples:

- Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).
- A vehicle "bottoms out" on the roadway (causing damage) due to speed but not because of a pavement surface irregularity. For impacts on the roadway due to pavement surface irregularities should be coded 44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.])**.**

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, ***its parts*** 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.

Collision with Motor Vehicle In-Transport:

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 will have this attribute extracted and included 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 to be part of the vehicle.

Examples:

- If cargo falls from a truck (in-transport) and strikes another motor vehicle **in-transport**, 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)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **18 (Cargo/Vehicle Parts Set-In-Motion).**

- If an **in-transport** vehicle strikes an at-rest object in the roadway that was previously cargo or part of another motor vehicle in-transport, the SEQUENCE OF EVENTS for that event is **73 (Object *That Had Fallen* from Motor Vehicle In-Transport).** If that object is then propelled into another motor vehicle in-transport, the proper SEQUENCE OF EVENTS attribute for this next event 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)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **19 (Other Objects Set-In-Motion)**.

- If an **in-transport** vehicle strikes an at-rest object in the roadway that was not cargo or part of another motor vehicle in-transport, the SEQUENCE OF EVENTS for that event is **18 (Other Object [Not Fixed]).** If that object is then propelled into another motor vehicle in-transport, the proper SEQUENCE OF EVENTS code for this next event 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)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **19 (Other Objects Set-In-Motion).**

This attribute does not apply when the cargo, persons, or objects set-in-motion by an in-transport motor vehicle strikes something other than another in-transport motor vehicle. In this case, use the applicable "collision with non-fixed object", or "collision with fixed object" code for the object struck by the cargo, person, or object set-in- motion.

Examples:

- If cargo falls from a truck (in-transport) and strikes another vehicle that is not in-transport, the proper SEQUENCE OF EVENTS 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 and the AREA OF IMPACT (THIS VEHICLE) column is coded **18 (Cargo/Vehicle Parts Set-In-Motion).**

- If cargo falls from a truck (in-transport) and strikes a pedestrian, the proper SEQUENCE OF EVENTS attribute would be **08 (Pedestrian)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **18 (Cargo/Vehicle Parts Set-In-Motion).**

- If a pedestrian is struck by an at-rest object propelled by an in-transport vehicle (e.g., parked motor vehicle, stop sign, etc.), the proper SEQUENCE OF EVENTS attribute for this harmful event is **08 (Pedestrian)** and the AREA OF IMPACT (THIS VEHICLE) column is coded **19 (Other Objects Set-In-Motion)**.

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.

Collision with Object Not Fixed:

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: ***Railway Trains,*** Street car***/trolley*** on private way
- Exclusions: Street car***/trolley*** operating on trafficway

74 (Road Vehicle on Rails) is any land vehicle on rails operating in a trafficway.

- ***Inclusions: Street car/trolley operating on trafficway***
- ***Exclusions: Railway Trains, Street car/trolley on private way, Street car/trolley or electric bus operating on tires.***

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***.

18 (Other Object [Not Fixed]) is used when a motor vehicle in-transport strikes a non-fixed object that is known NOT to have been the cargo or part of another motor vehicle in-transport or when it is UNKNOWN whether the object was the cargo or part of another motor vehicle in-transport (i.e., refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines***,*** or debris from a prior crash). For objects that have become separated from a motor vehicle in-transport not as a result of a prior crash, use attribute **73 (Object *That Had Fallen* from Motor Vehicle In-Transport)**.

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
   a. Roller Skates, in-line skates
   b. Skateboards
   c. Skates
   d. Baby carriage
   e. Scooters
   f. Toy Wagons
2. Motorized rideable toys
   a. Motorized skateboard
   b. Motorized toy car
3. Devices for personal mobility assistance
   a. Segway-style devices
   b. Motorized and non-motorized wheelchair
   c. Handicapped scooters

Exclusions:

1. Golf cart
2. Low Speed Vehicles (LSVs)
3. Go-carts
4. Minibike
5. "Pocket" motorcycles
6. Motor scooters
7. 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.

73 (Object *That Had Fallen* from Motor Vehicle In-Transport) is used when a motor vehicle in- transport impacts a non-fixed object at rest that is known to have been the cargo or part of another motor vehicle in-transport. Do not use this attribute for debris from a prior crash. ***This attribute does not include vehicle occupants that are ejected or fall from a motor vehicle in-transport. (Example: Motorcycle operator falling from a motorcycle.) For people falling from a motor vehicle see non-collision event 05 (Fell/Jumped From Vehicle). For impacts involving two motor vehicles in transport resulting from cargo, persons or objects set in motion 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).***

For example, if cargo that fell from a vehicle and was at rest in the roadway is struck this attribute would apply. If the cargo was at rest in the roadway as a result of a prior accident, use attribute **18 (Other Object [Not Fixed])**.

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).

When coding these events there must be fields on the PAR or verbiage in the narrative such as "struck", "hit", "impacted", etc. that identify these as harmful.

For cases where the indication of the harmful event came from the narrative, there may not be a corresponding indication of damage in any PAR field. In these instances, code the harmful event as stated in the narrative and include the corresponding attribute under Areas of Impact.

If there is no indication of damage from contact with the fixed object in fields on the PAR and the narrative language does not identify it as a harmful event (e.g., “came to rest on the embankment" or "drove through" or "drove across" the ditch and/or the embankment, or "drove over" the curb do not code **33 (Curb)**, **34 (Ditch)**, or **35 (Embankment)** in the Sequence of Events.

Guidelines for PAR Combination Attributes:
If there is no clarification in the case materials, default to the first attribute listed in the combination. For example, if a PAR attribute identifies "Earth Embankment/Rockcut /Ditch", code ***35 (Embankment)*** unless the narrative clearly indicates one of the other attributes (e.g. "rockcut" or "ditch").

17 (Boulder) is a rock of sufficient mass that when struck by a motor vehicle moves very little and remains basically intact.

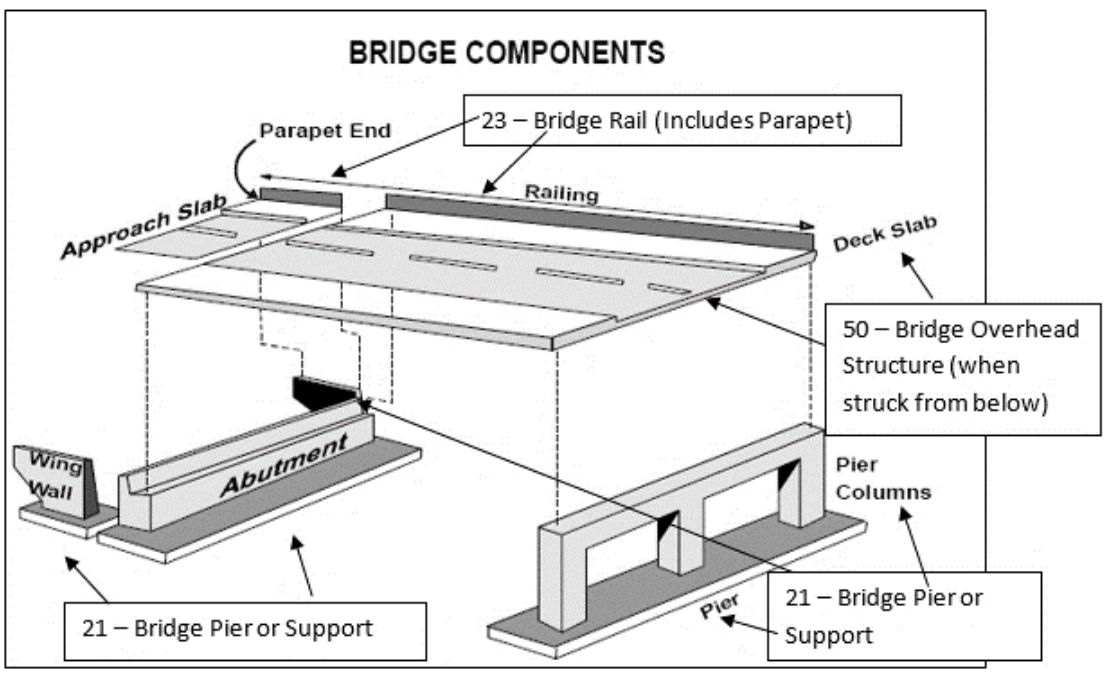
19 (Building) is used when the vehicle impacts a roofed and walled structure built for permanent use. The type of construction material used is not of interest, nor is the use of the building.

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)**.

Indication of furrowing, gouging, or digging in of the tires/wheels is not sufficient to code the collision event 58 (Ground). For example, if the PAR narrative states; “the trucks tires dug into the turf causing the vehicle to rollover” the harmful event should be **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.

Figure 18: Bridge Components Diagram



50 (Bridge Overhead Structure) is used when striking the bottom of a bridge while traveling on a trafficway underneath it. See **Figure 18**.

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). See **Figure 18**.

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. See **Figure 18**

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

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 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***.

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***, utility poles, or light supports*** (e.g., reflectors on poles alongside of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 (Mail Box)**. ***For fence posts, use 38 (Fence).***

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 ***paved surface***. 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. This attribute includes collisions with curbing that forms raised islands, medians, or separators. For example, if the report identifies the vehicle struck/collided with a traffic island, channelizing island, raised median, or separator use **33 (Curb)** not **43 (Other Fixed Object)**.

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. Reference to a "ditchbank", "embankment of the ditch", or "ditch embankment" should be coded under **34 (Ditch)**.

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 driveway crossing, use attribute **35 (Embankment)** when no specific components (e.g., culverts or ditches) are identified.

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, tree stumps or large cactus (Saguaro). If a vehicle strikes a ***fallen*** tree, 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. This attribute excludes collisions with curbing that forms raised islands, medians, or separators (See also **33 (Curb)**.)

Examples:

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

Other examples would include property damage to standing crops, yards and other vegetation (excluding: **41 (Shrubbery)**, **42 (Tree [Standing Only])**, and **58 (Ground)**) if noted on the crash report.

When the case materials identify a non-specific object impact, apply the following guidelines. If the case materials only identify the harmful event as:

- "Fixed Object", then use **43 (Other Fixed Object)**
- "Sign", then use **59 (Traffic Sign Support)**
- "Post", then use **31 (Other Post, Other Pole or Other Supports)**
- "Sign Post", then use **59 (Traffic Sign Support)**
- "Bridge", then use **23 (Bridge Rail [Includes Parapet])** when the vehicle is on top of the bridge, when the vehicle is going under the bridge, then use **21 (Bridge Pier or Support)**
- "Barrier", then use **26 (Other Traffic Barrier)**

Unknown

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(1Z0N)	SEQUENCE OF EVENTS for this vehicle should not include more than one occurrence of 01. Please see SEQUENCE OF EVENTS remarks for 01 (Rollover/Overturn) to confirm coding.	--
(1Z1N)	SEQUENCE OF EVENTS for this vehicle should not equal 01, 67 consecutively or 67, 01 consecutively.	--
(1Z1P)	any SEQUENCE OF EVENTS equals 66,	ROADWAY GRADE should equal 6 for this vehicle.
(1Z2P)	any SEQUENCE OF EVENTS equals 01, and (BODY TYPE equals 01-79, 82, 90-99, or any RELATED FACTORS-VEHICLE LEVEL equals 30),	ROLLOVER must equal 1, 2, 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.

Check	IF	THEN
(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.
(8L8Q)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS,	the corresponding event in that row must not equal 12 or 55.
(8L8R)	the CRASH EVENTS event equals 54,	AREAS OF IMPACT (THIS VEHICLE) must equal 18 or 19 in that row.
(8L8S)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 14, 45 or 54,	RELATED FACTORS-CRASH LEVEL must equal 14.
(8L8T)	RELATED FACTORS-CRASH LEVEL equals 14,	there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE ***or OTHER VEHICLE***) equals 18 or 19 and the corresponding event in that row equals 14, 45 or 54.
(8L8U)	AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 08, 09, 15, 49,	RELATED FACTORS-CRASH LEVEL must equal 15.
(8L8V)	RELATED FACTORS-CRASH LEVEL equals 15,	there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19, and the corresponding event in that row equals 08-10, 15, 18 or 49.
(8L8W)	***SEQUENCE OF EVENTS is not equal to 45,***	***AREAS OF IMPACT (OTHER VEHICLE) should not equal 18 or 19.***
(8L8X)	AREAS OF IMPACT (THIS VEHICLE) equals 18,	there should be a previous event involving that vehicle where the CRASH EVENTS event equals 60.
(8L8Y)	***SEQUENCE OF EVENTS is equal to 45 (Working Motor Vehicle),***	***AREAS OF IMPACT (THIS VEHICLE) and AREAS OF IMPACT (OTHER VEHICLE) should not both equal 18 or 19 in that same event row.***
(8L9P)	BODY TYPE does not equal 80-83, 88-91, and the CRASH EVENTS event equals 54, and the corresponding AREAS OF IMPACT (THIS VEHICLE) equals 19 in that row,	there should be a previous event with CRASH EVENTS event equal to 18 or 73 involving that vehicle.
(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.
(A041)	CRASH MONTH equals 05-09,	SEQUENCE OF EVENTS, FIRST HARMFUL EVENT, MOST HARMFUL EVENT should not equal 48.

Check	IF	THEN
(A230)	SEQUENCE OF EVENTS equals 10,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-03.
(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.
(A495)	TRAFFICWAY DESCRIPTION equals 0,	the first event in SEQUENCES OF EVENTS for this vehicle should not equal 63, 64, 69 or 71.
(A612)	PERSON TYPE equals 04, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 10 or 49 for that vehicle number in the CRASH EVENTS table.
(A613)	PERSON TYPE equals 05, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
(A614)	PERSON TYPE equals 06, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
(A615)	PERSON TYPE equals 07, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
(A616)	PERSON TYPE equals 08, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 15 for that vehicle number in the CRASH EVENTS table.
(A617)	PERSON TYPE equals 10, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
(A618)	PERSON TYPE equals 19, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 99 for that vehicle number in the CRASH EVENTS table.
(A619)	the total count of PERSON TYPES is equal to 05 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61A)	the total count of PERSON TYPES is equal to 08 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 15 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61B)	the total count of PERSON TYPES is equal to 10 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(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.

Check	IF	THEN
(AM1P)	FIRST HARMFUL EVENT equals 54 or 73, or SEQUENCE OF EVENTS equals 54, 73 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, and PRE-IMPACT LOCATION is not equal to 5,	at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.
(BZ60)	CRITICAL EVENT - PRECRASH (EVENT) equals 13, and PRE-IMPACT LOCATION is not equal to 5,	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 71 for this vehicle.
(BZ90)	CRASH TYPE equals 01-05, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5,	at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.
(BZ91)	CRASH TYPE equals 06-10, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5,	at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 64.
(PB00)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 110-910,	at least one SEQUENCE OF EVENTS for the striking vehicle must equal 08 or 15.
(PB02)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE equals 111-980,	at least one SEQUENCE OF EVENTS for the striking vehicle must equal 09.
(U651)	UNLIKELY: SEQUENCE OF EVENTS equals 62, 60 consecutively.	--
(U652)	UNLIKELY: SEQUENCE OF EVENTS equals 01, 58 or 58, 01 consecutively.	--
(V74P)	UNIT TYPE equals 1, and ROLLOVER equals 1, 2, 9, or LOCATION OF ROLLOVER equals 1-7, 9,	at least one SEQUENCE OF EVENTS must equal 01 for this vehicle.
(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.
(V990)	any SEQUENCE OF EVENTS equals 61,	CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE should not equal 00.
(VH70)	UNIT TYPE equals 2-4,	elements V15, V24, V31 must all be left blank.
(VH83)	the only harmful SEQUENCE OF EVENTS for this vehicle equals 04-06,	DAMAGED AREAS should equal 15.
(VH84)	the only harmful SEQUENCE OF EVENTS for this vehicle equals 01-03, 16, 44, 51, 72,	DAMAGED AREAS should not equal 15.

V33 - Most Harmful Event

FORMAT: 2 numeric
SAS NAME: Vehicle.M_HARM; parkwork.PM_HARM
ELEMENT VALUES:

Non-Collision Most Harmful Events:

Codes	Attributes
01	Rollover/Overturn
02	Fire/Explosion
03	Immersion or Partial 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:

Codes	Attributes
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:

Codes	Attributes
08	Pedestrian
09	Pedalcyclist
10	Railway Vehicle
74	***Road Vehicle on Rails***
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
73	Object ***That Had Fallen*** from Motor Vehicle In-Transport

Collision with Fixed Object:

Codes	Attributes
17	Boulder
19	Building
58	Ground
20	Impact Attenuator/Crash Cushion

Codes	Attributes
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

Unknown

Codes	Attributes
99	Unknown

Definition: This element identifies the event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

Remarks: 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 persons not in a motor vehicle, choose the event which causes the greatest number of fatalities to occupants of this vehicle or to persons not in a motor vehicle (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 ***persons not in a motor vehicle***; 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. As 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 ***persons not in a motor vehicle***, 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 Most Harmful Events:

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 "Fell/Jumped 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.

Most Harmful Event Coding Procedures for Parked and Working Motor Vehicles

1. If the MOST HARMFUL EVENT for a parked/working motor vehicle is an impact with a motor vehicle in-transport, use **12 (Motor Vehicle In-Transport)**.
   a. Example: A parked motor vehicle (V2) is struck by an in-transport motor vehicle (V1) and this is the most harmful event for the parked motor vehicle (V2). The MOST HARMFUL EVENT for the parked motor vehicle (V2) is **12 (Motor Vehicle In-Transport)**.

2. If the MOST HARMFUL EVENT for a parked/working motor vehicle is an impact with something after it has been set-in-motion, code that other thing.
   a. Example: In a chain reaction crash, an in-transport motor vehicle (V1) strikes a parked motor vehicle (V2) injuring the person sitting in the driver's seat of V2. The parked motor vehicle (V2) is pushed into an unoccupied motor vehicle (V3) and the parked motor vehicle (V3) strikes and kills a pedestrian. The MOST HARMFUL EVENT for parked motor vehicle (V3) is **08 (Pedestrian)**.

3. If the MOST HARMFUL EVENT for a parked/working motor vehicle is an impact with anything set-in-motion except another parked or working motor vehicle, see attribute **12 (Motor Vehicle In-Transport)**.

4. If the MOST HARMFUL EVENT for a parked/working motor vehicle is an impact with another parked or working motor vehicle which has been set-in-motion, use **14 (Parked Motor Vehicle)** or **45 (Working Motor Vehicle)**, whichever describes the object set-in-motion.

5. The MOST HARMFUL EVENT for a parked/working motor vehicle can be a non-collision harmful event not recorded in the events list. For example, if a parked vehicle rolls over after an impact with an in-transport motor vehicle and the MOST HARMFUL EVENT is the rollover, then use code **01 (Rollover/Overturn)**.
   a. Example: A parked motor vehicle (V2) is struck by an in-transport vehicle (V1). Parked motor vehicle (V2) is pushed down an embankment and rolls over. The case materials indicate the most harmful event for parked motor vehicle (V2) is the rollover. MOST HARMFUL EVENT for parked motor vehicle (V2) is **01 (Rollover/ Overturn)**.

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.***

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.

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 or Partial Immersion) is used when an in-transport motor vehicle enters a body of water and results in injury or damage. This code would also be used if the vehicle came to rest in water and the depth cannot be ascertained from case materials. **NOTE:** In immersion fatalities the injury to the person may be noted as "drowning".

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 ***paved surface***. Other examples include indication of contact with a dip, depression, low spot, trough, etc.) If the impact is with a surface irregularity (e.g. ruts, potholes) not on a ***paved surface,*** use the **58 (Ground)**. For a vehicle that "bottoms out" on the ***paved surface*** (causing damage) due to speed but not because of a pavement surface irregularity, use attribute **07 (Other Non-Collision).**

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

Examples:

- Damage to the vehicle produced by its own dislodged vehicle parts (including hood flying up and contacting the windshield).
- A vehicle "bottoms out" on the roadway (causing damage) due to speed but not because of a pavement surface irregularity. For impacts on the roadway due to pavement surface irregularities should be coded **44 (Pavement Surface Irregularity [ruts, potholes, grates, etc.]).**

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, its parts 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.

Collision with Motor Vehicle In-Transport:

12 (Motor Vehicle In-Transport) is used when the ***most*** injury- or damage-producing event is two motor vehicles in-transport making contact within the trafficway boundaries.

Parked and Working Motor Vehicles:

This attribute is used for parked and working motor vehicles when their most harmful event is an impact with a motor vehicle in-transport.

This attribute also applies to parked and working motor vehicles when their most harmful event is an impact with any object set-in-motion other than another parked or working motor vehicle. Set-in-motion objects include cargo, persons, stone, stop sign, tire tread and debris from a previous impact. If the object set-in-motion is another parked or working motor vehicle use **14 (Parked Motor Vehicle)** or **45 (Working Motor Vehicle)**, whichever describes the object set-in-motion.

Examples:

- If the MOST HARMFUL EVENT for V1 (a motor vehicle in-transport) is when V1 impacts V2 (another motor vehicle in-transport) within the trafficway boundaries, then the most harmful event for V1 is **12 (Motor Vehicle In-Transport)**.

- If the most harmful event for V2 (a parked motor vehicle) is when V2 is struck by V1 (a motor vehicle in-transport), then the MOST HARMFUL EVENT for V2 is **12 (Motor Vehicle In-Transport)**.
- If the MOST HARMFUL EVENT for V2 (a parked motor vehicle) is when V2 is struck by a stop sign set-in-motion by V1 (a motor vehicle in-transport), then the MOST HARMFUL EVENT for V2 is **12 (Motor Vehicle In-Transport)**.
- If V1 (a motor vehicle in-transport) strikes V2 (a parked motor vehicle) and V2 then strikes V3 (a parked motor vehicle), then the MOST HARMFUL EVENT for V3 is **14 (Parked Motor Vehicle).**

54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport) applies only to events involving two in-transport motor vehicles. It is used in two situations: **1)** The most harmful injury- or damage-producing event for an in-transport motor vehicle is when something it sets in motion (cargo, person, object) strikes another in-transport motor vehicle. **2)** The most harmful injury- or damage-producing event for an in-transport motor vehicle is when it is struck by cargo, persons or objects set-in-motion by another in-transport motor vehicle.

Example:

Cargo which fell from an in-transport motor vehicle (V1) is involved in an impact with V2, another in-transport motor vehicle. The case materials indicate this is the most harmful event for both V1 and V2. MOST HARMFUL EVENT 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)** for both V1 and V2.

When selecting the MOST HARMFUL EVENT, **54 (Motor Vehicle In-Transport Strikes or is Struck by Cargo, Persons or Objects Set-in-Motion from/by Another Motor Vehicle In-Transport)** does not have to be the MOST HARMFUL EVENT for both vehicles.

Example:

Cargo which fell from an in-transport motor vehicle (V1) is involved in an impact with V2, another in-transport motor vehicle. This event is the only event for V1. Thus, **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 the MOST HARMFUL EVENT for V1. The case material identifies a subsequent impact by V2 with a tree on the roadside as the MOST HARMFUL EVENT for V2. Thus, **42 (Tree [Standing Only])** is the MOST HARMFUL EVENT for V2.

This attribute does not apply when the most harmful event for an **in-transport motor vehicle** is an impact between cargo, a person, or object it set-in-motion and something other than a motor vehicle in transport. In this case, use the "collision with non-fixed object", or "collision with fixed object" code that is applicable.

Examples:

- If the MOST HARMFUL EVENT for an in-transport motor vehicle is when cargo which fell off its trailer strikes a pedestrian, code **08 (Pedestrian)**.
- If the MOST HARMFUL EVENT for an in-transport motor vehicle is when a parked motor vehicle it set-in-motion strikes a pedestrian, code **08 (Pedestrian)**.
- If the MOST HARMFUL EVENT for an in-transport motor vehicle is when cargo which fell off its trailer strikes a parked motor vehicle, code **14 (Parked Motor Vehicle).**

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.

Collision with Object Not Fixed:

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:** ***Railway Trains,*** Street ***car/trolley*** on private way
- **Exclusions:** Street car***/trolley*** operating on trafficway

74 (Road Vehicle on Rails) is any land vehicle on rails operating in a trafficway.

- ***Inclusions: Street car/trolley operating on trafficway***
- ***Exclusions: Railway Trains, Street car/trolley on private way, Streetcar/trolle or electric bus operating on tires***

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***.

18 (Other Object [Not Fixed]) is used when a motor vehicle in-transport strikes a non-fixed object that is known NOT to have been the cargo or part of another motor vehicle in-transport or when it is UNKNOWN whether the object was the cargo or part of another motor vehicle in-transport (i.e., refers to objects such as a dead body, animal carcass, construction cones or barrels, an unattached trailer, a bicycle without a rider, downed tree limbs or power lines, or debris from a prior crash). For objects that have become separated from a motor vehicle in-transport not as a result of a prior ***crash***, use attribute **73 (Object *That Had Fallen* from Motor Vehicle In-Transport)**.

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
   a. Roller Skates, in-line skates
   b. Skateboards
   c. Skates
   d. Baby carriage
   e. Scooters
   f. Toy Wagons
2. Motorized rideable toys
   a. Motorized skateboard
   b. Motorized toy car
3. Devices for personal mobility assistance
   a. Segway-style devices

b. Motorized and non-motorized wheelchair
c. Handicapped scooters

Exclusions:

1. Golf cart
2. Low Speed Vehicles (LSVs)
3. Go-carts
4. Minibike
5. "Pocket" motorcycles
6. Motor scooters
7. 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. This attribute would also apply for a parked vehicle struck by another parked vehicle. For example, if a motor vehicle in-transport hits a parked vehicle and pushes it into a second parked vehicle (the only event for the second parked vehicle), the most harmful event for the second parked vehicle is **14 (Parked Motor Vehicle)**.

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.

73 (Object *That Had Fallen* from Motor Vehicle In-Transport) is used when a motor vehicle in- transport impacts a non-fixed object at rest that is known to have been the cargo or part of another motor vehicle in-transport. Do not use this attribute for debris from a prior crash. ***This attribute does not include vehicle occupants that are ejected or fall from a motor vehicle in-transport. (Example: Motorcycle operator falling from a motorcycle.) For people falling from a motor vehicle see non-collision event 05 (Fell/Jumped From Vehicle). For impacts involving two motor vehicles in transport resulting from cargo, persons or objects set in motion 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).***

For example, if cargo that fell from a vehicle and was at rest in the roadway is struck this attribute would apply. If the cargo was at rest in the roadway as a result of a prior accident, use attribute **18 (Other Object [Not Fixed])**.

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).

When coding these events there must be fields on the PAR or verbiage in the narrative such as "struck", "hit", "impacted", etc. that identify these as harmful.

For cases where the indication of the harmful event came from the narrative, there may not be a corresponding indication of damage in any PAR field. In these instances, code the harmful event as stated in the narrative and include the corresponding attribute under Areas of Impact.

If there is no indication of damage from contact with the fixed object in fields on the PAR and the narrative language does not identify it as a harmful event (e.g., "came to rest on the embankment" or "drove through" or "drove across" the ditch and/or the embankment, or "drove over" the curb do not code **33 (Curb), 34 (Ditch),** or **35 (Embankment)** in the Sequence of Events.

Guidelines for PAR Combination Attributes:
If there is no clarification in the case materials, default to the first attribute listed in the combination. For example, if a PAR attribute identifies "Earth Embankment/Rockcut /Ditch", code ***35 (Embankment)*** unless the narrative clearly indicates one of the other attributes (e.g. "rockcut" or "ditch").

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).**

Indication of furrowing, gouging, or digging in of the tires/wheels is not sufficient to code the collision event **58 (Ground).** For example, if the PAR narrative states; "the trucks tires dug into the turf causing the vehicle to roll over" the harmful event should be **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. See **Figure 18** for a diagram of Bridge Components.

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). See See **Figure 18** for a diagram of Bridge Components.

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. See **Figure 18** for a diagram of Bridge Components.

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

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***.

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, and other utility pole-type supports.

31 (Other Post, Other Pole or Other Supports) is used for posts other than highway signs***, utility poles, or light supports***. (e.g., reflectors on poles alongside of roadway, parking meters, flag poles, etc.). For mail box posts, use **53 (Mail Box)**. ***For fence posts, use 38 (Fence).***

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 ***paved surface***. 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. This attribute includes collisions with curbing that forms raised islands, medians, or separators. For example, if the report identifies the vehicle struck/collided with a traffic island, channelizing island, raised median or separator use **33 (Curb)** not **43 (Other Fixed Object)**.

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. Reference to a "ditchbank", "embankment of the ditch", or "ditch embankment" should be coded under **34 (Ditch)**.

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 driveway crossing, use attribute **35 (Embankment)** when no specific components (e.g., culverts or ditches) are identified.

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, tree stumps or large cactus (Saguaro). If a vehicle strikes a ***fallen*** tree, 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. This attribute excludes collisions with curbing that forms raised islands, medians, or separators (See also **33 (Curb)**.)

Examples:

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

Other examples would include property damage to standing crops, yards, and other vegetation (excluding: **41 (Shrubbery)**, **42 (Tree [Standing Only])**, and **58 (Ground)**) if noted on the crash report.

When the case materials identify a non-specific object impact, apply the following guidelines. If the case materials only identify the harmful event as:

- "Fixed Object", then use **43 (Other Fixed Object)**
- "Sign", then use **59 (Traffic Sign Support)**
- "Post", then use **31 (Other Post, Other Pole or Other Supports)**
- "Sign Post", then use **59 (Traffic Sign Support)**
- "Bridge", then use **23 (Bridge Rail [Includes Parapet])** when the vehicle is on top of the bridge, when the vehicle is going under the bridge, then use **21 (Bridge Pier or Support)**
- "Barrier", then use **26 (Other Traffic Barrier)**

Unknown

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(A041)	CRASH MONTH equals 05-09,	SEQUENCE OF EVENTS, FIRST HARMFUL EVENT, MOST HARMFUL EVENT should not equal 48.
(AL3P)	UNIT TYPE equals 2-4,	MOST HARMFUL EVENT must not equal 54 for this vehicle.
(AL4P)	there is one and only one parked vehicle (UNIT TYPE equals 2 or 3) in the crash,	MOST HARMFUL EVENT for the parked vehicle must not equal 14.
(AL5P)	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 __.
(AL7P)	UNIT TYPE equals 2-4,	MOST HARMFUL EVENT should not equal 04-07, 16, 51, 72.

V34 - Related Factors – Vehicle Level

FORMAT: 2 numeric occurring 2 times
SAS NAME: Vehicle.VEH_SC1; Vehicle.VEH_SC2. parkwork.PVEH_SC1, parkwork.PVEH_SC2
ELEMENT VALUES:

Codes	Attributes
00	None

Special Vehicle Flags:

Codes	Attributes
30	Multi-Wheeled Motorcycle Conversion
*32	Vehicle Registration for Handicapped
33	Vehicle Being Pushed by Non-Motorist
35	Reconstructed/Altered 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

***FARS ONLY ATTRIBUTES**

Definition: This element identifies factors related to this vehicle expressed by the investigating officer**.**

Remarks: Code information provided by the investigating officer in the narrative, contributing factors/circumstances field or citations/violations section on the crash report.

CODING HIERARCHY: When more than two attributes apply, select the attributes that cannot be captured under other elements

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.

00 (None) is used when no applicable related factors are noted in the case materials. Zero-fill all fields. Also, use 00 (None) to complete ***the*** remaining fields when you will be recording less than two vehicle related factors. DO NOT leave any remaining fields blank.

Attributes 30-44 are flags used to identify this vehicle as one with special circumstances. They do not necessarily imply that this circumstance caused the crash.

30 (Multi-Wheeled Motorcycle Conversion) is used when the case materials identify this vehicle is a motorcycle that is converted to a multi-wheeled configuration from a 2-wheeled OEM motorcycle. These vehicles will not have a body type attribute **82 (Three-Wheel Motorcycle)** available in the manufacturer's Make/Model/Model Year/Body Type table.

***32 (Vehicle Registration for Handicapped)** is used when the case materials identify this vehicle is registered and/or specially equipped for a handicapped individual. This information can be derived from the vehicle registration. This excludes placards which are usually hung from the rear-view mirror and can be moved from one vehicle to the other.

33 (Vehicle Being Pushed by Non-Motorist) is used when the case materials identify this vehicle is being pushed by a non-motorist with or without a driver at the controls.

35 (Reconstructed/Altered Vehicle) is used when the case materials identify this vehicle is a home-made vehicle constructed from vehicle components or is significantly altered in some way. These vehicles may have standard VIN or the State may issue a number in place of the VIN for their registration.

Examples include:

- The addition of enhanced performance engine chips or accessories.
- Significant altering of suspension system (e.g., "monster trucks," "low riders," etc.).
- Hydraulic systems or tilted/canted wheels.

***37 (Transporting Children to/from Head Start/Day Care)** is used when the case materials identify this vehicle is used to transport children to Day Care/Head Start in vehicles arranged, operated or owned by Head Start or Day Care Program. This attribute is not intended for children being transported to daycare by family/friends in personal vehicles.

39 (Highway Construction, Maintenance or Utility Vehicle, In-Transport [Inside or Outside Work Zone]) is used when the case materials identify this vehicle is a highway construction, maintenance, or utility vehicle that is in-transport at the time it became involved in the crash. Note: This is **only** used when the vehicle is considered to not be a working motor vehicle and is "**in-transport**." For example, while moving from one job site to another job site or returning to the depot after concluding work activities. This attribute refers to vehicles owned by a local, county, state, or federal agency. Private vehicles are excluded.

40 (Highway Incident Response Vehicle) is used when the case materials identify this vehicle is a state government-owned vehicle whose function is to drive the major highways to assist motorists with flat tires, provide gas, etc.

Examples include:

- DOT Help
- Good Samaritans
- Courtesy Patrol
- Motorist Assist Vehicle

41 (Police, Fire, or EMS Vehicle Working at the Scene of an Emergency or Performing Other Traffic Control Activities) is used when the case materials identify this vehicle is a police car, fire truck, or ambulance performing some work function related to working at the scene of an emergency or acting as traffic control.

Examples include:

- 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 for ***a*** 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) is used when the case materials identify this vehicle is performing some other work activity at the time it was involved in the crash and that activity is somehow associated with the crash.

Examples include:

- Garbage truck picking up trash.
- Personal pickup with a snow blade plowing.
- UPS or postal vehicle stopped in the roadway while making a delivery.
- Food delivery truck making a delivery.

44 (Adaptive Equipment) is used when the case materials identify this vehicle is equipped with adaptive equipment for handicapped operator(s).

Examples include:

- Extended brake/gas pedals
- Special steering apparatus
- Hand brakes or accelerator, etc.

99 (Unknown) is used when "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, **ALL** fields must be **99 (Unknown)**. DO NOT leave any remaining fields blank. Also use this attribute for Hit-and-Run vehicles and drivers when no factors are identified or reported by the officer for this vehicle or driver.

Consistency Checks:

Check	IF	THEN
(1G0P)	one RELATED FACTORS-VEHICLE LEVEL equals 99,	both factors must equal 99.
(1Z2P)	any SEQUENCE OF EVENTS equals 01, and (BODY TYPE equals 01-79, 82, 90-99, or any RELATED FACTORS-VEHICLE LEVEL equals 30),	ROLLOVER must equal 1, 2, 9.
(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 30 and 44 can be used only once per vehicle form.	--
(5A0P)	BODY TYPE equals 80, 81, 83, 88, 89, and any RELATED FACTORS - VEHICLE LEVEL does not equal 30,	ROLLOVER must equal 0.
(6G0Q)	any RELATED FACTORS - VEHICLE LEVEL equals 30,	BODY TYPE must equal 80 for this vehicle.
(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.
(VH06)	BODY TYPE equals 82,	RELATED FACTORS-VEHICLE LEVEL must not equal 30.
(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.

Check	IF	THEN
(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.

Consistency Checks (FARS Only):

Check	IF	THEN
(6G0P)	RELATED FACTORS-VEHICLE LEVEL equals 32,	REGISTRATION STATE must not equal 00, 92.
(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.

V35 - Fire Occurrence

FORMAT: 1 numeric
SAS NAME: Vehicle.FIRE_EXP, Person.FIRE_EXP, Parkwork.PFIRE
ELEMENT VALUES:

Codes	Attributes
0	No or Not Reported
1	Yes

Definition: This element identifies whether or not a fire in any way related to the crash occurred in this vehicle.

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:

Check	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,	the vehicle involved in the first harmful event must have FIRE OCCURRENCE equal to 1.

V36 - Vehicle License Plate Number - *CRSS* Only

FORMAT: 10 alphanumeric
SAS NAME:
ELEMENT VALUES:

Codes	Attributes
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:

0000000000 (No License Plate) would be used when the PAR identifies that this vehicle did not have a license plate when required or plates are not required for this type of vehicle.

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)

9999999999 (Unknown) is used for a police reported "unknown" for example an unidentified hit-and-run vehicle.

Consistency Checks:

Check	IF	THEN
(D093)	Any VEHICLE LICENSE PLATE NUMBER that does not equal 0000000000, 9999999999, or 9999999998,	VEHICLE LICENSE PLATE NUMBER must be unique within a crash.
(V941)	BODY TYPE equals 90 or 91,	VEHICLE LICENSE PLATE NUMBER must equal 0000000000.

Driver Level Data Elements

D1 – State Number – FARS Only
D2 – Consecutive Number – FARS Only
D3 – Vehicle Number – Driver Level
D4 – Driver Presence
D5 – Driver's License State
D6 – Driver's Zip Code
D7 – Non-CDL License Type/Status – FARS Only
D8 – Commercial Motor Vehicle License Status – FARS Only
D9 – Compliance with CDL Endorsements – FARS Only
D10 – License Compliance with Class of Vehicle – FARS Only
D11 – Compliance with License Restrictions – FARS Only
D12 – Driver Height – FARS Only
D13 – Driver Weight – FARS Only
D14, D15, D16, D17, D18 – Driver Level Counters – FARS Only
D19, D20 – Date of First and Last Crash, Suspension, Conviction – FARS Only
D21 – Violations Charged
D22 – Speeding Related
D23 – Condition (Impairment) at Time of Crash
D24 – Related Factors – Driver Level
D25 – Driver License Number – ***CRSS*** Only

D3 - Vehicle Number – Driver Level

FORMAT: 3 numeric
SAS NAME: Vehicle.Veh_No
ELEMENT VALUES:

- 000-999

Definition: This element identifies the vehicle number associated with this driver.

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:

Check	Language
(CSI2)	There must be exactly one Driver Level form corresponding to each Vehicle Level form.

D4 - Driver Presence

FORMAT: 1 numeric
SAS NAME: Vehicle.Dr_Pres
ELEMENT VALUES:

Codes	Attribute
0	No Driver Present / Not Applicable
1	Yes
9	Unknown

Definition: This element identifies whether or not a driver was present in this vehicle at the onset of the unstabilized situation.

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. This attribute includes when it is known there was a driver but it is unknown which occupant was the driver at the time of the crash.

9 (Unknown) is used when it is unknown if there was a driver present in the vehicle at the time of the crash.

If coded **0 (No Driver Present/Not Applicable)** or **9 (Unknown**), all other elements on the Driver Level except RELATED FACTORS-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.

If coded **0 (No Driver Present/Not Applicable)** or **9 (Unknown)**, Related Factors-Driver Level are coded "00" unless UNIT TYPE is equal to 1 (Motor Vehicle In-Transport [Inside or Outside the Trafficway]). In such a case, only select RELATED FACTORS-DRIVER LEVEL that are applicable.

Consistency Checks:

Check	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.

Check	IF	THEN
(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 MOVING VIOLATION CONVICTIONS must be blank.
(1HBF)	DRIVER PRESENCE equals 0, 9,	DATE OF LAST CRASH, SUSPENSION, CONVICTION must be blank.
(1HCF)	DRIVER PRESENCE equals 0, 9,	DATE OF FIRST CRASH, SUSPENSION, 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,	SPEEDING RELATED must be blank.
(1HJF)	DRIVER'S VISION OBSCURED BY equals 95,	DRIVER PRESENCE must equal 0 or 9.
(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, 93 or 98.
(3BGP)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	DRIVER PRESENCE must equal 0 or 9.
(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.
(5L1F)	RELATED FACTORS-DRIVER LEVEL equals 04, 08, 12, 13, 15, 16, 19, 52, 53, 58, 59, 73, 74, 77-88,	DRIVER PRESENCE must not equal 0 or 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.

Check	IF	THEN
(9C5P)	DRIVER MANEUVERED TO AVOID equals 95,	DRIVER PRESENCE must equal 0 or 9.
(A080)	DRIVER PRESENCE equals 0, and 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 or 9,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF 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 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.
(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.	--
(PB30)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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.
(PB60)	PERSON TYPE equals 05 or 08, and DRIVER PRESENCE equals 0 for the motor vehicle which strikes the non-motorist	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 220.
(PB61)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 220,	DRIVER PRESENCE should equal 0 for the motor vehicle striking the non-motorist.

Consistency Check (CRSS Only):

Check	IF	THEN
(1HGF)	DRIVER PRESENCE equals 0 or 9,	DRIVER LICENSE NUMBER must equal blank.

D5 - Driver's License State

FORMAT: 2 numeric
SAS NAME: Vehicle.L_STATE
ELEMENT VALUES:

Codes	Attribute
01	Alabama
02	Alaska
03	American Samoa
04	Arizona
05	Arkansas
06	California
08	Colorado
09	Connecticut
10	Delaware
11	District of Columbia
12	Florida
13	Georgia
14	Guam
15	Hawaii
16	Idaho
17	Illinois
18	Indiana
19	Iowa
20	Kansas
21	Kentucky
22	Louisiana
23	Maine
24	Maryland
25	Massachusetts
26	Michigan
27	Minnesota
28	Mississippi
29	Missouri
30	Montana
31	Nebraska
32	Nevada

Codes	Attribute
33	New Hampshire
34	New Jersey
35	New Mexico
36	New York
37	North Carolina
38	North Dakota
39	Ohio
40	Oklahoma
41	Oregon
42	Pennsylvania
43	Puerto Rico
44	Rhode Island
45	South Carolina
46	South Dakota
47	Tennessee
48	Texas
49	Utah
50	Vermont
51	Virginia
52	Virgin Islands
53	Washington
54	West Virginia
55	Wisconsin
56	Wyoming
93	Indian Nation
94	U.S. Government
95	Canada
96	Mexico
97	Other Foreign Country
98	Not Reported
99	Unknown

Definition: This element identifies the state of issue for the license held by this driver.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

Consistency Checks:

Check	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 MOVING VIOLATION 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, 28, 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 MOVING VIOLATION CONVICTIONS should equal 99.

Check	IF	THEN
(D180)	DRIVER LICENSE STATE equals 95- 97,	DRIVER ZIP CODE should not equal 99999.
(D320)	DRIVER'S LICENSE STATE does not equal 93-99,	DRIVER'S ZIP CODE should equal 9999 or be a valid zip code for DRIVER'S LICENSE STATE.
(D480)	DRIVER'S LICENSE STATE equals 09, 13, 28, 30, 35, 49,	PREVIOUS RECORDED CRASHES should equal 98.
(D710)	DRIVER'S LICENSE STATE equals 02, 04, 09, 15, 20, 30, 38, 40, 56,	NON-CDL LICENSE TYPE should not equal 2.

Consistency Check (FARS Only)

Check	Language
(U410)	UNLIKELY: DRIVER'S LICENSE STATE equals 98.

D6 - Driver's Zip Code

FORMAT: 5 numeric
SAS NAME: Vehicle.DR_Zip
ELEMENT VALUES:

Codes	Attribute
00000	Not a Resident of U.S. or Territories
nnnnn	Actual Value
99999	Unknown

Definition: This element identifies the zip code of this driver's area of residence.

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 attribute **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 internet access available, you may use the **USPS Zip Code Look Up web site** to confirm you have 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.

***CRSS* 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:

Check	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 93-99,	DRIVER'S ZIP CODE should equal 9999 or be a valid zip code for DRIVER'S LICENSE STATE.

D7 - Non-CDL License Type/Status – FARS Only

FORMAT: 1 numeric occurring 2 times.
SAS NAME: Vehicle.L_TYPE; Vehicle.L_STATUS
ELEMENT VALUES:

Type

Codes	Attributes
0	Not Licensed
1	Full Driver License
2	Intermediate Driver License
7	Learner's Permit
8	Temporary License
9	Unknown License Type

Status

Codes	Attributes
0	Not Licensed
1	Suspended
2	Revoked
3	Expired
4	Canceled or Denied
6	Valid
9	Unknown License Status

Definition: This element identifies in two subfields the type of license held by this driver and the status of the license at the time of the crash.

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 Violations Charged and D24 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 passengers 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 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 Violations Charged and D24 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 Violations Charged and/or D24 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 Cross 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:

Check	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.
(5I1P)	NON-CDL LICENSE STATUS for this person equals 9,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should equal 99.
(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 MOVING VIOLATION CONVICTIONS should equal 99.

Check	IF	THEN
(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 99,	COMPLIANCE WITH LICENSE RESTRICTIONS should not equal 0.
(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, 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

No.	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 GDL Programs

No.	Coding Scenarios for Graduated Driver's Licensing Program	D7 Non-CDL Type	D7 Non-CDL Status	D11 Comp. w/ Restriction	D24 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

D8 - Commercial Motor Vehicle License Status – FARS Only

FORMAT: 2 numeric
SAS NAME: Vehicle.CDL_STAT
ELEMENT VALUES:

Codes	Attribute
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
99	Unknown License Status

Definition: This element indicates the status for a driver's Commercial Driver's License (CDL) if applicable.

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 **Coding Scenarios for CDL Licenses table** 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.

99 (Unknown License Status) should be used when the status of the CDL license is unknown or when it is unknown whether the driver had a CDL license or not (e.g., hit-and-run).

Consistency Checks:

Check	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.
(5I1P)	NON-CDL LICENSE STATUS for this person equals 9,	COMMERCIAL MOTOR VEHICLE LICENSE STATUS should equal 99.

Check	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.
(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, 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 99,	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.
(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.
(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.

D9 - Compliance With CDL Endorsements – FARS Only

FORMAT: 1 numeric
SAS NAME: Vehicle.L_ENDORS
ELEMENT VALUES:

Codes	Attribute
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
9	Unknown, if required

Definition: 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.

Remarks: 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. See the Guidance on Coding This Element per License Type and Vehicle section below.

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.

9 (Unknown, if required) is used when it is unknown if the vehicle requires a CDL, or when it is unknown if an endorsement is required on a CDL to operate the crash vehicle. The driver may or may not have a CDL.

Guidance on Coding This Element per License Type and Vehicle

The tables below provide guidance for coding this element for the type of license and vehicle driven in the crash:

Non-CDL Driver License

VEHICLE DRIVEN IN THE CRASH	D9
Automobile	0
Non-CDL Truck/Bus	0
CDL, Not Requiring Endorsement	0
CDL, Requiring Endorsement	2
CDL, Unknown If Required	9

CDL with No Endorsement

VEHICLE DRIVEN IN THE CRASH	D9
Automobile	0
Non- CDL Truck/Bus	0
CDL, Not Requiring Endorsement	0
CDL, Requiring Endorsement	2
CDL, Unknown If Required	9

CDL with Endorsement

VEHICLE DRIVEN IN THE CRASH	D9
Automobile	0
Non- CDL Truck/Bus	0
CDL, Not Requiring Endorsement	0
CDL, Matching Endorsement	1
CDL, W/Different Endorsement	2
CDL, Unknown If Required	9

CDL, Endorsement Unknown

VEHICLE DRIVEN IN THE CRASH	D9
Automobile	0
Non- CDL Truck/Bus	0
CDL, Not Requiring Endorsement	0
CDL, Requiring Endorsement	3
CDL, Unknown If Required	9

CDL Unknown

VEHICLE DRIVEN IN THE CRASH	D9
Automobile	0
Non- CDL Truck/Bus	0
CDL, Not Requiring Endorsement	0
CDL, Requiring Endorsement	3
CDL, Unknown If Required	9

Not Licensed

VEHICLE DRIVEN IN THE CRASH	D9
Automobile	0
Non- CDL Truck/Bus	0
CDL, Not Requiring Endorsement	0
CDL, Requiring Endorsement	2
CDL, Unknown If Required	9

Consistency Checks:

Check	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, 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.

D10 - License Compliance With Class Of Vehicle - FARS Only

FORMAT: 1 numeric
SAS NAME: Vehicle.L_COMPL
ELEMENT VALUES:

Codes	Attribute
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
8	Unknown if CDL and/or CDL endorsement required for this vehicle
9	Unknown

Definition: 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.

Source: Official driver record and police report. Official driver records take precedence over police reported information.

Remarks: 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 Violations Charged and D24 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 **drivers with a valid license** 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 Coding Scenarios for CDL Licenses).

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)**.

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)	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:

Check	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 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.
(CG0P)	LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0,	COMPLIANCE WITH CDL ENDORSEMENTS must not equal 1, 3.
(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.

D11 - Compliance With License Restrictions – FARS Only

FORMAT: 1 numeric
SAS NAME: Vehicle.L_RESTRI
ELEMENT VALUES:

Codes	Attribute
0	No Restrictions or Not Applicable
1	Restrictions Complied With
2	Restrictions Not Complied With
3	Restrictions, Compliance Unknown
9	Unknown

Definition: This element identifies if a driver was compliant with restrictions on their license.

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.)

Code all applicable restrictions regardless of license status.

Examples:
If a Non-CDL License Type of **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 license restrictions based on the vehicle being driven at the time of the crash. (i.e. – if vehicle being driven requires a CDL, use the CDL license restrictions).

0 (No Restrictions or Not Applicable) is used when the driver has no restrictions on their license, when the driver is unlicensed or when they are operating a vehicle that does not require a license.

1 (Restrictions Complied With) is used when the driver is in compliance with the restrictions for their driver's license.

2 (Restrictions Not Complied With) is used when the driver is not compliant with the restrictions for their driver's license.

3 (Restrictions, Compliance Unknown) is used when it is known that this driver has restrictions on their license but compliance is not known.

9 (Unknown) is used when it is unknown if the driver is licensed or when it is unknown if a licensed driver had restrictions.

Consistency Checks:

Check	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 99,	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.

D12 - Driver Height – FARS Only

FORMAT: 1 set 1 numeric, 1 set 2 numeric
SAS NAME: Vehicle.DR_HGT
ELEMENT VALUES:

FEET

Codes	Attributes
0	See Inches
2-8	Actual Feet
9	Unknown

INCHES

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

Definition: This element identifies a driver's height.

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:

Check	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.
(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.

Check	IF	THEN
(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.	--

D13 - Driver Weight – FARS Only

FORMAT: 3 numeric
SAS NAME: Vehicle.DR_WGT
ELEMENT VALUES:

Codes	Attributes
040-700	Actual weight in pounds
998	Other
999	Unknown

Definition: This element identifies a driver's weight.

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:

Check	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.	--

D14, D15, D16, D17, D18 - Driver Level Counters – FARS Only

D14 - Previous Recorded Crashes*
D15 - Previous Recorded Suspensions and Revocations*
D16 - Previous DWI Convictions*
D17 - Previous Speeding Convictions*
D18 - Previous Other Moving Violation 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:

Codes	Attributes
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

Definition for Previous Recorded Crashes: This element records any previous crashes for this driver. Count only events occurring within **five years** from the crash date.

Definition for Previous Recorded Suspensions and Revocations: This element records any previous license suspensions or revocations for this driver. Count only the events occurring within **five years** from the crash date. If it can be identified on the driving record, do not include in this count recorded suspensions and revocations resulting from non-traffic related issues or offenses (e.g., failure to pay child support, failure to appear in court for a non-driving offense, a suspension imposed for a drug-related offense not involving the operation of a motor vehicle). ***Also note that "cancellation" of a CDL license is not counted here.***

Definition for Previous DWI Convictions: This element records any previous DWI convictions for this driver. Count only the events occurring within **five years** from the crash date.

Definition for Previous Speeding Convictions: This element records any previous Speeding convictions for this driver. Count only the events occurring within **five years** from the crash date.

Definition for Previous Other Moving Violation Convictions: This element records any other previous moving violation convictions for this driver. Count only the events occurring within **five years** from the crash date. This count excludes non-moving violations noted in the driver history. Examples include, registration or title violations, operating a motor vehicle without insurance, failure to pay required toll, improper/illegal parking, leaving child unattended in vehicle, driving on a suspended/revoked license, etc.

Remarks: 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 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 Figure 19**).

The Out-of-State Driver Data Response is provided through the message system.

Figure 19: Example of an Out of State Driver Data Response Form

OUT-OF-STATE DRIVER DATA RESPONSE

DEST. STATE:		VEHICLE NO.:		
STATE CASE #:		DATE OF CRASH:	/ /	
FARS CODE #:		DRIVER NAME:		
DATE OF BIRTH:	/ /	NON-CDL STATUS:		
LICENSE STATE:		CDL STATUS:		
LICENSE TYPE COMPLIANCE:		DRIVER ZIP CODE:		
RACE/HISPANIC ORIGIN:		DRIVER HEIGHT:		
DRIVER WEIGHT:				
NON-CDL RESTRICTIONS	NON-CDL	CDL RESTRICTIONS	CDL ENDORSEMENTS	
(1)	(1)	(1)	(1)	
(2)	(2)	(2)	(2)	
(3)	(3)	(3)	(3)	
PREVIOUS RECORD (Number of)				
CRASHES		DWI		
SUSP / REVO		SPEED		
OTHER MV.				
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

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 Moving Violation Convictions), 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.

PREVIOUS OTHER MOVING VIOLATION 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	8
PREVIOUS RECORDED SUSPENSIONS AND REVOCATIONS	10
PREVIOUS DWI CONVICTIONS	8
PREVIOUS SPEEDING CONVICTIONS	8
PREVIOUS OTHER MOVING VIOLATION CONVICTIONS	8

Make sure you know what constitutes a MOVING VIOLATION in your state. The DMV should be able to help you determine these.

Consistency Checks:

Check	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 MOVING VIOLATION 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.
(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.

Check	IF	THEN
(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 MOVING VIOLATION CONVICTIONS must equal 99.
(4J0P)	all counters are not blanks and the sum of all counters less than 98 is equal to 1,	DATE OF LAST CRASH, SUSPENSION, CONVICTION must equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.
(CJ00)	PREVIOUS RECORDED CRASHES equals 98,	DRIVER'S LICENSE STATE should equal 09, 13, 28, 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 MOVING VIOLATION 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 MOVING VIOLATION CONVICTIONS should equal 99.
(D480)	DRIVER'S LICENSE STATE equals 09, 13, 28, 30, 35, 49,	PREVIOUS RECORDED CRASHES should equal 98.
(U210)	UNLIKELY: PREVIOUS RECORDED CRASHES is greater than 8 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 8 and less than 98.	--

Check	IF	THEN
(U240)	UNLIKELY: PREVIOUS SPEEDING CONVICTIONS is greater than 8 and less than 98.	--
(U250)	UNLIKELY: PREVIOUS OTHER MOVING VIOLATION CONVICTIONS is greater than 8 and less than 98.	--

D19, D20 - Date of First and Last Crash, Suspension, Conviction - FARS Only

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

Codes	Attributes
00	No Record
01-12	Actual Month
99	Unknown

YEAR

Codes	Attributes
0000	No Record
--	All 4 Digits of Actual Year
9999	Unknown

Definition for Date of First Crash, Suspension, Conviction: This element identifies the date of the first crash, suspension, or conviction recorded in elements **D14 through D18.** Count only dates of events occurring within **five years** from the crash date.

Definition for Date of Last Crash, Suspension, Conviction: This element identifies the date of the last crash, suspension, or conviction recorded in elements **D14 through D18**. Count only dates of events occurring within **five years** from the crash date.

Remarks: If it can be identified on the driving record, do not include recorded suspensions and revocations resulting from non-traffic related issues or offenses (e.g., failure to pay child support, failure to appear in court for a non-driving offense, a suspension imposed for a drug-related offense not involving the operation of a motor vehicle).

Code only dates of events occurring within **five years** 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:

Check	IF	THEN
(1HCF)	DRIVER PRESENCE equals 0, 9,	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be blank.
(1HBF)	DRIVER PRESENCE equals 0, 9,	DATE OF LAST CRASH, SUSPENSION, CONVICTION must be blank.
(1J1P)	If any counter equals 99,	DATE OF LAST CRASH, SUSPENSION, CONVICTION must equal 999999.
(1J2P)	If any counter equals 99,	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must equal 999999.

Check	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, SUSPENSION, 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, 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.	--
(3J1P)	all counters equal 00,	DATE OF FIRST CRASH, SUSPENSION, CONVICTION must equal 000000.
(4J0P)	all counters are not blanks and the sum of all counters less than 98 is equal to 1,	DATE OF LAST CRASH, SUSPENSION, 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, SUSPENSION, CONVICTION must not equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.
(5K0P)	The Year of DATE OF FIRST CRASH, SUSPENSION, CONVICTION must be within five 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, SUSPENSION, 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, SUSPENSION, CONVICTION should not equal DATE OF FIRST CRASH, SUSPENSION, CONVICTION.

D21 - Violations Charged

FORMAT: 2 numeric. Select all the apply.
SAS NAME: Violatn.MVIOLATN
ELEMENT VALUES:

Reckless/Careless/Hit-and-Run Type Offenses

Codes	Attributes
00	None
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
10	Use of Telecommunications Device
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

Codes	Attributes
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

Codes	Attributes
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

Codes	Attributes
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

Codes	Attributes
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

Codes	Attributes
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

Codes	Attributes
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

Codes	Attributes
71	Driving while license withdrawn
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

Codes	Attributes
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 and Registration Violations

Codes	Attributes
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(s)

Definition: This element identifies all violations***, citations, and infractions noted as*** charged to this driver in this crash.

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 regardless of ownership of the vehicle (e.g., "borrowed", "fleet", "rental cars", etc.).

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.

00 (None) is used when there is indication that no violations were charged to this driver or when no violations are noted in the case materials for this driver and that indicates no violations were charged to the driver.

***CRSS* SPECIAL INSTRUCTION:**

In cases where the investigating officer has designated "pending" in the case materials use **00 (None).**

71 (Driving While License Withdrawn) would include violations for operating a vehicle with a suspended or revoked driver's license or violating the provisions of a work permit.

72 (Other Driver License Violations) is used when the driver is cited for not complying with learner's permit or intermediate driver license restrictions (GDL Restrictions) or if the driver's license has expired. This attribute is also used when the driver has been cited for driving without a license (i.e., never been issued a license. For suspended or revoked, see **71 (Driving While License Withdrawn)**).

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown Violation(s)) is used when it is known that this driver had one or more violations but the specific violation(s) or violation category(ies) cannot be identified.
Examples:

- If it is known a driver had two violations but they cannot be identified code 99 (Unknown Violation(s)) once.
- If the driver has a known specific violation(s) and other unspecified violation(s) code all the specific violation(s) and code 99 (Unknown Violation(s)) once.

FARS SPECIAL INSTRUCTION:
In cases where the investigating officer has designated "pending", always follow up whenever possible to confirm a violation was charged before entering **00 (None)** or **99 (Unknown).**

Consistency Checks:

Check	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.
(7K1P)	VIOLATIONS CHARGED code 99 must not be used more than once per driver.	--
(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 01-06, 09, 31-69, 81-91, 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 INVOLVEMENT should equal 1.
(D350)	VIOLATIONS CHARGED equals 71,	NON-CDL LICENSE STATUS should not equal 0, 3, 6, 9.

Check	IF	THEN
(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 to 01-05, 08, 10-12, 16, 19.
(D580)	VIOLATIONS CHARGED equals 85,	HM1 should equal 2.
(D5A0)	VIOLATIONS CHARGED equals 21-25, 29,	SPEEDING RELATED must equal 2-5.
(D5B0)	any VIOLATIONS CHARGED equals 11-13, 18, 19,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) should 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.	--

D22 - Speeding Related

FORMAT: 1 numeric
SAS NAME: Vehicle.Speedrel
ELEMENT VALUES:

Codes	Attributes
0	No
2	Yes, Racing
3	Yes, Exceeded Speed Limit
4	Yes, Too Fast for Conditions
5	Yes, Specifics Unknown
9	Unknown

Definition: This element identifies if the driver's speed was related to the crash as identified by law enforcement.

Remarks: If the case materials state that more than one condition was present at the same time, enter the code with the lowest value. For example, if the driver was charged with "Too Fast for Conditions" **and** had a factor recorded for "Exceeded Speed Limit", you would use code **3 (Yes, Exceeded Speed Limit)** because that has a lower value than **4 (Yes, Too Fast for Conditions)**.

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.

2 (Yes, Racing) is used when two or more motor vehicles are engaged in a speed-related competition on the trafficway.

3 (Yes, Exceeded Speed Limit) is used when a motor vehicle is traveling above the posted/statutory speed limit on certain designated roadways and/or by certain types of vehicles; e.g., for trucks, buses, motorcycles, on bridge, at night, in school zone, etc.). Do not compare an estimated travel speed to the posted speed limit for determining the correct attribute for this data element. This attribute would apply in a case where law enforcement reports actual or estimated speed as unknown and still identifies exceeding the speed limit as a factor.

4 (Yes, Too Fast for Conditions) is used when a vehicle is traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time.

5 (Yes, Specifics Unknown) is used when it is known that Speed or Speeding applies but it cannot be determined which of the more specific attributes apply.

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:

Check	IF	THEN
(1HFF)	DRIVER PRESENCE equals 0, 9,	SPEEDING RELATED must be blank.
(D5A0)	VIOLATIONS CHARGED equals 21-25, 29,	SPEEDING RELATED must equal 2-5.

D23/NM14 - Condition (Impairment) at Time of Crash

FORMAT: 2 numeric. Select all that apply
SAS NAME: Drimpair.DRIMPAIR
ELEMENT VALUES:

Codes	Attributes
00	None/Apparently Normal
01	Ill, Blackout
02	Asleep or Fatigued
03	Walking with a Cane or Crutches, etc.
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

Definition: This element identifies physical impairments to this driver or non-motorist which may have contributed to the cause of the crash as identified by law enforcement.

Remarks: Select all that apply. 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, etc.) is used when non-motorist is walking with a cane, walker, knee scooter, 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 indicate 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. This attribute excludes interpretation of test results by the analyst/coder.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	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.
(B17P)	CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 09 for this driver,	CRITICAL EVENT: PRECRASH (EVENT) should not equal 08 for this driver's vehicle.
(D5B0)	any VIOLATIONS CHARGED equals 11-13, 18, 19,	at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) should equal 09.
(U530)	UNLIKELY: <u>any</u> CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 03, 05 or 07.	--
(U682)	UNLIKELY: CRITICAL EVENT: PRECRASH (EVENT) equals 08 for this vehicle and CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) does not equal 01 for this vehicle's driver.	--

D24 - 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:

Codes	Attributes
00	None

Physical/Mental Condition:

Codes	Attributes
06	Careless Driving
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

Miscellaneous Factors:

Codes	Attributes
*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	Improper Lane Usage
*29	Intentional 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, or School Bus Displaying Warning Not to Pass
*34	Passing on Right 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
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

Codes	Attributes
*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 Trafficway
51	Driving on Wrong Side of Two-Way Trafficway (Intentional or Unintentional)
*52	Operator Inexperience
*53	Unfamiliar with Roadway
54	Stopped in Roadway (Vehicle Not Abandoned)
58	Overcorrecting
59	Getting Off/Out of a Vehicle

Special Circumstances:

Codes	Attributes
*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)
*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)

Skidding, Swerving, Sliding Due To:

Codes	Attributes
*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

Unknown:

Codes	Attributes
99	Unknown

*** FARS ONLY ATTRIBUTES**

Definition: This element identifies factors related to this driver expressed by the investigating officer.

Remarks: Code information provided by the investigating officer in the narrative, contributing factors/ circumstances field or citations/violations section on the crash report. This is a nominal list only and does NOT imply a hierarchy. However, if more than four factors apply to this driver, capture those which cannot be collected elsewhere in the data.

NOTE: RELATED FACTORS-DRIVER LEVEL SHOULD BE CODED ONLY FOR "IN-TRANSPORT VEHICLES" (UNIT TYPE "1").

RELATED FACTORS FOR MOTOR VEHICLE OCCUPANTS OTHER THAN DRIVERS OF "IN-TRANSPORT" VEHICLES SHOULD BE CODED UNDER RELATED FACTORS-PERSON (MV OCCUPANT) LEVEL (INCLUDING ALL OCCUPANTS IN UNIT TYPES "2, 3, AND 4".)

00 (None) is used when no applicable related factors are noted in the case materials***, including hit-and-run vehicle drivers when no factors are identified or reported by the officer for this vehicle or driver***. Zero-fill all fields. Also, use **00 (None)** to complete the remaining fields when you will be recording less than four driver related factors. DO NOT leave any remaining fields blank.

Physical/Mental Condition:

06 (Careless Driving) is used when the case materials include a factor or note a violation indicating careless driving.

Examples include:

- driving without due care
- operating a motor vehicle in a careless manner
- failure to give full time and attention
- inattentive operation.

08 (Aggressive Driving/Road Rage) is used when the case materials include a factor or note a violation identifying aggressive driving behavior. The officer must use the term "Aggressive" in describing this driver's behavior. You may encounter the term "Road Rage" used to describe aggressive driving behavior. The two terms are not technically interchangeable but both will be coded here.

13 (Mentally Challenged)** is used when the case materials identify that the driver has a mental illness or intellectual disorder.***

***04 (Reaction to or Failure to Take Drugs/Medication)** is used when the case materials identify that this driver had an allergic reaction to medication/drugs, a reaction to drug interaction (over the counter and/or prescribed), or if there is information identifying that the driver failed to take required medication.

12 (Mother of Dead Fetus/Mother of Infant Born Post Crash) is used when the case materials identify that this driver is the mother of a fetus that died in or as a result of this crash or it is identified that this driver gave birth after the crash whether the child survives or not. Note that for crash classification purposes, a fetus is considered to be part of a pregnant woman rather than a separate individual and, thus, is not counted as a separate occupant in the crash.

Miscellaneous Factors:

***15 (Seat Back Not in Normal Upright Position, Seat Back Reclined)** is used when the case materials identify that this driver's seat back was not in a normal, safe driving position prior to the crash.

18 (Traveling on Prohibited Trafficways) is used when the case materials identify this driver was driving on an open trafficway that prohibited travel for the kind of vehicle they were operating. For example, driving a moped on an interstate, driving a truck where prohibited, or operating a vehicle with hazardous materials cargo where prohibited. For trucks or slower vehicles using the left lane when prohibited, use **28 (Improper Lane Usage).**

***19 (Legally Driving on Suspended or Revoked License)** is used when the case materials identify this driver's license was suspended/revoked but they were legally driving at the time of the crash. For example, occupational restricted licenses typically allow drivers to drive to work, school, community service or certain other activities, with restrictions including the times of day, days of week and areas to which they may drive. Drivers whose licenses have been suspended or revoked for certain alcohol- or drug-related offenses can apply for ignition interlock restricted licenses. These licenses permit them to drive if they use an ignition interlock device, which tests breath for alcohol consumption, installed in their car.

20 (Leaving Vehicle Unattended with Engine Running. Leaving Vehicle Unattended in Roadway) is used when the case materials identify this driver took improper actions where their vehicle was left in a location intentionally and the driver was not present in or in close proximity to the vehicle.

Examples include:

- Leaving the vehicle curbside or in a driveway with a running engine.
- Abandoning a non-running vehicle in the middle of traffic.
- "Double-parked"
- "Parked on a bridge or tunnel"
- "Parking within an intersection"

21 (Overloading or Improper Loading of Vehicle with Passengers or Cargo) is used when the case materials identify this driver improperly loaded the vehicle occupants or cargo into or on the vehicle.

Examples include:

- The vehicle had more than 3 passengers in the front seat.
- There were persons riding on the exterior of the vehicle.
- The vehicle was carrying occupants that were sitting or standing on the rails, tailgate of a pickup, or improperly sitting in the bed of a pickup.
- More than one person secured in a belt restraint.
- An unsecured or uncovered load violation.
- The vehicle's trunk was open with extra-large cargo protruding.
- The case materials state the vehicle was overweight, over length or illegally or improperly oversize.

22 (Towing or Pushing Improperly) is used when the case materials identify this driver was operating the vehicle that was towing another vehicle with an improper connection (e.g., by rope or cable) or was pushing another vehicle in a dangerous manner (e.g., bumper to bumper).

23 (Failure to Dim Lights or to Have Lights on When Required*)* is used when the case materials identify this driver failed to use proper headlight beams, failed to reduce high beams for an approaching vehicle or when following another vehicle or used fog lights when prohibited.

Examples include:

- The vehicle has its headlamps adjusted improperly causing glare.
- The vehicle failed to have its headlights on in a tunnel.
- A motorcycle not using lights as required.

24 (Operating Without Required Equipment) is used when the case materials identify this driver was operating the vehicle without a required piece of equipment or with required equipment being inoperable. For seatbelts, child restraints, and motorcycle helmets do not use this attribute when there is indication that an available restraint was not used (i.e., PAR Restraint Use box is marked as "Not Used").

Examples include:

- Defective or no lamps, brakes, mirrors, muffler, flares, wipers, horn, snow tires, chains, etc.
- A vehicle does not have extended side mirrors when required (e.g. when pulling a trailer).
- A vehicle driving in snow without snow tires when required.
- If the seatbelts have been removed from the vehicle.
- If there was no child safety seat(s) in the vehicle when required for the occupant(s).
- For a motorcycle rider that had no helmet with them when required by law.
- If the vehicle failed to have an airbag(s) reinstalled after a prior crash.

***26 (Following Improperly)** is used when the case materials identify this driver followed too closely.

Examples include:

- Following a fire truck too closely.
- Failure to maintain a safe passing distance between trucks.
- Following another vehicle in a caravan too closely to allow entry by a merging vehicle.
- Following too close, generally. Also code for cases where the case materials document the vehicle was following too closely for weather conditions.

NOTE: 26 (Following Improperly) denotes "after or before the process of lane change" while **27 (Improper or Erratic Lane Changing)** signifies "in the process."

***27 (Improper or Erratic Lane Changing)** is used when the case materials identify this driver was making unsafe lane changes or failed to obey a "no lane change" sign or pavement marking prohibiting lane change. This may also be used in cases where the officer states the vehicle was weaving in and out of traffic.

***28 (Improper Lane Usage)** is used when the case materials identify this driver failed to properly keep their vehicle in the appropriate lane of travel. This attribute does not apply to vehicles that run off the roadway or that cross the median. Also do not use this value for a vehicle that leaves its lane because of a previous impact or at the direction of a flagman or police officer. For situations where the vehicle is on the wrong side as a result of a passing maneuver, see **33 (Passing Where Prohibited by Posted Signs, Pavement Markings or School Bus Displaying Warning Not to Pass)**. See **51 (Driving on Wrong Side of Two-Way Trafficway [Intentional or Unintentional])** for Driving on Wrong Side of Road.

Examples include:

- A vehicle that "drove left of center" striking an oncoming vehicle (includes both crossing a painted centerline and failing to maintain the proper side of a 2 lane roadway with no painted centerline.)
- A vehicle that goes straight in a turn lane.
- A vehicle that was using more than one lane on its side of a multi-lane highway.
- Trucks, buses, or slow vehicles failing to keep right for faster moving traffic.

***29 (Intentional Illegal Driving on Road Shoulder, in Ditch, on Sidewalk, or on Median)** is used when the case materials identify this driver was intentionally illegally driving in a location off of the roadway (e.g. shoulder, median, roadside, etc.) This attribute should not be used when the vehicle enters one of these locations as part of an avoidance maneuver or as a result of a critical or harmful event. Also do not use this value for a vehicle that leaves its lane at the direction of a flagman or police officer.

***30 (Making Improper Entry to or Exit from Trafficway)** is used when the case materials identify this driver made an improper entry to or exit from the trafficway. For improper entry of the roadway from a parked or stopped position see **31 (Starting or Backing Improperly).**

Examples include:

- Driving onto or from a controlled access highway where prohibited.
- A vehicle entering a highway from a roadside location like a front yard, adjacent pasture or field.
- A vehicle entering a highway on an exit ramp or exiting on an entrance ramp.

***31 (Starting or Backing Improperly)** is used when the case materials identify this driver improperly entered the roadway from a parked or stopped position or improperly backed the vehicle in the roadway.

Examples include:

- Making an unsafe start from a parked position.
- Backing up on a one-way roadway.
- Starting onto a highway from a parked position on the shoulder.

32 (Opening Closure into Moving Traffic or While Vehicle is in Motion) is used when the case materials identify this driver improperly opened their door into moving traffic. This would include opening the trunk while the vehicle is in-transport.

***33 (Passing Where Prohibited by Posted Signs, Pavement Markings or School Bus Displaying Warning Not to Pass)** is used when the case materials identify this driver passed improperly by executing a passing maneuver where prohibited as designated by traffic controls or rules of the road.

Examples include:

- A vehicle passing a stopped school bus.
- A vehicle crossing over the solid line to pass another vehicle.
- Passing a vehicle stopped to allow a pedestrian movement.

***34 (Passing on Right Side)** is used when the case materials identify this driver was passing on the right side where it was prohibited. Includes passing on the right shoulder, emergency lane, or roadside.

***35 (Passing with Insufficient Distance, or Inadequate Visibility, or Failing to Yield to Overtaking Vehicle**) is used when the case materials identify this driver exercised faulty judgment when passing or being passed.

Examples include:

- A vehicle passing uphill or in a curve that limits visibility.
- Cutting off the other vehicle while passing or being passed.

36 (Operating the Vehicle in an Erratic, Reckless, or Negligent Manner) is used when the case materials identify this driver was operating the vehicle in an erratic, reckless, or negligent manner. These are circumstances where the driver is engaged in a driving behavior with willful or wanton disregard for safety. This attribute can be used in conjunction with other factors but must be explicitly stated on the police record.

Examples include:

- Driving erratically
- Erratic lane changing
- Suddenly changing speed

16 (Police or Law Enforcement Officer) is used when the case materials identify this driver was a federal, state, or local law enforcement officer working at the time of the crash. This attribute also includes military and park police, border patrol, and all other sworn law enforcement officers.

37 (Police Pursuing This Driver or Police Officer in Pursuit) is used when the case materials identify this driver was fleeing from or attempting to elude the police or this driver is a police officer engaged in a "pursuit" that is active at the time of crash. For a case where both the fleeing driver and pursuing officer are in-contact vehicles, this factor is used for both drivers. Identify the officer using factor **16 (Police or Law Enforcement Officer)**. Also see Related Factors-Crash Level, for use of **20 (Police Pursuit Involved)**).

> **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.

***38 (Failure to Yield Right-of-Way)** is used when the case materials identify this driver failed to yield the right-of-way.

Examples include:

- Failure to yield to pedestrian in a crosswalk.
- Failure to yield at an intersection or merge.
- Failure to yield to emergency vehicles.
- Failure to yield to streetcar already in intersection.

***39 (Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Obey Safety Zone Traffic Laws)** is used when the case materials identify this driver failed to obey an applicable traffic control device. If a driver stops as required but then fails to yield, use code **38 (Failure to Yield Right-of-Way)** and not **39 (Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Obey Safety Zone Traffic Laws)**.

Examples include:

- Failure to obey flashing signal.
- Violation of "No Turn On Red".
- Failure to obey lane use control signal.
- Failure to obey stop signs.
- Failure to obey yield sign (use both codes **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.
- When vehicle does not stop when required by a traffic signal.

***40 (Passing Through or Around Barrier)** is used when the case materials identify this driver was driving in a prohibited area (play street, construction, etc.). This would denote "demarcated" areas. For driving around a railroad gate use **39 (Failure to Obey Actual Traffic Signs, Traffic Control Devices or Traffic Officers, Failure to Obey Safety Zone Traffic Laws)**.

***41 (Failure to Observe Warnings or Instructions on Vehicles Displaying Them**) is used when the case materials identify this driver failed to heed warnings or follow instructions displayed on other vehicles.

Examples include:

- Construction instructions such as arrows directing traffic mounted on a vehicle
- Instructions on or warnings by emergency vehicles (ambulances, fire trucks, police cars)
- Failure to observe a wide right-turn warning on trucks or buses
- Failure to heed hazard lights on a disabled vehicle or a school bus arm

***42 (Failure to Signal Intentions**) is used when the case materials identify this driver failed to signal their intentions. This attribute includes a failure to signal by either lamp turn signal or hand.

***45 (Driving Less Than Posted Minimum)** is used when the case materials identify this driver was driving too slowly, or so as to impede traffic.

***47 (Making Right Turn from Left-Turn Lane, Left Turn from Right-Turn Lane)** is used when the case materials identify this driver was making an improper turn from a turn lane. To distinguish from **27 (Improper or Erratic Lane Changing)** and **28 (Improper Lane Usage)**, police officer must indicate the driver's intention to turn to use this attribute.

***48 (Making Other Improper Turn)** is used when the case materials identify this driver made a turn that was improper because it was unsafe, poorly executed, or in bad judgment. This attribute excludes turns that are improper because they are prohibited (e.g., No Right on Red, turning left in violation of a traffic signal).

Examples include:

- a "too wide" right or left turn
- an unsafe U-turn (from the shoulder, etc.).

50 (Driving Wrong Way on One-Way Trafficway) is used when the case materials identify this driver was driving in the wrong direction on a one-way trafficway. If this is a divided highway, although each side is "one-way," driving against traffic should be coded as **51 (Driving on Wrong Side of Two-Way Trafficway [Intentional or Unintentional]).** If the vehicle was going the wrong way on an entrance or exit ramp, also use **30 (Making Improper Entry to or Exit from Trafficway).**

51 (Driving on Wrong Side of Two-Way Trafficway [Intentional or Unintentional]) is used when the case materials identify this driver was established in and driving on the wrong side of the highway. "Unintentional" means they may not be aware they are on the wrong side. For situations where a driver unintentionally crosses the centerline, see **28 (Improper Lane Usage).** For situations where the vehicle is on the wrong side as a result of a passing maneuver, see **33 (Passing Where Prohibited by Posted Signs, Pavement Markings or School Bus Displaying Warning Not to Pass).**

Examples include:

- Driving the wrong way/on the wrong side of a divided trafficway.
- Driving on the wrong side of an undivided trafficway.
- Driving the wrong way on a Rotary Intersection.
- Driving on the left half of approaching bridge or tunnel.

***52 (Operator Inexperience)** is used when the case materials identify this driver lacks experience operating the vehicle they were driving at the time of the crash. Should be expressed by officer, driver, or passenger and not presumed based on age, rental status, or state of residence.

Examples include:

- A new/young recently licensed driver

- A driver inexperienced in the operation of a large truck or bus (based on the judgment of the police officer)
- A person driving a rental car where they are unfamiliar with the vehicle

***53 (Unfamiliar with Roadway)** is used when the case materials identify this driver is unfamiliar with the area/location where they were driving when the crash occurred. Should be expressed by officer, driver, or passenger and not presumed based on age, rental status, or state of residence.

Examples include:

- A driver from out-of-state unfamiliar with area.
- A driver operating on a new stretch of road or section of road altered because of construction and/or detour.

54 (Stopped in Roadway [Vehicle Not Abandoned]) is used when the case materials identify this driver stopped their vehicle in the roadway/travel lanes. It is intended to capture an unusual condition where a vehicle is stopped in the roadway with the driver present in or in close proximity to the vehicle. It includes both a vehicle in the process of stopping and "stopped" vehicles. It **excludes** typical "stopping" situations such as stopping in/for traffic, waiting to turn, or stopping for a traffic control.

Examples include:

- A vehicle disabled in a prior crash,
- A vehicle with a flat tire
- A vehicle that stops for debris in the roadway, etc.

58 (Overcorrecting) is used when the case materials identify this driver "overcorrected" based on the judgment of the police officer. This must be stated by the officer in the narrative or PAR field to be coded. Overcorrecting and Oversteering are technically different but this attribute may be selected for a PAR reported combination of the two (e.g. overcorrecting/oversteering).

59 (Getting Off/Out of a Vehicle) is used when the case materials identify this driver was attempting to exit the vehicle when involved in the crash. It applies for either moving or non-moving vehicles.

Skidding, Swerving, Sliding Due To:

This set of attributes is applicable to the driver that attempted to avoid one of the following or whose ability to control the vehicle was affected by one of the following.

***77 (Severe Crosswind)** is used when the case materials identify this driver's ability to control the vehicle was affected by severe crosswinds.

***78 (Wind from Passing Truck)** is used when the case materials identify this driver's ability to control the vehicle was affected by winds produced by a passing truck.

***79 (Slippery or Loose Surface)** is used when the case materials identify this driver's ability to control the vehicle was affected by the surface composition of the roadway and/or the condition of that composition. Not to be used when the surface is slippery due to environment conditions such as rain, ice, or snow (see **87 (Ice, Snow, Slush, Water, Sand, Dirt, Oil or Wet Leaves on Road)**.

Examples include:

- A slippery surface that is old or worn resulting in loose gravel on the roadway.
- Blacktop that is slick as a newly paved surface.

***80 (Tire Blowout or Flat)** is used when the case materials identify this driver's ability to control the vehicle was affected by a tire blowout or flat.

***81 (Debris or Objects in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of debris in the road. Examples would include: nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, barricades, etc.

***82 (Ruts, Holes, Bumps in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of road surface anomalies such as ruts, holes, dips, or bumps.

***83 (Live Animals in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of a live animal(s) that was in the road.

***84 (Vehicle in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of another vehicle in the road. This includes both contact and non-contact vehicles that remain at the scene.

***85 (Phantom Vehicle)** is used when the case materials identify this driver attempted to avoid or lost control as a result of a non-contact vehicle that left the scene as described by the police officer.

***86 (Pedestrian, Pedal Cyclist, or Other Non-Motorist)** is used when the case materials identify this driver attempted to avoid or lost control as a result of a pedestrian, a pedal cyclist (bicyclist), or other type of non-motorist.

***87 (Ice, Snow, Slush, Water, Sand, Dirt, Oil or Wet Leaves on Road)** is used when the case materials identify this driver's ability to control the vehicle was affected by a substance on the roadway that caused the roadway to be slick, which may interfere with the traction of the vehicle. This attribute does not include part of the roadway composition. For cases involving roadway composition issues, see **79 (Slippery or Loose Surface).**

***88 (Trailer Fishtailing or Swaying)** is used when the case materials identify this driver's ability to control the vehicle was affected by a trailer fishtailing or swaying. This condition may or may not result in a jackknife.

Special Circumstances (73, 74, 89, 91):

73 (Driver Has Not Complied with Learner's Permit or Intermediate Driver License Restrictions [GDL Restrictions]) is used when the case materials identify this driver was a young driver and was not in compliance with a Learner's Permit or Intermediate Driver License restriction under a state's Graduated Driver's License (GDL) program.

Examples include:

- Nighttime driving restrictions (e.g. midnight until 6:00 am).
- Unsupervised driving restrictions (e.g., the driver must have a passenger over the age of 21 to legally drive the vehicle).
- Passenger Restriction (e.g., the driver is only allowed one other passenger in the vehicle when driving).

This should **not** be used for restrictions for eyeglasses, lenses, equipment or other physical restrictions (see **74 (Driver Has Not Complied with Other Imposed Restrictions [not including GDL Restrictions])**).

***74 (Driver Has Not Complied with Physical or Other Imposed Restrictions (not including GDL Restrictions)** is used when the case materials identify this driver did not comply with physical or other imposed license restrictions.

Examples include:

- Driving without corrective lenses when required.

- Driving without required equipment (e.g., automatic transmission, adaptive controls, etc.).
- Violating special privileges on a suspended/revoked license for other than permitted activities (e.g., driving permitted only to and from work). Not to be used for general "driving on a suspended or revoked license".
- Driving vehicle without "Interlock System" when required.

***89 (Driver has a Driving Record or Driver's License from More than One State)** is used when the case materials identify this driver had any combination of a state or record in more than one state. This is coded regardless of the status of the license or the driving privilege of the driver at the time of the crash.

91 (Non-Traffic Violation Charged [Manslaughter, Homicide or Other Assault Offense Committed Without Malice]) is used when the case materials identify this driver will receive "Criminal" charges such as intoxicated assault or vehicular manslaughter. It would exclude other criminal offenses such as hit-and-run or failure to render aid at the scene of a crash.

Unknown

99 (Unknown) is used 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

***FARS ONLY ATTRIBUTES**

Consistency Checks:

Check	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 equal 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.
(5L1F)	RELATED FACTORS-DRIVER LEVEL equals 04, 08, 12, 13, 15, 16, 19, 52, 53, 58, 59, 73, 74, 77-88,	DRIVER PRESENCE must not equal 0 or 9.
(6K0P)	VIOLATION CHARGED equals 71,	RELATED FACTORS-DRIVER LEVEL must not equal 19.
(7L0P)	Any RELATED FACTORS-DRIVER LEVEL can be used only once per driver form.	--
(9C6P)	***UNIT TYPE equals 2-4,***	***RELATED FACTORS-DRIVER LEVEL must equal 0.***
(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, and FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002,	one RELATED FACTORS-DRIVER LEVEL should equal 20.

Check	IF	THEN
(D470)	any RELATED FACTORS-DRIVER LEVEL equals 37,	at least one RELATED FACTORS-CRASH LEVEL should equal 20.

Consistency Checks (FARS ONLY):

Check	IF	THEN
(4L0P)	any RELATED FACTORS-DRIVER LEVEL equals 39 for this vehicle,	TRAFFIC CONTROL DEVICE should not equal 00 for this vehicle.
(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.
(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.
(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 01-06, 09, 31-69, 81-91, 98,	RELATED FACTORS-DRIVER LEVEL should not all equal 00, 99.
(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.

D25 - Driver License Number – *CRSS* Only

FORMAT: 20 alphanumeric
SAS NAME:
ELEMENT VALUES:

Codes	Attributes
00000000000000000000	No License
--	Actual Driver License Number (DLN)
98888888888888888888	No Driver Present
99999999999999999999	Unknown

Remarks: Enter the driver license number.

Consistency Checks:

Check	IF	THEN
(D092)	any DRIVER LICENSE NUMBER that does not equal 0s or 9s,	DRIVER LICENSE NUMBER must be unique within a crash.

Precrash Level Data Elements

PC1 – State Number – FARS Only
PC2 – Consecutive Number – FARS Only
Precrash Data Overview
PC3 – Vehicle Number – Precrash Level
PC4 – Contributing Circumstances, Motor Vehicle
PC5 – Trafficway Description
PC6 – Total Lanes in Roadway
PC7 – Speed Limit
PC8 – Roadway Alignment
PC9 – Roadway Grade
PC10 – Roadway Surface Type – FARS Only
PC11 – Roadway Surface Conditions
PC12 – Traffic Control Device
PC13 – Device Functioning
PC14 – Driver's Vision Obscured By
PC15 – Driver Maneuvered to Avoid
PC16 – Driver Distracted By
PC17 – Pre-Event Movement (Prior to Recognition of Critical Event)
PC18 – Critical Event – Precrash (Category)
PC19 – Critical Event – Precrash (Event)
PC20 – Attempted Avoidance Maneuver
PC21 – Pre-Impact Stability
PC22 – Pre-Impact Location
PC23 – Crash Type

Precrash Data Overview

Precrash data elements are completed for each of the in-transport motor 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?
- What was the movement of the vehicle just prior to impact?

The most important determination that must be made for each in-transport motor 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. all three:
   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 example 3 and example 5.

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,

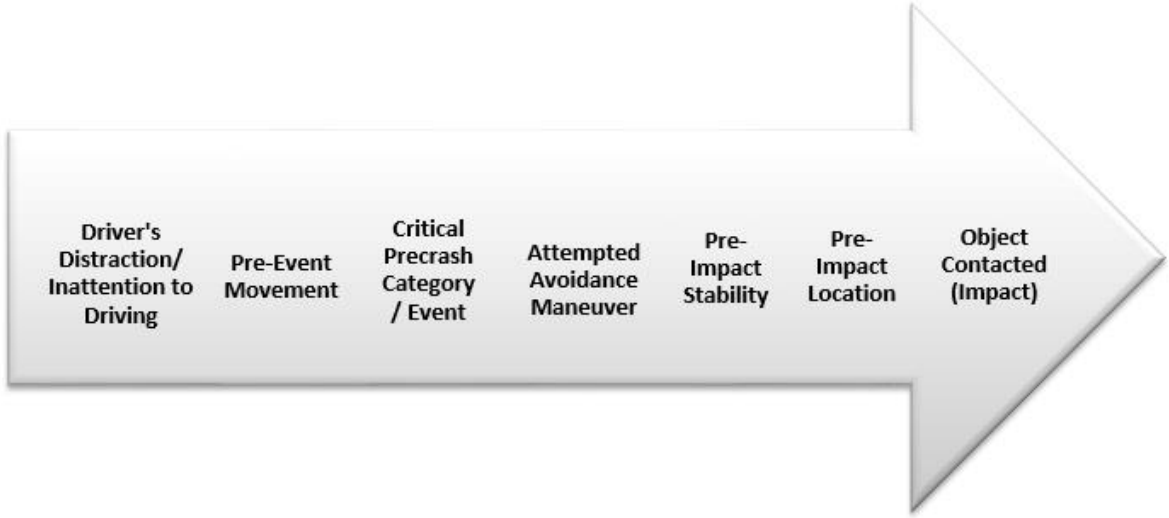
the Critical Precrash Event is similarly related to the vehicle, person, object, or animal which the driver successfully avoided because the driver's critical crash envelope was never stabilized.

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 in **Figure 20**.

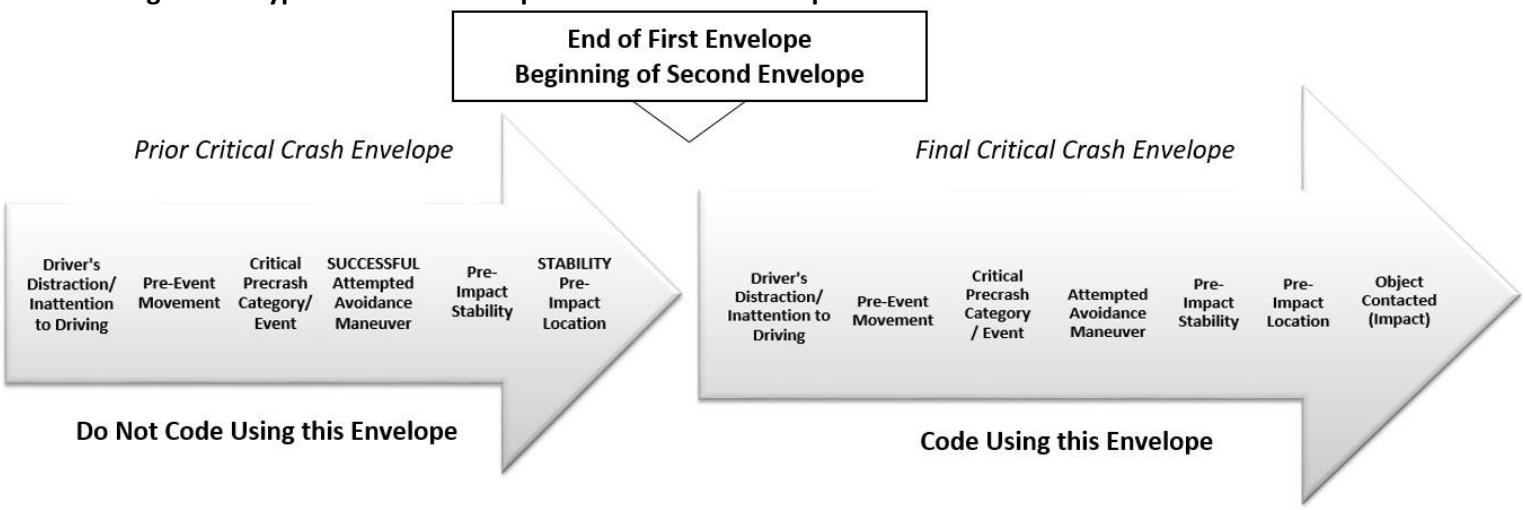
Figure 20: Typical Order of a Single Critical Crash Envelope



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 **Figure 21**.

Figure 21: Typical Order of Multiple Critical Crash Envelopes



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, ten Precrash General Rules, and eighteen examples of various crash event sequences which contain one or more critical crash envelopes.

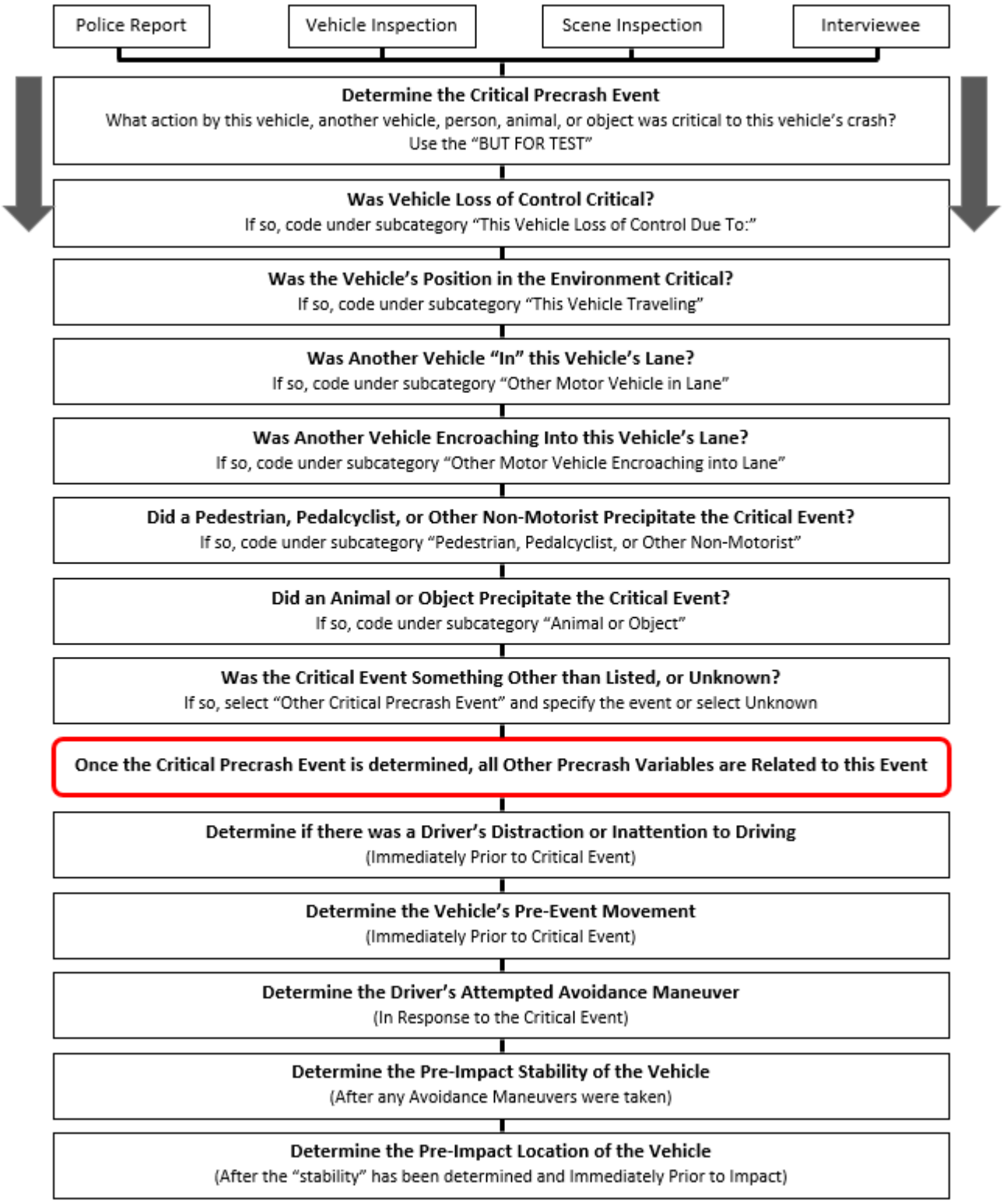
Method Protocol

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)?
   * **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.

   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 non-motorist 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. Determine 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.

Precrash Methodology Flowchart



Precrash General Rules

1. Attempted Avoidance Maneuver assesses what the driver's action(s) was 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 lost due to driver illness such as heart attacks, diabetic comas, etc., then Critical Precrash 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 non-motorist, then select the vehicle, object, pedestrian, or non-motorist 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) ***junction*** (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).

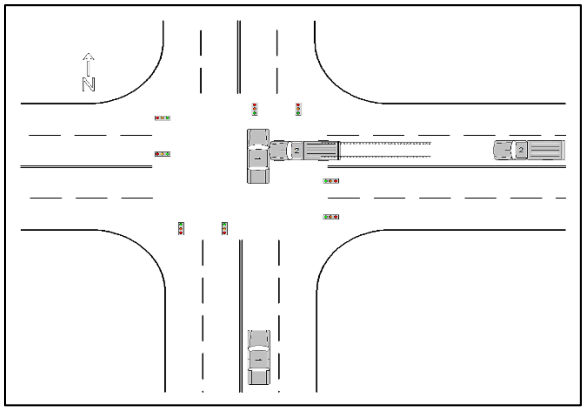
Note regarding Pre-Impact Stability:
If the case materials do not include a diagram or the diagram and/or narrative lack enough detail to determine precrash stability, code as 9 (Precrash Stability Unknown).

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.

Precrash Examples

Example 1

Example 1 Diagram



Vehicle 1 was traveling northbound on a four lane roadway. Vehicle 2 was traveling westbound on an intersecting four-lane roadway. The intersection was controlled by traffic signals. Both vehicles entered the intersection and the right side of Vehicle 1 was struck by the front of Vehicle 2. Police could not determine which vehicle had the right-of-way, both drivers claimed to have a green light. The driver of Vehicle 1 reported that he never saw Vehicle 2 approaching.

"None" was identified by police on the crash report for both drivers in the data element for recording driver distractions. The police also indicated that no skid marks were present at the scene associated with Vehicle 1, but there were pre-impact skids present at the scene associated with Vehicle 2 and that this supported the driver's statement that he attempted to stop when he saw Vehicle 1 in his path.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	Not Distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	This Vehicle Traveling	This Vehicle Traveling
Critical Pre-Crash (Event)	Crossing Over (Passing Through) Junction	Crossing Over (Passing Through) Junction
Attempted Avoidance Maneuver	No Avoidance Maneuver	Braking
Pre-Impact Stability	Tracking	Skidding Longitudinally Rotation Less Than 30 Degrees
Pre-Impact Location	Stayed in original travel lane	Stayed in original travel lane
Crash Type	87	86

In this example, the **Critical Crash Envelope** for Vehicle 1 (V_1CCE) begins at the point where it is in an imminent collision path with Vehicle 2. The **Critical Crash Envelope** for Vehicle 2 (V_2CCE) begins at the point where the drivers recognize the impending danger. The **Critical Crash Envelopes** end at the point of impact with the other vehicle.

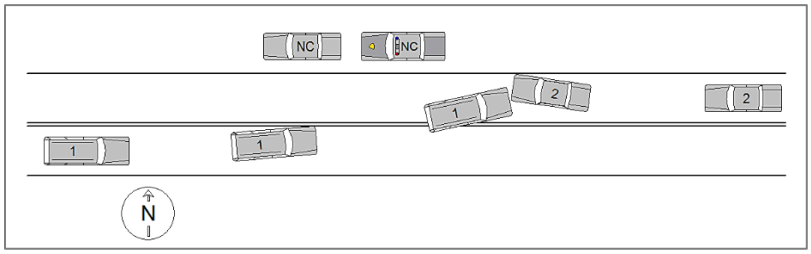
Since it could not be determined which vehicle had the right-of-way, the **Critical Event** is determined using **Precrash General Rule #6b.** It states; "If the junction is controlled by an on-colors traffic control device, and both drivers claim a green light, then both vehicles are in an environmentally dangerous position and the **Critical Event** for both vehicles should be *This Vehicle Traveling (Critical Event - Precrash (Category)) Crossing Over (Passing Through) Junction (Crtical Event - Precrash (Event)).*"

Vehicle 1's **Pre-Impact Stability** was *Tracking* based on **Precrash General Rule #10**. *Skidding Longitudinally Rotation Less Than 30 Degrees* was selected for Vehicle 2's **Pre-Impact Stability** because tire marks were identified on the report and there was no indication of rotation.

It is important to keep in mind the type of traffic control (traffic signal versus stop sign) when determining right-of-way. Using the same scenario but substituting stops signs for the traffic signals, would change the **Critical Event** for both vehicles. **Precrash General Rule #6a** states; "If the junction is controlled by a 3-way or 4-way stop sign, or is uncontrolled, the vehicle on the right [Vehicle 2 in this case] would have had the right-of-way for determining encroachment."

Example 2

Example 2 Diagram



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 north 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 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.

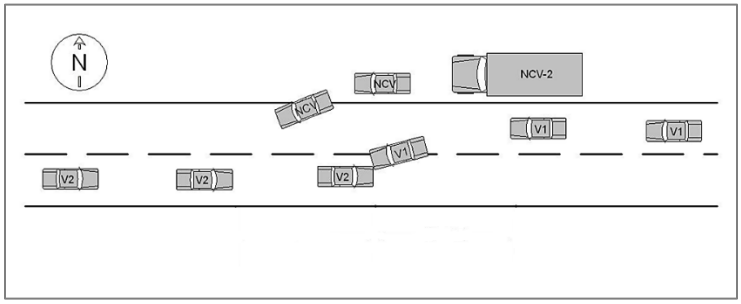
Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Distracted by Outside Person, Object or Event	Not distracted
Pre-Event Movement	Going straight	Going straight
Critical Pre-Crash (Category)	This vehicle traveling	Other motor vehicle encroaching into lane
Critical Pre-Crash (Event)	Over the lane 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	Tracking
Pre-Impact Location	Stayed on roadway, but left original travel lane	Stayed In Original Travel Lane
Crash Type	50	51

In this example, Vehicle 1 has one **Critical Crash Envelope** (V_1CCE) which begins at the point where 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's **Critical Crash Envelope** (V_2CCE) begins when the driver recognizes impending danger and ends at the point of impact with Vehicle 1.
When determining **Crash Type,** it is important to keep in mind that some **Crash Configurations** are plane of impact dependent, while others are not. In this case, the **Crash Type** for Vehicle 1 and Vehicle 2 is *'50' and '51,' Head-On* respectively since it involved the front planes of both vehicles. If the collision had involved the side of one or both of the vehicles, then the **Crash Type** would have been *'64' and '65,' Angle/Sideswipe*.

Example 3

Example 3 Diagram



Vehicle 1 and Vehicle 2 are traveling in opposite directions on the same roadway. A noncontact vehicle (NCV) is parked in front of a non-contact heavy truck on the road shoulder and suddenly enters the roadway into Vehicle 1's travel lane. The driver of Vehicle 1 instantly brakes and steers left to avoid the non-contact vehicle. Vehicle 1 crosses over the center line and **immediately** impacts the front of Vehicle 2. Vehicle 2 had no avoidance maneuvers. "None" was identified by police on the crash report for both drivers in the data element for recording driver distractions.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not distracted	Not Distracted
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/Shoulder	From Opposite Direction Over Left Lane Line
Attempted Avoidance Maneuver	Braking and steering left	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	58	59

In this example, Vehicle 1 has one **Critical Crash Envelope** (V_1CCE). Vehicle 1's **Critical Crash Envelope** involved a successful avoidance of a non-contact vehicle and resulted in an **immediate** impact to Vehicle 2. Vehicle 1's **Critical Crash Envelope** was initiated by the non-contact vehicle; afterwards there was no opportunity for subsequent avoidance actions. Therefore, the encroachment of the non-contact vehicle into Vehicle 1's travel lane is coded as the **Critical Event - Precrash (Event)** for Vehicle 1. Vehicle 1's **Attempted Avoidance Maneuver** is coded as the action taken to avoid the non-contact vehicle.

Vehicle 2 has one **Critical Crash Envelope** (V_2CCE) 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.

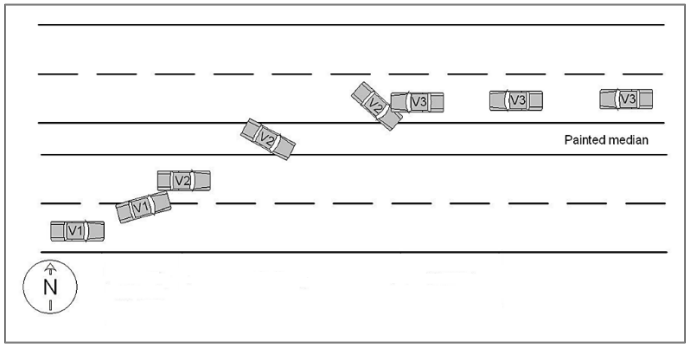
Tracking is selected as Vehicle 1's **Pre-Impact Stability** based on **Precrash General Rule #10**.

Vehicle 1's **Pre-Impact Location** is *Stayed On Roadway But Left Original Travel Lane*. This attribute best describes the location of the vehicle after the critical event and before impact.

The non-contact vehicle and the non-contact truck were not involved in an impact in the sequence of crash events and are, therefore, non-contact vehicles and not counted in the structuring of the case.

Example 4

Example 4 Diagram



Vehicle 1 and Vehicle 2 are traveling in the same direction in adjacent lanes on a divided highway (with a painted median). Vehicle 1 has a tire blow out and 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. "None" was identified by police on the crash report for all drivers in the data element for recording driver distractions.

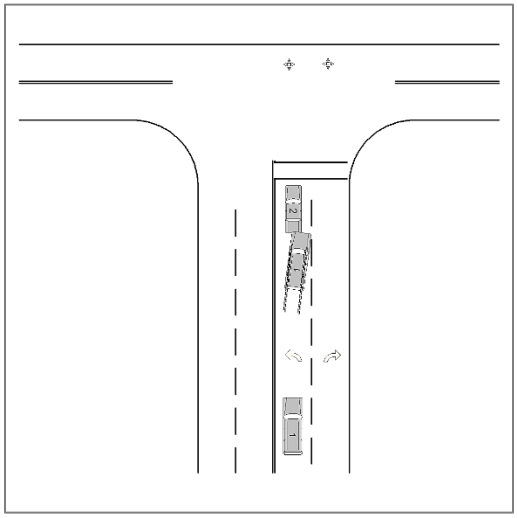
Precrash Element	Vehicle 1	Vehicle 2	Vehicle 3
Driver Distracted By	Not Distracted	Not Distracted	Not Distracted
Pre-Event Movement	Going straight	Going straight	Going straight
Critical Pre-Crash (Category)	This Vehicle Loss Control Due To	Other Motor Vehicle Encroaching Into Lane	Other Motor Vehicle Encroaching Into Lane
Critical Pre-Crash (Event)	Blow Out or Flat Tire	From Adjacent Lane (Same Direction) - Over Right Lane Line	From Opposite Direction - Over Left Lane Line
Attempted Avoidance Maneuver	Unknown/Not Reported	Unknown/Not Reported	Accelerating and Steering Right
Pre-Impact Stability	Tracking	Tracking	Tracking
Pre-Impact Location	Stayed On Roadway, But Left Original Travel Lane	Stayed in Original Travel Lane	Stayed in Original Travel Lane
Crash Type	45	44	98

In this example, Vehicle 1 has one **Critical Crash Envelope** (V_1CCE) which begins with control loss due to the tire blow out and ends at the point of impact with Vehicle 2. The blow out is the **Critical Event - 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. The first CCE is selected because Precrash is only interested in coding the **Critical Crash Envelope** which leads to a vehicle's first harmful event. 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.

Attempted Avoidance Maneuver was coded as *Unknown/Not Reported* for Vehicles 1 and 2 because of a lack of information to assess attempted avoidance. The **Crash Type** for Vehicle 1 and Vehicle 2 is *'45' - '44,' Sideswipe/Angle: Straight ahead*, respectively based on their positions (i.e. left versus right) and because Vehicle 1 did not **intend** to change lanes. Situations involving vehicles that **intended** to change lanes are captured with **Crash Type** codes *'46' and '47,' Sideswipe/Angle: Changing lanes*. The **Crash Type** for Vehicle 3 is *'98,' Other* since it was not involved in the first harmful event in the crash.

Example 5

Example 5 Diagram



Vehicle 2 is stopped waiting to turn left in a left turn lane at an intersection controlled by a traffic signal. Vehicle 1 approaches the intersection and the driver is texting. Vehicle 1's driver looks up at the last minute and brakes and steers right leaving tire marks, but cannot avoid striking the rear of Vehicle 2. There is no information on the crash report to assess distraction for the driver of Vehicle 2.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	While Manipulating Cellular Phone	Not Reported
Pre-Event Movement	Going Straight	Stopped in Road
Critical Pre-Crash (Category)	Other Vehicle In Lane	Other Vehicle In Lane
Critical Pre-Crash (Event)	Other Vehicle Stopped	Traveling in Same Direction With Higher Speed
Attempted Avoidance Maneuver	Braking and Steering Right	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	20	22

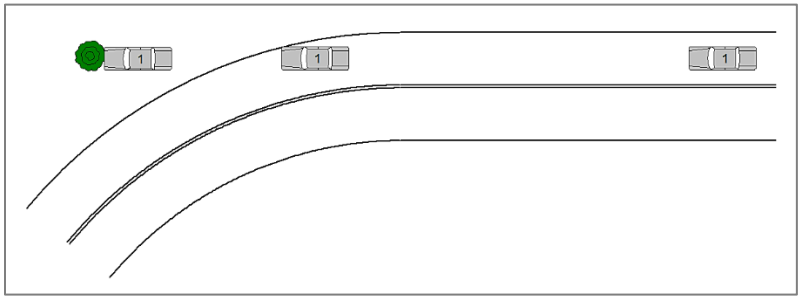
In this example, Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins at the point the driver recognizes Vehicle 2 is stopped in the lane, and ends at the point of impact with Vehicle 2. Vehicle 2's **Critical Crash Envelope** (V_2CCE) begins and ends at the point of impact.

Vehicle 1's **Driver Distracted By** is *While Manipulating a Cellular Phone*. Texting is captured in this attribute.

The Pre Event Movement and Critical Event coding can be tricky in rear end crash scenarios. Refer to the **Precrash Event Scenarios for Different Rear-End Collision Situations** following the Precrash Examples for additional guidance.
The **Crash Type** for Vehicle 2 is *'22,' Rear-end: Stopped Left* because it was stopped and **intended** to turn left at the intersection.
The **Pre-Impact Stability** for Vehicle 1 is *Skidding Longitudinally- Rotation Less Than 30 Degrees* as opposed to *Tracking* because tire marks were present and rotation was minimal.

Example 6

Example 6 Diagram



Vehicle 1 is traveling on a two-lane roadway and the driver, who is diabetic, has a hypoglycemic attack and begins to lose consciousness. The vehicle departs the right side of the road as it enters a curve and strikes a tree.

Precrash Element	Vehicle 1
Driver Distracted By	Not Distracted
Pre-Event Movement	Going Straight
Critical Pre-Crash (Category)	This Vehicle Loss Of Control Due To
Critical Pre-Crash (Event)	Other Cause Of Control Loss
Attempted Avoidance Maneuver	None
Pre-Impact Stability	Tracking
Pre-Impact Location	Departed Roadway
Crash Type	01

Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins at the point where the vehicle is in imminent path of a collision with the tree and ends at impact.

Driver Distracted By is coded as *Not Distracted* because the driver lost consciousness just prior to the Critical Precrash Event and intoxication, illness, blackouts, falling asleep or being fatigued are not considered distractions for the purposes of this element in FARS and CRSS.

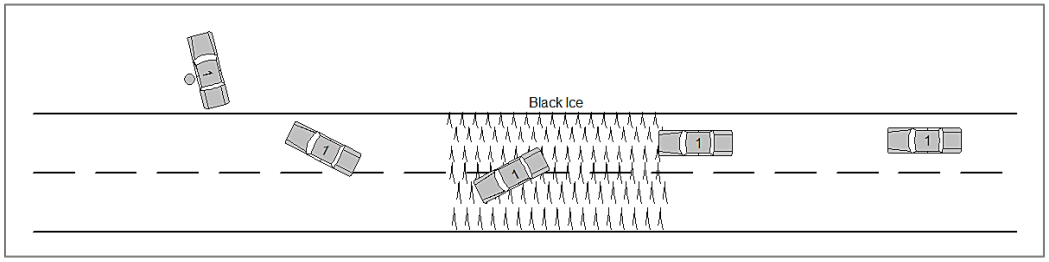
The **Critical Event** is coded *This Vehicle Control Loss Due To: Other Cause Of Control Loss* following **Precrash General Rule #4** which addresses loss of control because of driver illness.

The **Pre-Event Movement** element describes the vehicle's activity just prior to the **Critical Event**, in this case, *Going Straight*.

The **Crash Type** for Vehicle 1 is *'01,' Right Roadside Departure: Drive Off road*. Do not confuse the **Critical Event Category** coding of *This Vehicle Control Loss Due To* with the **Crash Type** *'02,' Right Roadside Departure: Control/Traction Loss*.

Example 7

Example 7 Diagram



Vehicle 1 is traveling on a two-lane roadway with moderate snow falling. The driver suddenly encounters black ice on the roadway, loses control, and begins to rotate counterclockwise. The driver attempts to regain control by braking and steering right, but overcorrects and the vehicle departs the right side of the roadway and strikes a pole. The police on the crash report identify that the driver is "Not Distracted".

Precrash Element	Vehicle 1
Driver Distracted By	Not Distracted
Pre-Event Movement	Going Straight
Critical Pre-Crash (Category)	This Vehicle Loss Of Control Due To:
Critical Pre-Crash (Event)	Poor Road Conditions (Specify:)
Attempted Avoidance Maneuver	Braking And Steering Right
Pre-Impact Stability	Skidding Laterally Clockwise Rotation
Pre-Impact Location	Departed Roadway
Crash Type	02

Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins when the vehicle encounters the black ice and ends at impact with the pole.

The **Critical Event** in this example is *This Vehicle Control Loss Due To: Poor Road Conditions (Specify:* (***Black ice***)).

It can be difficult to determine the **Critical Event** in cases when weather, road conditions, roadway alignment, and speed all potentially play a role in the crash. Examples 7 and 8 are prime examples, *Poor Road Conditions*, *Too Fast For Conditions*, or *This Vehicle Traveling* category attributes (e.g. *Off The Edge Of The Road On The Right Side*) could be selected based on the circumstances.

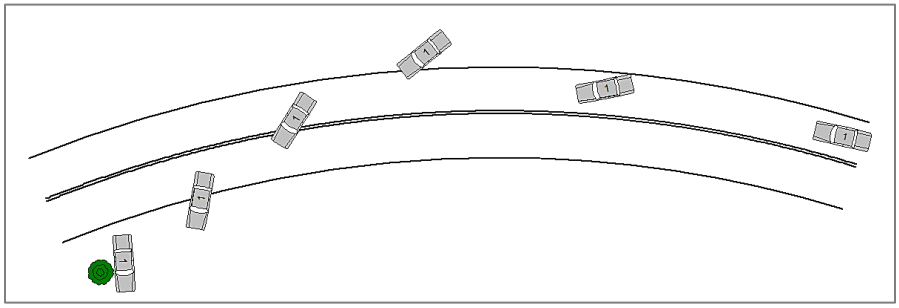
Typically, *Poor Road Conditions* such as ice and puddles are "suddenly" encountered by the driver and not an ongoing situation.

Too Fast For Conditions applies when the vehicle's movement and speed were not appropriate relative to the vehicle's surroundings; roadway curves are often involved.

If neither of these *Loss Of Control* **Critical Events** apply, then *This Vehicle Traveling* Category attributes are appropriate.

Example 8

Example 8 Diagram



Vehicle 1 is traveling on a two lane roadway with heavy rain falling. Police estimate the driver was traveling 55 mph in this 35 mph speed zone. While negotiating a curve, the driver loses control on the rain-slickened road and the vehicle slides off the right edge of the road but does not sustain an impact. The driver steers left in an attempt to regain control, crosses both travel lanes, and departs the left side of the road before striking a tree with its right side. The crash report identifies "None" in a Contributing Circumstances field that includes various driver distraction attributes among the factors available.

Precrash Element	Vehicle 1
Driver Distracted By	Not Distracted
Pre-Event Movement	Negotiating A Curve
Critical Pre-Crash (Category)	This Vehicle Loss Of Control Due To
Critical Pre-Crash (Event)	Traveling Too Fast For Conditions
Attempted Avoidance Maneuver	Steering Left
Pre-Impact Stability	Skidding Laterally Counterclockwise Rotation
Pre-Impact Location	Departed Roadway
Crash Type	07

In this example, Vehicle 1 has one **Critical Crash Envelope** (V_1CCE) which begins when the driver begins to lose control and the vehicle begins to rotate counter-clockwise. The envelope ends at impact with the tree. This crash is not a multiple **Critical Crash Envelope** scenario because Vehicle 1 never regained control.

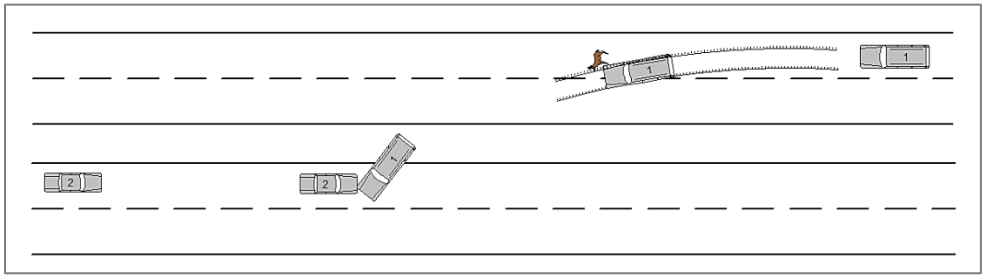
The **Critical Event** is coded *This Vehicle Control Loss Due To: Too Fast For Conditions* because the vehicle's movement and speed were not appropriate relative to the vehicle's surroundings (heavy rain and curve). This is applicable in this case even without the officer specifically stating "too fast for conditions."

The **Pre Impact Location** is coded *Departed Roadway* since the element is based on the location of the vehicle after the critical event, and immediately before the first impact.

The **Crash Type** element is based on the first harmful event and the vehicle did not strike anything when it departed the right side of the road, therefore, *'07,' Left Roadside Departure-Control/Traction Loss* is selected as the **Crash Type**.

Example 9

Example 9 Diagram



Vehicle 1 is traveling westbound on a highway with a posted speed limit of 55 mph. Vehicle 2 is traveling east on the same highway in sunny and dry conditions. A deer suddenly enters the roadway from the right and the driver of Vehicle 1 attempts to brake and steer left, leaving several meters of tire marks, but strikes the deer. Vehicle 1 then goes into a counterclockwise yaw and crosses into the oncoming lanes and strikes Vehicle 2.

The driver of Vehicle 1 had a blood alcohol concentration (BAC) of 0.15 and was charged with driving under the influence. There were no indications of distraction identified on the crash report for the driver of Vehicle 1. Instead, in the Contributing Factors field where the officer could assess distraction he selected "animal in road" and "had been drinking". The Contributing Factors for the driver of Vehicle 2 were coded as "Unknown". The driver of Vehicle 2 was killed.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	Unknown if Distracted
Pre-Event Movement	Going Straight	Going Straight
Critical Pre-Crash (Category)	Object Or Animal	Other Motor Vehicle Encroaching Into Lane
Critical Pre-Crash (Event)	Animal in Road	From Opposite Direction Over Left Lane Line
Attempted Avoidance Maneuver	Braking and Steering Left	Unknown/Not Reported
Pre-Impact Stability	Skidding Longitudinally Rotation Less Than 30 Degrees	Tracking
Pre-Impact Location	Stayed On Roadway, But Left Original Travel Lane	Stayed in Original Travel Lane
Crash Type	13	98

Vehicle 1 has two **Critical Crash Envelopes** (V_1CCE_1 and V_1CCE_2). Vehicle 1's first **Critical Crash Envelope** (V_1CCE_1) begins when the driver recognizes the deer in the roadway and ends at the point of impact with the deer. The Precrash coding is based on the **Critical Crash Envelope** which resulted in Vehicle 1's first impact (V_1CCE_1).

Vehicle 2 has only one **Crash Envelope** (V_2CCE) which begins when it's in imminent path of collision with Vehicle 1 and ends at impact.

Not Distracted is selected for Vehicle 1 **Driver Distracted By**. The driver took evasive maneuvers to avoid the deer which identifies that the driver was attentive prior to the Critical Event. Also, there were no indications of distraction identified on the crash report for the driver of Vehicle 1 and in the Contributing Factors field, where the officer could assess distraction, he selected "animal in road" and "had been drinking". It's important to note that the BAC level or indication of alcohol as a factor in the crash for the driver of Vehicle 1 plays no role in distraction coding.

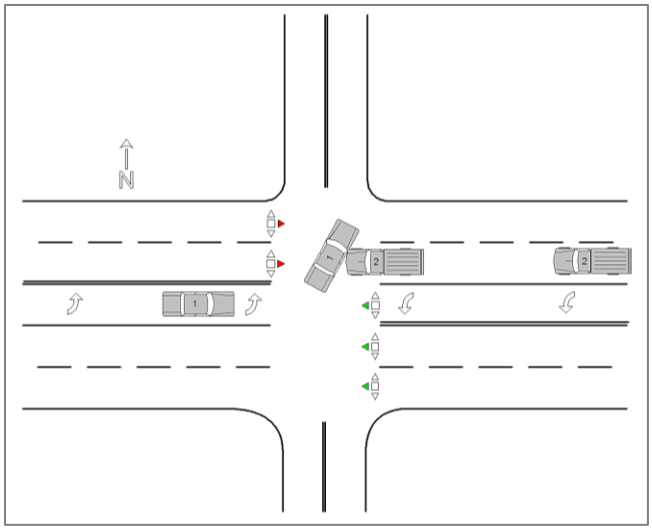
Precrash Data Overview

The **Pre-Impact Location** for Vehicle 1 is *Stayed On Roadway- But Left Original Travel Lane* since part of the vehicle was out of its original lane prior to impact with the deer. Similarly, vehicles that depart the road and strike a curb are coded as *Departed the roadway* even though the majority of the vehicle is still on the roadway. The **Crash Type** for Vehicle 1 is *'13,' Pedestrian/Animal on road*.

Vehicle 2 **Driver Distracted By** is coded *Unknown if Distracted*; the deceased driver could not be interviewed by the police and the officer coded "Unknown" in the field where distraction would be assessed. Since no information was available to assess **Attempted Avoidance Maneuver** *Unknown/Not Reported* was selected for Vehicle 2. The **Crash Type** for Vehicle 2 is *'98,' Other* since it was not involved in the first harmful event in the crash.

Example 10

Example 10 Diagram



The crash occurred at the intersection of a five-lane east/west roadway with a center left-turn lane and a two-lane north/south roadway. The intersection was controlled by traffic signals. Vehicle 1 was eastbound in the left-turn lane of the five-lane roadway. Vehicle 2 was traveling west on the same roadway. Vehicle 1 had a green turn arrow and attempted to turn left to go north on the intersecting two lane road. Vehicle 2 passed through the intersection and its front struck the right side of Vehicle 1. The officer reported that there was no evidence of avoidance actions by either of the vehicles involved.

"Not Distracted" was identified by police on the crash report for the driver of Vehicle 1. The police crash report did not detail the circumstances regarding Vehicle 2's passing through the intersection, but the driver was cited for running a red light.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	Not Reported
Pre-Event Movement	Turning Left	Going Straight
Critical Pre-Crash (Category)	Other Motor Vehicle Encroaching Into Lane	This Vehicle Traveling
Critical Pre-Crash (Event)	From Opposite Direction Over Right Lane Line	Crossing Over (Passing Through) Junction
Attempted Avoidance Maneuver	No Avoidance Maneuver	No Avoidance Maneuver

Precrash Data Overview

Precrash Element	Vehicle 1	Vehicle 2
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed In Original Travel Lane	Stayed In Original Travel Lane
Crash Type	68	69

In this example, the **Critical Crash Envelope** for both vehicles (V_1CCE) and (V_2CCE) begin when they are in an imminent path of collision. The **Critical Crash Envelopes** end at the point of impact.

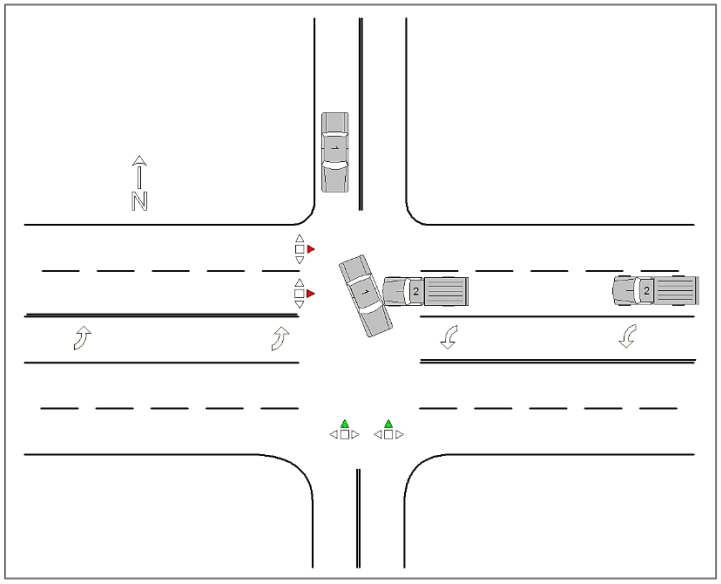
The first portion of **Precrash General Rule #7** applies to this crash. It states "When two vehicles are initially traveling on the **same** trafficway and one executes a left turn with the right-of-way (i.e. green arrow), *use Other Motor Vehicle Encroaching Into Lane - From Opposite Direction Over Right Lane Line* for the turning vehicle's **Critical Event**."

A similar principle applies for Vehicle 1's **Pre-Impact Location**; it's considered to have *Stayed In Original Travel Lane* while making the turn. Consider Vehicle 1's "lane" as continuing left as they negotiate the turn through the intersection.

Vehicle 2's **Driver Distracted By** is coded *Not Reported* since the police crash report did not provide any information on distractions.

Example 11

Example 11 Diagram



The crash occurred at the intersection of a five lane east/west roadway with a center left-turn lane and a two-lane north/south roadway. The intersection was controlled by traffic signals. Vehicle 1 was southbound on the two-lane roadway. Vehicle 2 was traveling west on the five- lane roadway. Vehicle 1 had a green turn arrow and attempted to turn left to travel east on the intersecting five lane road. Vehicle 2 passed through the intersection and its front struck the left side of Vehicle 1.

The driver of Vehicle 1 was attentive and took no avoidance actions. Vehicle 2's driver reported that he was thinking about an issue at work and did not notice the traffic signal until the last moment. He applied his brakes, but no tire marks were present.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	Lost in Thought/Day Dreaming
Pre-Event Movement	Turning left	Going straight
Critical Pre-Crash (Category)	Other Motor Vehicle Encroaching Into Lane	This Vehicle Traveling
Critical Pre-Crash (Event)	From Crossing Street Across Path	Crossing Over (Passing Through) Junction
Attempted Avoidance Maneuver	No Avoidance Maneuver	Braking
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed In Original Travel Lane	Stayed In Original Travel Lane
Crash Type	82	83

In this example, Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins at the point where Vehicle 1 is in an imminent collision path with Vehicle 2 and ends at the point of impact.

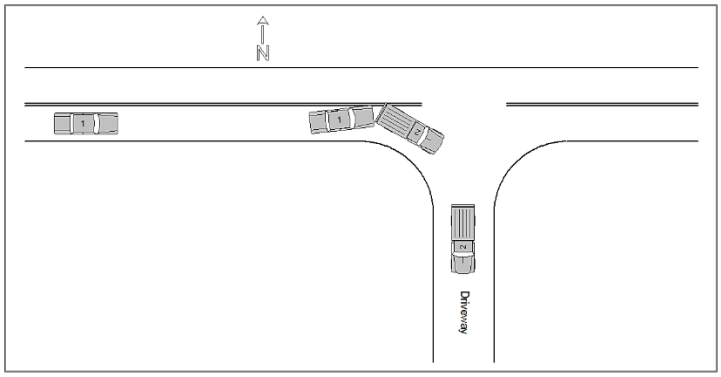
Vehicle 2's **Critical Crash Envelope** (V_2CCE) begins when the driver recognizes Vehicle 1 turning in front of it in the intersection and ends at impact.

The second portion of **Precrash General Rule #7** applies to this crash. It states "When two vehicles are initially traveling on **different** trafficways the **Critical Event** for the vehicle turning left with the right-of-way should be *Other Vehicle Encroaching Into Lane-From Crossing Street Across Path*."

Vehicles initially on **different** trafficways are captured in **Crash Type Configuration** *'K,' Turn Into Path* (**Crash Types** *'76' - '85'*). So in this case, the **Crash Types** for Vehicle 1 and Vehicle 2 are *'82' and '83'* respectively. Turning vehicles initially on the **same** trafficway are coded in **Crash Type Configuration** *'J,' Turn Across Path* (**Crash Type**s *'68' - '75'*). Unlike many of the other **Crash Types**, the plane contacted on the vehicle is irrelevant for the *Change Trafficway (Category IV)* **Crash Types**.

Example 12

Example 12 Diagram



Vehicle 1 was eastbound on a two-lane roadway. Vehicle 2 was backing out of a driveway on the south side of the road, intending to travel east. Vehicle 1 braked and steered left, but was unable to avoid striking the rear of Vehicle 2. The driver of Vehicle 2 stated he saw the other vehicle approaching, but misjudged its speed and did not think they were going to collide.

The officer indicated that Vehicle 1 was traveling 50 mph in the 35 mph speed zone and applied the brakes just prior to impact, but did not leave tire marks. Driver distractions were identified by police for both drivers on the crash report as "None".

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	Not Distracted
Pre-Event Movement	Going Straight	Backing Up
Critical Pre-Crash (Category)	Other Motor Vehicle Encroaching Into Lane	This Vehicle Traveling
Critical Pre-Crash (Event)	From Driveway, Turning into Same Direction	Backing
Attempted Avoidance Maneuver	Braking and Steering Left	No Avoidance Maneuver
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed in Original Travel Lane	Entered Roadway
Crash Type	93	92

In this example, Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins at the point where the driver recognizes Vehicle 2 is backing into the roadway and recognizes the danger. The **Critical Crash Envelope** for Vehicle 1 ends at impact.

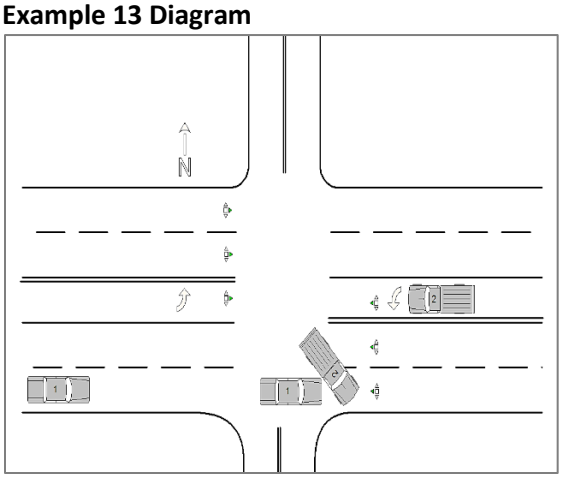
Vehicle 2's **Critical Crash Envelope** (V_2CCE) begins when it's in imminent path of collision with Vehicle 1 and ends at impact.

Although Vehicle 1 was traveling 15 mph over the speed limit, the **Critical Precrash Category** for Vehicle 1 is *Other Vehicle Encroaching Into Lane*. The situation that made the event critical was Vehicle 2's movement (backing out of the driveway) and not Vehicle 1's speed. The **Critical Event** for Vehicle 1 is *From Driveway Turning Into Same Direction*, since Vehicle 2 **intended** to travel east in the same direction as Vehicle 1.

The **Critical Event** for Vehicle 2 is *This Vehicle Traveling- Backing*.

Example 13

Example 13 Diagram



Vehicle 1 was eastbound on a five-lane roadway with center left-turn lanes approaching an intersection controlled by a traffic signal. Vehicle 2 was westbound on the same roadway in the left turn lane. The signal was solid green for eastbound and westbound traffic. Vehicle 2 attempted to make a U-turn at the intersection

to travel east and was struck in the right side by the front of Vehicle 1. The driver of Vehicle 2 stated he scanned the intersection for traffic but did not see Vehicle 1 approaching. The driver of Vehicle 1 was attentive and saw the other vehicle approaching but did not think it would attempt to turn and consequently had no time to react. Police charged the driver of Vehicle 2 with failure to yield.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	Looked but Did Not See
Pre-Event Movement	Going Straight	Making A U-Turn
Critical Pre-Crash (Category)	Other Motor Vehicle Encroaching Into Lane	This Vehicle Traveling
Critical Pre-Crash (Event)	From Opposite Direction Over Left Lane Line	Making A U-Turn
Attempted Avoidance Maneuver	No Avoidance Maneuver	No Avoidance Maneuver
Pre-Impact Stability	Tracking	Tracking
Pre-Impact Location	Stayed in Original Travel Lane	Stayed On Roadway but Left Original Travel Lane
Crash Type	98	98

In this example, Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins at the point where the driver recognizes Vehicle 2 is making a U-turn in front of them and ends at impact.

Vehicle 2's **Critical Crash Envelope** (V_2CCE) begins when it's in imminent path of collision with Vehicle 1 and ends at impact.

The **Critical Event** for Vehicle 1 is *Other Vehicle Encroaching into Lane-From Opposite Direction Over Left Lane Line*.

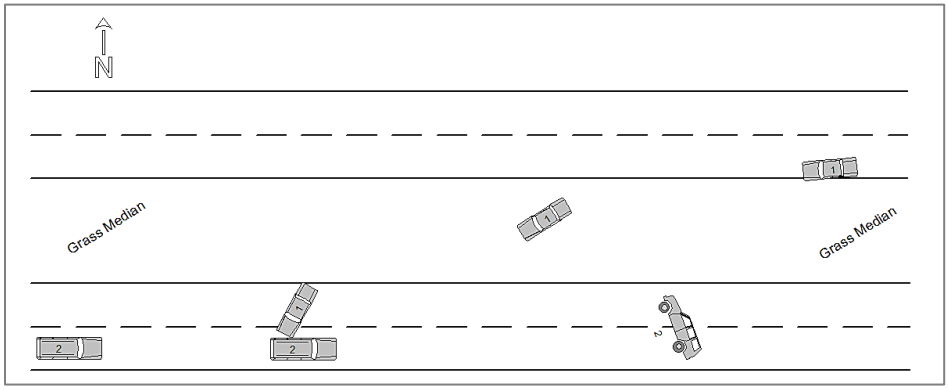
The **Pre-Event Movement** and **Critical Event** for Vehicle 2 is *Making a U-Turn*. If it is unclear if a vehicle is *Turning Left* or *Making a U-Turn*, default to *Turning Left.*

The key to the **Critical Event** coding in this case is that Vehicle 2 did **not** have the right of way while making the U-turn. If the scenario was altered such that Vehicle 2 was making a legal U-turn **with** the right of way, the first portion of **Precrash General Rule #7** would apply and Vehicle 2's **Critical Event** would be *Other Motor Vehicle Encroaching into Lane -From Opposite Direction Over Right Lane Line*.

The **Crash Type** for both vehicles is, *'98,' Other Crash Type*. This **Crash Type** is used for collisions that do not reasonably fit into any of the specified types. This code includes (but is not limited to): Rollovers on the road, U-turns, third or subsequent vehicles involved in a crash, or the second involved vehicle when the first harmful event involved a vehicle-to-object collision or non-collision.

Example 14

Example 14 Diagram



Vehicle 1 was traveling westbound on a median divided highway. Vehicle 2 was traveling east on the same highway. The driver of Vehicle 1 reportedly fell asleep and drifted off the left side of the roadway. Vehicle 1 crossed the median and entered the eastbound lanes where its front struck the left side of Vehicle 2. After initial impact Vehicle 2 rotated counter-clockwise and rolled over one quarter turn, coming to rest on its right side. The field on the crash report for assessing driver distraction was coded as "Other" for the driver of Vehicle 1 and "None" for the driver of Vehicle 2.

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Not Distracted	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)	Off The Edge of the Road On the Left Side	From Opposite Direction Over Left Lane Line
Attempted Avoidance Maneuver	No Avoidance Maneuver	Unknown/Not Reported
Pre-Impact Stability	Skidding Laterally Counterclockwise Rotation	Tracking
Pre-Impact Location	Departed Roadway	Stayed in Original Travel Lane
Crash Type	64	65

In this example, Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins at the point where the vehicle leaves the initial roadway and ends at impact.

Vehicle 2's **Critical Crash Envelope** (V_2CCE) begins when the driver recognizes the other vehicle approaching and ends at impact.

Vehicle 1's **Driver Distracted By** is coded as *Not Distracted* because the driver was asleep just prior to the Critical Precrash Event and intoxication, illness, blackouts, falling asleep, or being fatigued are not considered distractions for the purposes of this element in FARS and CRSS.

Vehicle 1's **Attempted Avoidance Maneuver** is coded as *No Avoidance Maneuver* because this element identifies the driver's action/response to the Critical Event and this driver was asleep.

Tracking is the appropriate selection for Vehicle 2's **Pre-Impact Stability**. **Precrash General Rule #10** states that a vehicle is considered to be "Tracking" if the following conditions 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.

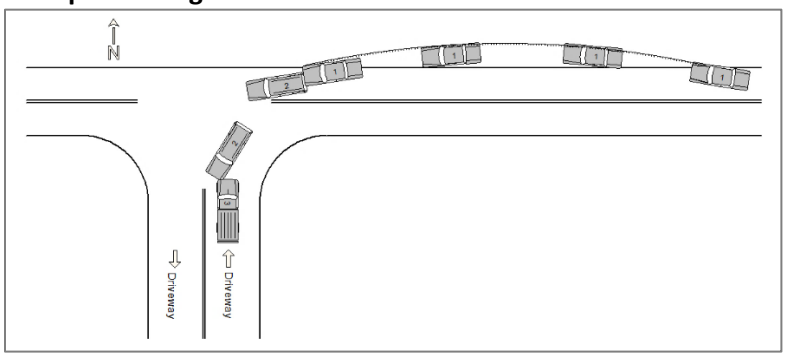
The **Pre-Impact Stability** for Vehicle 1 is *Skidding laterally-counterclockwise rotation* since the vehicle rotated 30 degrees or more. The driver need not make any steering inputs or leave tire marks for this attribute to be selected.

Median scenarios sometime cause confusion with the **Pre-Impact Location** element. *Departed Roadway* is used for vehicles crossing a median into oncoming traffic, as Vehicle 1 does in this case. A vehicle is considered to have *Returned to Roadway* only if it returned to the **same** roadway it was initially traveling on after the **Critical Event**.

The **Crash Type** for Vehicle 1 and Vehicle 2 is *'64' and '65,' Angle/Sideswipe* respectively since it involved the side plane of one or both of the vehicles. If the collision had involved the front plane of both vehicles, then the **Crash Type** would have been *'50' and '51,' Head-On*.

Example 15

Example 15 Diagram



Vehicle 1 was traveling west on a two-lane roadway with a private driveway on the south side of the road. Vehicle 2 was westbound ahead of Vehicle 1 and was decelerating so it could turn left into the private drive. Vehicle 3 was stopped facing north on the driveway access of the private drive. The driver of Vehicle 1 was reportedly daydreaming and did not see Vehicle 2 decelerating in the lane ahead. After realizing Vehicle 2 was in its lane, the driver of Vehicle 1 braked and steered right off the right side of the road (leaving tire marks) and then steered left back into the travel lanes. The front of Vehicle 1 struck the rear of Vehicle 2 before the driver of Vehicle 2 could react. The initial impact pushed Vehicle 2 forward into Vehicle 3. The crash report identified "Not Distracted" for Vehicle 2 and Vehicle 3.

Precrash Element	Vehicle 1	Vehicle 2	Vehicle 3
Driver Distracted By	Lost in Thought/Day Dreaming	Not Distracted	Not Distracted
Pre-Event Movement	Going Straight	Going Straight	Stopped in Roadway
Critical Pre-Crash (Category)	Other Motor Vehicle In Lane	This Vehicle Traveling	Other Motor Vehicle Encroaching Into Lane
Critical Pre-Crash (Event)	Traveling in Same Direction While Decelerating	This Vehicle Decelerating	From Crossing Street-Turning into Opposite Direction

Precrash Data Overview

Precrash Element	Vehicle 1	Vehicle 2	Vehicle 3
Attempted Avoidance Maneuver	Braking and Steering Right	No Avoidance Maneuver	No Avoidance Maneuver
Pre-Impact Stability	Skidding Longitudinally Rotation Less Than 30 Degrees	Tracking	Tracking
Pre-Impact Location	Returned to Roadway	Stayed in Original Travel Lane	Stayed in Original Travel Lane
Crash Type	28	30	98

In this example, Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins when the driver recognizes Vehicle 2 is decelerating ahead, and ends with impact with Vehicle 2.

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 it is in imminent path of a collision with Vehicle 1 and ends at the point of impact with Vehicle 1. Use the **Critical Crash Envelope** which resulted in Vehicle 2's first impact (V_2CCE_1), because Precrash coding is associated with the **Critical Crash Envelope** which leads to a vehicle's first harmful event.

The **Critical Event** for Vehicle 1 is *Other Motor Vehicle in Lane-Traveling in Same Direction While Decelerating*, even though the vehicle departed the right side of the roadway prior to striking Vehicle 2. Determining the **Critical Event** can be made easier by using the "**But For**" test. In this example "But For" Vehicle 2 being in this vehicle's lane, it would not have been involved in the crash.

Vehicle 1's **Attempted Avoidance Maneuver** is *Braking and Steering Right*, because that was the driver's initial action in response to the realization of impending danger. Vehicle 1 steering left back into the roadway is not considered in this case. Vehicle 3's **Attempted Avoidance Maneuver** is *No Avoidance Maneuver* because the vehicle was stopped.

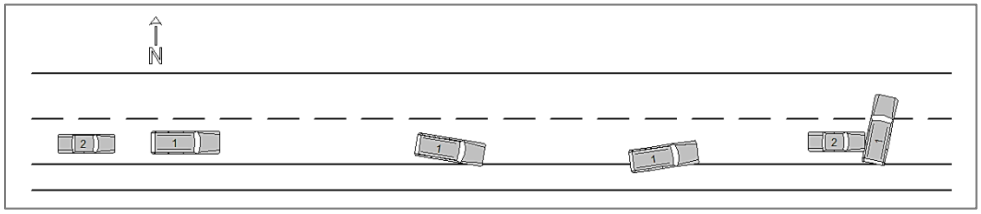
The **Pre-Impact Location** for Vehicle 1 is *Returned to Roadway*, since the vehicle returned to the **same** roadway during the Precrash motion.

The **Crash Type** for Vehicle 1 and Vehicle 2 is *'28' Rear-End: Decelerating (Slowing)*, - *'30,' Rear-End: Decelerating, Going Left* respectively based on three factors:

a. The front to rear impact configuration,
b. Vehicle 2's decelerating (as opposed to stopped or lower steady speed), and
c. Vehicle 2's **intent** to turn left into the private drive.

Example 16

Example 16 Diagram



Vehicle 1 was traveling east in the right lane of a straight and level divided highway with shoulders. Vehicle 2 was eastbound in the right lane behind Vehicle 1. Conditions were daylight with rain falling and fog. All indications are that both vehicles were driving at or near the speed limit. Vehicle 1 edged off the right side of the roadway onto the shoulder and the driver overcorrected, braking and steering left, back into its original lane. The vehicle went into a counter-clockwise yaw and was struck on the left side by the front of Vehicle 2.

Police indicated the driver of Vehicle 1 was "Distracted" and that the driver of Vehicle 2 was "Not Distracted".

Precrash Element	Vehicle 1	Vehicle 2
Driver Distracted By	Distraction (Distracted), Details Unknown	Not Distracted
Pre-Event Movement	Going Straight	Going Straight
Critical Pre-Crash (Category)	This Vehicle Traveling	Other Motor Vehicle In Lane
Critical Pre-Crash (Event)	Over The Lane Line on Right Side of Travel Lane	Traveling In Same Direction While Decelerating
Attempted Avoidance Maneuver	Braking And Steering Left	Unknown/Not Reported
Pre-Impact Stability	Skidding Laterally-Counter-Clockwise Rotation	Tracking
Pre-Impact Location	Returned To Roadway	Stayed In Original Travel Lane
Crash Type	48	48

Vehicle 1's **Critical Crash Envelope** (V_1CCE) begins when the driver realizes the vehicle is departing the travel lane and ends at impact.

The **Critical Crash Envelope** for Vehicle 2 (V_2CCE) begins when the vehicle is in imminent path of collision with Vehicle 1, and ends at impact.

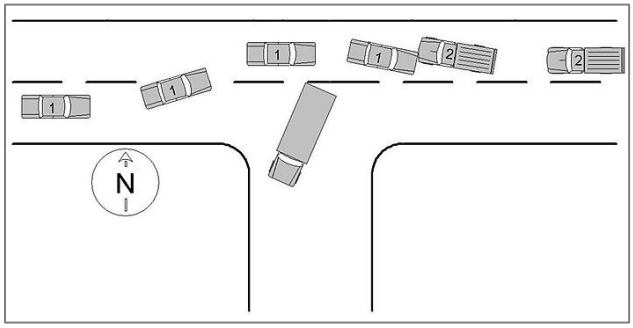
Distraction (Distracted), Details Unknown is selected for Vehicle 1 **Driver Distracted By**. Police reported the driver was distracted, although the specific distraction was not identified.

The presence of rain and fog does not affect Vehicle 1's **Critical Event** of *This Vehicle Traveling-Off The Edge of the Road On the Right Side* in this case. Do not assume that *This Vehicle Loss of Control* **Critical Events** such as *Poor Road Conditions* or *Traveling Too Fast for Conditions* are always selected just because the weather and/or road conditions were not optimal.

When determining **Crash Type,** it is important to keep in mind that some **Crash Configurations** are plane of impact dependent, while others are not. In this case the **Crash Type** for both vehicles are *'48,' Sideswipe/Angle: Specifics Other*. The vehicles were traveling in the same trafficway in the same direction **(Crash Type Category II)** and the impact involved the side of one or both of the vehicles **(Crash Type Configuration F)**. If the impact had been front to rear, **Crash Configuration D (Rear-End)** would have applied.

Example 17

Example 17 Diagram



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 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 recognized that Vehicle 2 was in his path and 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. The crash report was coded as "Not Distracted" for both drivers.

Precrash Element	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** (V_1CCE_1 and V_1CCE_2). Vehicle 1's first **Critical Crash Envelope** (V_1CCE_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** (V_1CCE_2) begins shortly after the successful avoidance maneuver and ends at the point of impact with Vehicle 2. For coding purposes, use the **Critical Crash Envelope** which resulted in Vehicle 1's first impact (V_1CCE_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 their lane, and ends at the point of impact with Vehicle 1.

The **Crash Type** for both vehicles is coded *'52,' Head-On: Specifics Other* because Vehicle 1 had full control traveling the wrong way.

Example 18: Precrash Event Scenarios for Different Rear-End Collision Situations

Rear-end crashes sometimes cause confusion with precrash coding. Two key points must be determined to accurately code the *Pre-Event Movement*, *Critical Event - Precrash (Category)* and *Critical Event - Precrash (Event)*:

- Was the lead vehicle stopped, decelerating, or traveling at a steady speed?
- Did the trailing vehicle decelerate prior to impact?

The following scenarios should be used as a guide.

Two Vehicle Collisions

Scenario 1: Both vehicles in motion. Leading vehicle, traveling at steady speed, is struck from behind by trailing vehicle.

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Going Straight	Other Motor Vehicle in Lane	Traveling in Same Direction with Lower or Steady Speed
Lead	Going Straight	Other Motor Vehicle in Lane	Traveling in Same Direction with Higher Speed

Scenario 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 which is not yet stopped.

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Going Straight	Other Motor Vehicle in Lane	Traveling in Same Direction while decelerating
Lead	Going Straight	This Vehicle Traveling	This vehicle decelerating

Scenario 3: Both vehicles traveling at same speed. Lead vehicle stops and is immediately struck by trailing vehicle.

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Going Straight	Other Motor Vehicle in Lane	Traveling in Same Direction while decelerating
Lead	Going Straight	Other Motor Vehicle in Lane	Traveling in Same Direction with higher speed

Scenario 4: Lead vehicle is stopped on roadway and is struck by a trailing vehicle.

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Going Straight	Other Motor Vehicle in Lane	Other vehicle stopped
Lead	Stopped in Road	Other Motor Vehicle in Lane	Traveling in Same Direction with higher speed

Scenario 5: Lead and trailing vehicle stopped on roadway. Lead vehicle backs into trailing vehicle.

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Stopped in Road	Other Motor Vehicle in Lane	Backing
Lead	Stopped in Road	This Vehicle Traveling	Backing

Three Vehicle Collisions

Scenario 6: Two vehicles stopped in traffic, struck by decelerating trailing vehicle

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Decelerating	Other Motor Vehicle in Lane	Other Vehicle Stopped
Middle	Stopped in Road	Other Motor Vehicle in Lane	Traveling in Same Direction while Decelerating
Lead	Stopped in Road	Other Motor Vehicle in Lane	Traveling in Same Direction with Higher Speed

Scenario 7: Lead vehicle stopped in traffic, middle vehicle decelerating, trailing vehicle strikes middle vehicle which strikes lead vehicle.

Vehicle Position	Pre-Event Movement	Critical Precrash (Category)	Critical Precrash (Event)
Trailing	Going Straight	Other Motor Vehicle in Lane	Traveling in Same Direction while Decelerating
Middle	Decelerating	Other Motor Vehicle in Lane	Traveling in Same Direction with Higher Speed
Lead	Stopped in Road	Other Motor Vehicle in Lane	Traveling in Same Direction with Higher Speed

PC3 - Vehicle Number – Precrash Level

FORMAT: 3 numeric
SAS NAME: Vehicle.Veh_No
ELEMENT VALUES:

- 001-999

Definition: This element identifies the number assigned to this vehicle in the crash.

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.

PC4 - Contributing Circumstances, Motor Vehicle

FORMAT: 2 numeric. Select all the apply.
SAS NAME: Factor.MFACTOR
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element describes the possible pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

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.

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) includes 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 that was 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 is NOT considered "**Not Reported.**"

Code **98 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used only if the case material specifically indicates an "unknown defect" or "unknown contributing factor."

Consistency Checks:

Check	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.

PC5 - Trafficway Description

FORMAT: 1 numeric
SAS NAME: VEHICLE.VTRAFWAY
ELEMENT VALUES:

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

Definition: This element identifies the value indicated in the case materials which best describes the trafficway flow just prior to this vehicle's critical precrash event.

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 or Driveway Access) is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event or when the vehicle was in a driveway access 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. ***Any painted markings on the roadway less than four feet wide are not medians.*** **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 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 is NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(250P)	RELATION TO JUNCTION (b) equals 01, 02, 04, 06, 07, 16-19, 98, 99, and RELATION TO TRAFFICWAY equals 03,	TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle involved in the first harmful event.
(254P)	RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 20,	TRAFFICWAY DESCRIPTION must equal 6 for at least one vehicle involved in the first harmful event.
(740P)	RELATION TO JUNCTION (b) equals 07,	TRAFFICWAY DESCRIPTION must equal 2, 3 for at least one vehicle.

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.
(A300)	ROUTE SIGNING equals 1,	TRAFFICWAY DESCRIPTION should equal 2, 3, 6 for at least one vehicle.
(A470)	WORK ZONE equals 0, and TRAFFICWAY DESCRIPTION equals 1-3, 5,	TOTAL LANES IN ROADWAY should not equal 1.
(A481)	TRAFFICWAY DESCRIPTION equals 6, and RELATION TO JUNCTION (b) does not equal 02, 03,	TOTAL LANES IN ROADWAY should equal 1, 2, 8, 9.
(A482)	TRAFFICWAY DESCRIPTION equals 4 or 6,	TOTAL LANES IN ROADWAY should not equal 5-7.
(A490)	TRAFFICWAY DESCRIPTION equals 2, 3, 5,	ROADWAY SURFACE TYPE should not equal 4, 5, 7.
(A491)	TRAFFICWAY DESCRIPTION equals 2 or 3,	TOTAL LANES IN ROADWAY should not equal 7.
(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, 69 or 71.
(A610)	RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 05,	TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle involved in the first harmful event.
(A611)	TRAFFICWAY DESCRIPTION equals 6 for at least one vehicle involved in the first harmful event,	RELATION TO JUNCTION (b) should equal 02, 03, 05, 17-20.
(A620)	CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 3,	RELATION TO TRAFFICWAY should equal 03.
(A720)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02,	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 (*CRSS* Only):

Check	IF	THEN
(A3H0)	INTERSTATE HIGHWAY equals1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TRAFFICWAY DESCRIPTION should not equal 4 for at least one vehicle involved in the first harmful event.

PC6 - Total Lanes in Roadway

FORMAT: 1 numeric
SAS NAME: Vehicle.VNUM_LAN
ELEMENT VALUES:

Codes	Attributes
0	Non-Trafficway or Driveway Access
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

Definition: This element identifies the value indicated in the case materials which best describes the number of roadway lanes just prior to this vehicle's critical precrash event.

Remarks: 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.

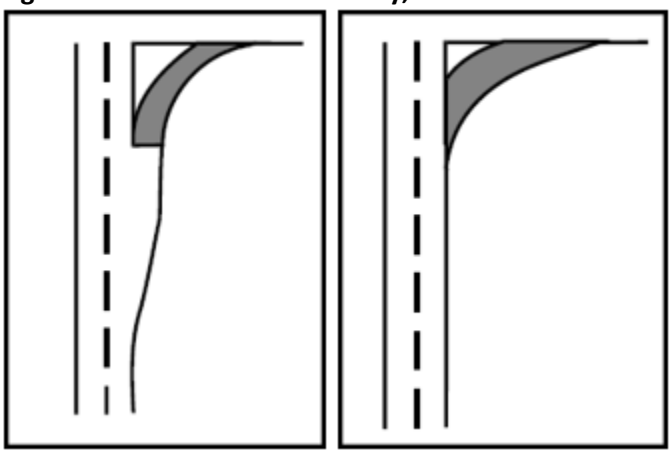
A roadway is one part of a divided trafficway or, if undivided, the same as the trafficway.

The number of lanes counted does not include any of which are rendered unusable by restriction of the right-of-way (e.g., closed due to construction).

If turn bays, acceleration, deceleration, or center 2-way left turn lanes exist and are physically located within the cross section of the roadway, and these lanes are the most representative of the driver's environment just prior to the critical precrash event, then they are to be included in the number of lanes. Because a channelized lane is separated, it should not be included unless it is preceded by a turn bay or turn lane and this bay or lane is felt to be most representative of the driver's environment just prior to impact.

Channelized lanes are separated from other through or turn related lanes. (**NOTE:** The separation normally will not involve a physical barrier.) If the channel is most representative of the driver's critical precrash environment, count the number of lanes in the channel for this element. (See Examples of Channel lanes **Figure 22**.)

Figure 22: Channel with Turn Bay, Channel without Turn Bay



0 (Non-Trafficway or Driveway Access) is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event or when the vehicle was in a driveway access prior to its critical precrash event.

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.**

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 is NOT considered "**Not Reported.**"

Code **8** (**Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(A250)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-03, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05, 20,	TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
(A292)	<u>any</u> 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.

Check	IF	THEN
(A310)	ROUTE SIGNING equals 1, and RELATION TO JUNCTION (a) equals 0,	TOTAL LANES IN ROADWAY should not equal 1 for any vehicle.
(A470)	WORK ZONE equals 0, and TRAFFICWAY DESCRIPTION equals 1-3, 5,	TOTAL LANES IN ROADWAY should not equal 1.
(A481)	TRAFFICWAY DESCRIPTION equals 6, and RELATION TO JUNCTION (b) does not equal 02, 03,	TOTAL LANES IN ROADWAY should equal 1, 2, 8, 9.
(A482)	TRAFFICWAY DESCRIPTION equals 4 or 6,	TOTAL LANES IN ROADWAY should not equal 5-7.
(A491)	TRAFFICWAY DESCRIPTION equals 2 or 3,	TOTAL LANES IN ROADWAY should not equal 7.
(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.

Consistency Check (*CRSS* Only):

Check	IF	THEN
(A3G0)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TOTAL LANES IN ROADWAY should not equal 1 for at least one vehicle involved in the first harmful event.

PC7 - Speed Limit

FORMAT: 2 numeric
SAS NAME: Vehicle.VSPD_LIM
ELEMENT VALUES:

Codes	Attributes
00	No Statutory Limit/Non-Trafficway or Driveway Access
05-***95***	Actual Speed Limit (in 5 mph increments)
98	Not Reported
99	Unknown

Definition: This element identifies the value indicated in the case materials which best represents the speed limit just prior to this vehicle's critical precrash event.

Remarks: 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 or Driveway Access) 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 or when the vehicle was in a driveway access prior to its 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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 Checks:

Check	IF	THEN
(1T0P)	SPEED LIMIT for every vehicle is greater than 55, and not equal to 98 or 99,	LAND USE AND FUNCTIONAL SYSTEM (a) should not equal 2 or 6, and LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 06, 07 or 96.
(A220)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	SPEED LIMIT should not equal 05-40 for any vehicle.
(A292)	<u>any</u> 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.

Check	IF	THEN
(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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 04-07 or 96.
(A940)	STATE NUMBER equals ***02***, 11, ***52***,	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 09, ***10, 25,*** 34, 36, 41, 43, 44, 50, 55,	maximum SPEED LIMIT (not including 98 or 99) should equal 65.
(A955)	STATE NUMBER equals 01, 05, 06, 12, 13, 17, 18, 19, 21, ***24***, 26, 27, 28, 29, 33, 37, 39, 42, 45, 47, 51, 53, 54,	maximum SPEED LIMIT (not including 98 or 99) should equal 70.
(A960)	STATE NUMBER equals 04, 08, ***16, 20, 22, 23, 31, 35,*** 38, ***40, 48,*** 49, 56,	maximum SPEED LIMIT (not including 98 or 99) should equal 75.
(A961)	***STATE NUMBER equals 30, 32, 46,***	***maximum SPEED LIMIT (not including 98 or 99) should equal 80.***

Consistency Checks (*CRSS* Only):

Check	IF	THEN
(A3J0)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	SPEED LIMIT should not equal 01-40 for at least one vehicle involved in the first harmful event.
(A965)	PSU equals ***MA, VT, NY, NJ, OR, WI,***	maximum SPEED LIMIT (not including 98 or 99) should equal 65.
(A970)	PSU equals ***AL, CA, FL, GA, IA, IL, KY, MD, MI, MN, NC, OH, PA, SC, TN, VA, WA,***	maximum SPEED LIMIT (not including 98 or 99) should equal 70.
(A975)	PSU equals ***AZ, CO, LA, ME, OK, TX, UT,***	maximum SPEED LIMIT (not including 98 or 99) should equal 75.
(A980)	***PSU equals SD,***	***Maximum SPEED LIMIT (not including 98 or 99) should equal 80.***

PC8 - Roadway Alignment

FORMAT: 1 numeric
SAS NAME: Vehicle.VALIGN
ELEMENT VALUES:

Codes	Attributes
0	Non-Trafficway or Driveway Access
1	Straight
2	Curve-Right
3	Curve-Left
4	Curve - Unknown Direction
8	Not Reported
9	Unknown

Definition: This element identifies the value indicated in the case materials which best represents the roadway alignment prior to this vehicle's critical precrash event.

Remarks: For vehicles departing the trafficway prior to their critical precrash events, the trafficway selected for classification is the one the vehicle departed.

This data element is coded in accordance with the precrash protocols outlined in the **PRECRASH DATA OVERVIEW** section of the Coding Manual. In the precrash data elements that record the characteristics of the trafficway, the value coded should be most representative of the driver's critical precrash environment. For resolving ambiguities, the PAR information is prioritized as follows:

1. The Narrative is used if it describes roadway alignment prior to the vehicle's critical precrash event.
2. The Diagram is used if it shows the roadway alignment prior to the vehicle's critical precrash event.
3. If the roadway alignment prior to the vehicle's critical precrash event is not described in the Narrative or shown in the Diagram, use the check-box information.
4. If the check-box does not exist, is not filled out, or is recorded at the crash level and does not apply to this vehicle's environment, then code **8 (Not Reported)**.

0 (Non-Trafficway or Driveway Access) is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event or when the vehicle was in a driveway access prior to its 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.

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 is NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	IF	THEN
(A292)	<u>any</u> 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.

PC9 - Roadway Grade

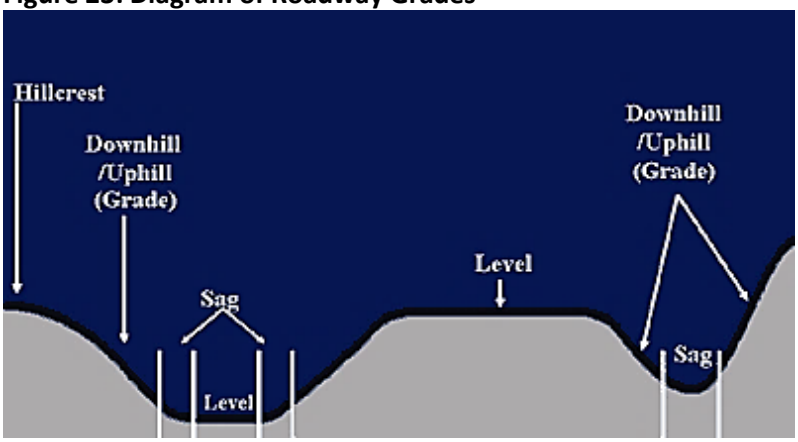
FORMAT: 1 numeric
SAS NAME: Vehicle.VProfile
ELEMENT VALUES:

Codes	Attributes
0	Non-Trafficway or Driveway Access
1	Level
3	Hillcrest
5	Uphill
6	Downhill
2	Grade, Unknown Slope
4	Sag (Bottom)
8	Not Reported
9	Unknown

Definition: This element identifies the value indicated in the case materials which best represents the roadway grade prior to this vehicle's critical precrash event.

Remarks: 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.

Figure 23: Diagram of Roadway Grades



0 (Non-Trafficway or Driveway Access) is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event or when the vehicle was in a driveway access prior to its critical precrash event.

3 (Hillcrest) refers to the area of transition between an uphill and a downhill grade.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used when police indicate unknown.

Consistency Checks:

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.

PC10 - Roadway Surface Type - FARS Only

FORMAT: 1 numeric
SAS NAME: Vehicle.VPAVETYP
ELEMENT VALUES:

Codes	Attributes
0	Non-Trafficway Area or Driveway Access
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

Definition: This element identifies the value indicated in the case materials which best represents the roadway surface type prior to this vehicle's critical precrash event.

Remarks: 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 or Driveway Access) is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event or when the vehicle was in a driveway access prior to its critical precrash event.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **7 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **8 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 is NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

Consistency Checks:

Check	IF	THEN
(A160)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-06,	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,	LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-06.
(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.
(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.

PC11 - Roadway Surface Conditions

FORMAT: 2 numeric
SAS NAME: Vehicle.VSurCond
ELEMENT VALUES:

Codes	Attributes
00	Non-Trafficway or Driveway Access
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

Definition: This element identifies the value indicated in the case materials which best represents the roadway surface condition prior to this vehicle's critical precrash event.

Remarks: 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 or Driveway Access) is used when this vehicle is entering a trafficway but was not on a trafficway prior to its critical precrash event or when the vehicle was in a driveway access 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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **08 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **98 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used when police indicate unknown.

Consistency Checks:

Check	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, 12.
(A1C0)	ROADWAY SURFACE CONDITIONS equals 01,	DRIVER'S VISION OBSCURED BY should not equal 08.
(A510)	any ATMOSPHERIC CONDITIONS equals 02-04, 11, 12,	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.

PC12 - Traffic Control Device

FORMAT: 2 numeric
SAS NAME: Vehicle.VTrafCon
ELEMENT VALUES:

Codes	Attributes
00	No Controls

Traffic Signals

Codes	Attributes
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
07	Lane Use Control Signal
08	Other Highway Traffic Signal
09	Unknown Highway Traffic Signal
04	Flashing Traffic Control Signal

Regulatory Signs

Codes	Attributes
20	Stop Sign
21	Yield Sign
28	Other Regulatory Sign
29	Unknown Regulatory Sign
23	School Zone Sign/Device

Other Signs and Signals

Codes	Attributes
40	Warning Sign
65	Railway Crossing Device
50	Person
98	Other

Not Reported and Unknown

Codes	Attributes
97	Not Reported
99	Unknown

Definition: This element identifies the ***sign or signal*** 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.

Remarks: 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.

***MUTCD* Notes:**

- ***Traffic calming devices:***
  - ***Although some highway design features, such as curbs, median barriers, guardrails, speed humps or tables, and textured pavement, have a significant impact on traffic operations and safety, they are not considered to be traffic control devices and provisions regarding their design and use are generally not included.***
- ***Pavement markings:***
  - ***While pavement markings are considered Traffic Control Devices in MUTCD, this element should only be used to identify Signs and Signals.***

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.

Traffic Signals

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.

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).

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.

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.

Regulatory Signs

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. This attribute does not include Stop Signs at Rail Grade Crossings. Stop Signs at Rail Grade Crossings are coded **65 (Railway Crossing Device)**.

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. This attribute does not include Yield Signs at Rail Grade Crossings. Yield Signs at Rail Grade Crossings are coded **65 (Railway Crossing Device)**.

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:

- Regulatory Speed Limit signs (black numbers on a white background)
- 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 when 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)**.

Other Signs and Signals

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.
- Advisory Speed signs (often black-on-yellow)

65 (Railway Crossing Device) is used to control or warn vehicular traffic at a railway crossing.

Examples:

- Flashing Lights
- Wigwags
- Bells
- Cross Bucks
- Stop Signs at Rail Grade Crossing
- Yield Signs at Rail Grade Crossings

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.

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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **98 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **97 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

Not Reported and Unknown

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 is NOT considered "**Not Reported**".

Code **97 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used if the investigating officer reported that the traffic control device at the time of crash was not known.

Consistency Checks:

Check	IF	THEN
(4L0P)	any RELATED FACTORS-DRIVER LEVEL equals 39 for this vehicle,	TRAFFIC CONTROL DEVICE should not equal 00 for this vehicle.
(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.
(660Q)	TRAFFIC CONTROL DEVICE does not equal 97,	it is unlikely that DEVICE FUNCTIONING equals 8.
(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)	LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0,	TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, 23, 40, 50, 65.

Check	IF	THEN
(A270)	any VIOLATIONS CHARGED equals 31-35, 37,	TRAFFIC CONTROL DEVICE should equal 01-20, 98.
(A293)	WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 02, 03,	TRAFFIC CONTROL DEVICE should equal 01-03, 20, 40, 97 or 98 for the vehicle(s) involved in the first harmful event.
(A294)	WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 01, 04, 05, 08, 17-19,	TRAFFIC CONTROL DEVICE should equal 00, 21, 28, 40, 50, 97 or 98 for the vehicle(s) involved in the first harmful event.
(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 - CRASH TYPE - PEDESTRIAN equals 730,	TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-03.
(PB09)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE equals 141, 143, 151-158, 217 or 218,	TRAFFIC CONTROL DEVICE for the striking vehicle must not equal 00.
(PB10)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE equals 151, 156, 157, 217 or 218,	TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04.
(PB11)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE equals 143 or 154,	TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04, 20, 21, 28 or 29.
(PB21)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE equals 160,	TRAFFIC CONTROL DEVICE for the striking vehicle should equal 00.

Consistency Check (*CRSS* Only):

Check	IF	THEN
(A930)	INTERSTATE HIGHWAY equals 1, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20,	TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65 for at least one vehicle involved in the first harmful event.

PC13 - Device Functioning

FORMAT: 1 numeric
SAS NAME: Vehicle.VTCONT_F
ELEMENT VALUES:

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

Definition: This element identifies the functionality of the traffic control device recorded for this vehicle in the element Traffic Control Device.

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).

3 (Device Functioning Properly) is used when the traffic control device was functioning as designed at the time of the crash. As a default rule, if the device is listed as present, code **3 (Device Functioning Properly)** unless specified otherwise. For example, the PAR indicates a stop sign is applicable to a vehicle at intersection crash and there is no mention of it functioning improperly, it is assumed the stop sign was functional.

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 is NOT considered "**Not Reported**".

Code **8 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	IF	THEN
(610P)	TRAFFIC CONTROL DEVICE equals 00,	DEVICE FUNCTIONING must equal 0.
(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.
(660Q)	TRAFFIC CONTROL DEVICE does not equal 97,	it is unlikely that DEVICE FUNCTIONING equals 8.

PC14 - Driver's Vision Obscured By

FORMAT: 2 numeric. Select all the apply.
SAS NAME: Vision.MVISOBSC
ELEMENT VALUES:

Codes	Attributes
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

Definition: This data element records impediments to a driver's visual field that were noted in the case materials.

Remarks: 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 materials state 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:

Check	IF	THEN
(1HJF)	DRIVER'S VISION OBSCURED BY equals 95,	DRIVER PRESENCE must equal 0 or 9.
(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.
(PB33)	PEDESTRIAN/BIKE TYPING -BICYCLIST CRASH TYPE equals 156,	DRIVER'S VISION OBSCURED BY for the striking vehicle must not equal 06.

PC15 - Driver Maneuvered to Avoid

FORMAT: 2 numeric. Select all that apply
SAS NAME: Maneuver.MDRMANAV
ELEMENT VALUES:

Codes	Attributes
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

Definition: 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.

Remarks: 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 **contact** motor vehicle in the crash (receives a vehicle form). 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 **non-contact** or phantom vehicle **(does not receive a vehicle form)**. 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 is NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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.

Consistency Checks:

Check	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.
(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 98, 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.
(AZEP)	any DRIVER MANEUVERED TO AVOID equals 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 90-92.
(AZDQ)	DRIVER MANEUVERED TO AVOID equals 04,	NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.

Check	IF	THEN
(B10P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 17, ATTEMPTED AVOIDANCE MANEUVER equals 01,	DRIVER MANEUVERED TO AVOID should equal 00.
(V59Q)	ATTEMPTED AVOIDANCE MANEUVER equals 99,	DRIVER MANEUVERED TO AVOID should equal 00, 98 or 99.

PC16 - Driver Distracted By

FORMAT: 2 numeric. Select all the apply.
SAS NAME: Distract.MDRDSTRD
ELEMENT VALUES:

Codes	Attributes
00	Not Distracted
01	Looked But Did Not See
16	No Driver Present / Unknown if Driver Present
96	Not Reported

Distractions

Codes	Attributes
03	By Other Occupant(s)
04	By a Moving Object in Vehicle
05	While Talking or Listening to Cellular Phone
06	While Manipulating Cellular Phone
07	Adjusting Audio or Climate Controls
09	While Using Other Component/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
17	Distraction/Inattention
18	Distraction/Careless
19	Careless/Inattentive
92	Distraction (Distracted), Details Unknown
93	Inattention (Inattentive), Details Unknown
97	Lost in Thought / Day Dreaming
98	Other Distraction
99	Unknown if Distracted

Definition: This element identifies 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. Distraction from the primary task of driving occurs when drivers divert their attention from the driving task to some other activity. Also, driving while daydreaming or lost in thought is identified as distracted driving by NHTSA. Physical conditions/impairments (fatigue, alcohol, medical condition, etc.) or psychological states (anger, emotional, depressed, etc.) are not identified as distractions by NHTSA.

Analytical Note: The attributes in this element are presented to provide selections that most unambiguously match what can be encountered in various presentations on state crash report forms. They are not all considered "distractions" as defined by NHTSA. Data in the public output files for Driver Distracted By will not be presented exactly as displayed in this element's attribute listing.

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.

Driver Distracted By is a "Select all that apply" element. If the element values **00 (Not Distracted)**, **01 (Looked But Did Not See)**, **16 (No Driver Present)**, **17 (Distraction/ Inattention)**, **18 (Distraction/Careless)**, **19 (Careless/Inattentive)**, **92 (Distraction [Distracted], Details Unknown)**, **93 (Inattention [Inattentive], Details Unknown)**, **96 (Not Reported)**, or **99 (Unknown if Distracted)** are selected, then only that one element value may be used.

Witness Statements:
When coding Driver Distracted By, witness statements, including those from vehicle passengers or pedestrians, may be used to provide information when police sources are unavailable. The officer's assessment on the PAR will take precedence over items reported in a witness statement document in all cases. The officer's assessment includes any statements from a witness included by the officer as part of the PAR narrative. In absence of indication on the PAR, information that is in direct contradiction in two witness statements will not be included.

00 (Not Distracted)

- When the case materials indicate that the individual was completely attentive to driving and **01 (Looked But Did Not See)** does not apply.
- 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.

01 (Looked But Did Not See) is used when the driver is paying attention to driving (not distracted), 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 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 distractions apply then the **00 (Not Distracted)** would be used.

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.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

Distractions:

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 e.g., baby/child in back seat, rowdy teenager, argumentative spouse, etc.

04 (By a 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. This attribute includes talking or listening on a "hands-free" or Bluetooth enabled phone.

06 (While Manipulating Cellular Phone) is used when the driver is dialing or text messaging (texting) on a cellular phone. Any manual button/control actuation on the phone qualifies. 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 Component/Controls Integral to Vehicle) is used when the driver is distracted while manipulating a control in the vehicle including adjusting headlamps or interior lights, controlling windows (power or manual), manipulating door locks (power or manual), adjusting side view mirrors (power or manual), adjusting rear view mirror, adjusting seat (power or manual), adjusting steering wheel, adjusting seat belt, on-board navigational devices, etc. (original 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, music portable CD player, headphones, a navigational device, laptop or tablet PC, etc. This attribute is also used when it cannot 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 and use attribute **10 (While Using or Reaching for Device/Object 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, a previous crash, or non-traffic related signs (e.g., advertisements, electronic billboards, etc.) 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 a cigarette, putting 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.

17 (Distraction/Inattention) is used **exclusively** when "Distraction/Inattention" or "Inattention/Distraction" are noted in the case materials as one combined attribute and it cannot be determined which Driver Distracted By attribute is intended, **92 (Distraction [Distracted], Details Unknown)** or **93 (Inattention [Inattentive], Details Unknown)**.

18 (Distraction/Careless) is used **exclusively** when "Distraction/Careless" or "Careless/Distraction" are noted in the case materials as one combined attribute and it cannot be determined which Driver Distracted By attribute applies.

19 (Careless/Inattentive) is used **exclusively** when "Careless/Inattentive" or "Inattentive/ Careless" are noted in the case materials as one combined attribute and it cannot be determined which Driver Distracted By attribute applies.

92 (Distraction [Distracted], Details Unknown) is used when "distraction" or "distracted" are noted in the case materials, but specific distraction(s) cannot be identified. For non-specific "inattention" see attribute **93 (Inattention [Inattentive], Details Unknown)**.

93 (Inattention [Inattentive], Details Unknown) is used when "inattention" or "inattentive" are noted in the case materials, but it cannot be identified if this refers to a distraction(s).

97 (Lost in Thought / Day Dreaming) is used when the driver is not completely attentive to driving because he/she is thinking about items other than the driving task. For non-specific "distraction" see element value **92 (Distraction [Distracted], Details Unknown)**. For non-specific "inattention" see element value **93 (Inattention [Inattentive], 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 indicate unknown. Also use this response when hit-and-run drivers are involved, unless the case material provides information about driver distraction/inattention.

Consistency Checks:

Check	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 17 or 18 or 19 or 92 or 93 or 96 or 99,	only that one code and no other must be used.

PC17 - Pre-Event Movement (Prior to Recognition of Critical Event)

FORMAT: 2 numeric
SAS NAME: Vehicle.P_Crash1
ELEMENT VALUES:

Codes	Attributes
00	No Driver Present/Unknown if Driver Present
01	Going Straight
02	Decelerating in Road
03	Accelerating in Road
04	Starting in Road
05	Stopped in Roadway
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

Definition: This element identifies 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.

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/Unknown if 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 without any attempted or intended changes. The coding of this attribute is not always dependent on the roadway alignment.

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. **03 (Accelerating in Road)** must be explicitly stated by officer.

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 Roadway) is used when this vehicle was stopped momentarily, with the motor running within the roadway 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. **Note:** This attribute is not used in rear-end collisions. (See Tables - Precrash Event Scenarios for Different Rear-End Situations.)

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. This attribute includes vehicles that were previously stopped/parked on the shoulder, roadside, median, etc. For vehicles backing from a driveway use attribute **13 (Backing Up [Other Than for Parking Position])**.

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). This attribute includes vehicles that are stopping/parking on the shoulder, roadside, median, etc. For vehicle backing into a driveway use **13 (Backing Up [Other Than for Parking Position])**.

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). Excludes situations where the vehicle was leaving a parking position.

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). Excludes situations where the vehicle was leaving a parking position.

12 (Making a U-Turn) is used when this vehicle was moving forward making a U-turn on the trafficway. Excludes situations where the vehicle was leaving a parking position.

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 or out of a parking space. (See **09 (Entering a Parking Position)** or **08 (Leaving A Parking Position)** respectively.) Vehicles backing into or from a driveway are included in this attribute.

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. 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. Please include a specific reason for this 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:

Check	IF	THEN
(3B4P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10,	CRASH TYPE must not equal 44-69, 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 RECOGNITION OF CRITICAL EVENT) must not equal 01.
(3BFP)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 08 or 09,	CRASH TYPE must not equal 46 or 47.
(3BGP)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	DRIVER PRESENCE must equal 0 or 9.
(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,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 07, 09 or 12.
(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.

Check	IF	THEN
(3C70)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13,	CRASH TYPE should equal 92 or 98.
(3C80)	CRASH TYPE equals 47,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 06, 08 or 11.
(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) equals 10 or 11 for neither 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, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 or 11 for neither one of the vehicles involved in the first harmful event,	CRASH TYPE should equal 64-67, 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 RELATION TO TRAFFICWAY equals 01, 02, 07, 11, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to 00, 13 for the vehicle involved in the first harmful event,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(AZ20)	UNIT TYPE equals 1, and DRIVER PRESENCE equals 0 or 9,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF 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.

Check	IF	THEN
(AZ60)	PRE-IMPACT STABILITY equals 0,	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.
(B10P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 17, and ATTEMPTED AVOIDANCE MANEUVER 01,	DRIVER MANEUVERED TO AVOID should equal 00.
(PB17)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLE equals 610,	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 - CRASH TYPE - BICYCLE 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 - CRASH TYPE - BICYCLE 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 - CRASH TYPE - BICYCLE 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.

Check	IF	THEN
(PB45)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLE 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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN should equal 460, 510, 781, 782, 791, 792, 794, 795, or 799.
(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 - CRASH TYPE - BICYCLE should equal 610.
(PB56)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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.
(PBA0)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 111, 211, 212, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11.
(PBA1)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 112, 151, 213, 214, 217 or 218, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10.
(V535)	ATTEMPTED AVOIDANCE MANEUVER equals 00,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.

Check	IF	THEN
(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.

PC18 - Critical Event – Precrash (Category)

FORMAT: 1 numeric
SAS NAME: none
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the category of the event that was critical to this vehicle being involved in the crash.

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)**).

If you do not know from available sources which driver had the right-of-way at a controlled or uncontrolled intersection, follow the guidelines under Precrash General Rule #6.

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. ***(See Precrash General Rule #5 for additional guidance.)***

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.

Consistency Check:

Check	Language
(FP6F)	UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (CATEGORY) equals blank, case status is flawed.

PC19 - Critical Event – Precrash (Event)

FORMAT: 2 numeric
SAS NAME: Vehicle.P_Crash2
ELEMENT VALUES:

THIS VEHICLE LOSS OF CONTROL DUE TO:

Codes	Attributes
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

Codes	Attributes
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***
16	***Turning Right***
17	Crossing Over (Passing Through) ***Junction***
18	This Vehicle Decelerating
19	Unknown Travel Direction
20	***Backing***
21	***Making a U-Turn***

OTHER MOTOR VEHICLE IN LANE

Codes	Attributes
50	Other Vehicle Stopped
51	Traveling in Same Direction with Lower 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

Codes	Attributes
60	From Adjacent Lane (Same Direction) Over Left Lane Line
61	From Adjacent Lane (Same Direction) Over Right Lane Line

Codes	Attributes
62	From Opposite Direction Over Left Lane Line
63	From Opposite Direction Over Right Lane Line
64	From Parking Lane***/Shoulder***, Median***/Crossover***, 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

Codes	Attributes
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

Codes	Attributes
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:)

Codes	Attributes
98	Other Critical Precrash Event (Specify:)

UNKNOWN:

Codes	Attributes
99	Unknown

Definition: This element identifies the critical event which made the crash imminent (i.e., something occurred which made the collision possible).

Remarks:
The selection of the Critical Precrash Category will determine what Critical Precrash Events are available to select.

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". (Precrash General Rule #3)***

***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. Please include a **specific** reason for this selection.

Responsive actions to this situation, if any, are coded under Attempted Avoidance Maneuver.

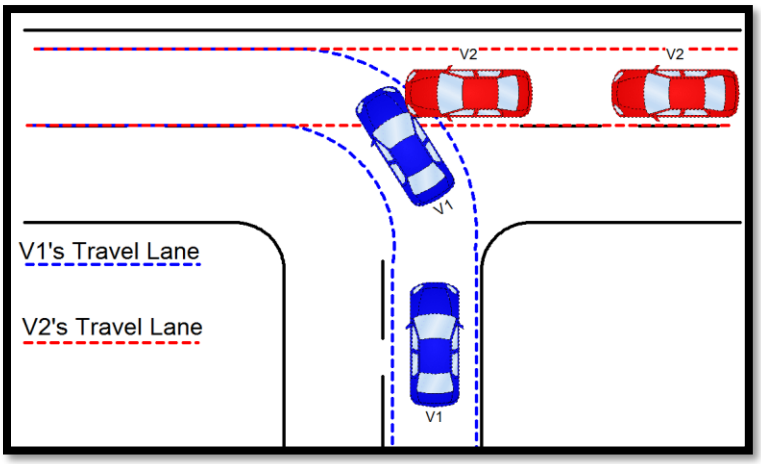
A Critical Precrash Event is coded for each vehicle and identifies the circumstances leading to this vehicle's first impact in the crash.

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.

The mere presence of a traffic control signal/sign typically does not make the situation critical when determining Critical Precrash Event. (See example under Precrash General Rule #2)

When selecting events within the categories of **THIS VEHICLE TRAVELING** and **OTHER MOTOR VEHICLE ENCROACHING INTO LANE** for Critical Events occurring in intersections, a vehicle's "travel lane" extends through the intersection area even if no lane line markings are present within the intersection. For example, for a vehicle that is turning left, its original travel lane extends through the intersection to the lane into which it is turning. (See **Figure 24** below).

Figure 24: Diagram of a Vehicle Turning Left and its Extended Travel Lane



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 struck by the ricocheting vehicle is in the category of either: Other Motor Vehicle In Lane or Other Motor Vehicle Encroaching Into Lane. (Precrash General Rule #9)

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 ***suddenly*** occurred to this vehicle which leads to the critical reason for the collision. The abnormality must not be disabling damage. ***For bald tires, see 06 (Traveling Too Fast for Conditions).*** (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 suddenly encountered environmental conditions of the roadway ***and not ongoing situations***. 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 ***and speed were not appropriate*** relative to its surroundings in which the subsequent loss of control lead to the collision. ***This attribute applies when the loss of control is due to a vehicle traveling at a speed that was unsafe for the road configuration or conditions, and has no bearing on the speed limit. The officer does not necessarily have to indicate that speed was a factor in the crash, and therefore this attribute is independent of D22 Speeding Related. This attribute may also be used in situations where there are no adverse weather and/or road surface conditions.***

Examples include:

- ***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.***
- ***The vehicle loses control (hydroplanes) on a wet roadway (can be due to bald tires).***

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. If control is lost due to driver illness such as heart attacks, diabetic comas, etc., then Critical Event - Precrash (Event) should be coded as **08 (Other cause of control loss [specify:])**. This attribute should not be used for drivers who are impaired by alcohol and/or drugs unless the driver's CONDITION (IMPAIRMENT) AT TIME OF CRASH equals **01 (Ill, Blackout)**. (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***, shoulder, or designated bike lane***. 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***, shoulder, or designated bike lane***. 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 **11 (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*) is used when this vehicle attempts a left turn ***to or*** from its roadway ***or driveway*** to another roadway or driveway.

16 (Turning *Right*) is used when this vehicle attempts a right turn ***to or*** from its roadway ***or driveway*** to another roadway or driveway.

17 (Crossing Over (Passing Through) *Junction*) identifies this vehicle's travel as proceeding through the ***junction*** 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.

20 (Backing) is used when this vehicle was backing in a travel lane or backing into the roadway from a driveway, shoulder, or parking lane.

21 (Making a U-Turn) is used when this vehicle attempts to make a U-Turn. When it cannot be determined if the vehicle is making a left or a U-Turn, default to left turn.

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. **Note:** For Rear-End collision situations involving three vehicles see tables Precrash Event Scenarios for Different Rear-End Collision Situations.

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. Deceleration can include intentional deceleration by braking or unintended deceleration caused by a prior event (e.g. tire blowout, prior collision).

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.

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. (Precrash General Rule #7)

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*/Shoulder*, Median*/Crossover*, 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. These selections include situations where a vehicle was exiting a driveway. A pedalcyclist is defined as a person riding a pedal powered conveyance (e.g., bicycle, tricycle, etc.). Other non-motorists include persons on personal conveyances (e.g., baby carriage, skate board, roller blades, motorized wheelchair, etc.) and any person riding on an animal or in an animal-drawn conveyance (e.g., on horseback, in a horse-drawn carriage, etc.).

80 (Pedestrian in Road) is used when a pedestrian was present (e.g., sitting, standing, walking, or running, etc.) in the road. For people not on foot (e.g. person on a skateboard or in a motorized wheelchair), use **83 (Pedalcyclist or Other Non-Motorist in 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) is selected when a pedalcyclist or other non-motorist was present in the road (irrespective of relative motion).

84 (Pedalcyclist or Other Non-Motorist Approaching Road) 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.

85 (Pedalcyclist or Other Non-Motorist Unknown Location) 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.

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). ***"Fixed" objects (e.g., trees, poles, fire hydrants, etc.) cannot be in the roadway. (Precrash General Rule #8)***

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.

Treat trains as "objects not fixed".

For example, a simple single CCE involving a train (car hits train or train hits car in crossing):

- If driver recognized impending danger of approaching train and tried to avoid - **91 (Object Approaching Road)**
- If driver recognized impending danger of train in his path or didn't and hits the train in the crossing - **90 (Object in Road)**
- If there is doubt/unclear circumstances - **98 (Other Critical Precrash Event [specify:])**

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".

Examples include:

- ***The first harmful event for this vehicle is a non-collision harmful event.***
- the vehicle is a driverless motor vehicle in-transport.
- a MVIT that becomes a contact vehicle by being struck by a "load" from another MVIT
- the vehicle was disabled in a previous crash
- an in-transport vehicle strikes or is struck by the door of a parked motor vehicle that is opened into the travel lane or some portion of the equipment of the parked motor vehicle (excluding the primary outline), e.g., extended mirrors used when hauling a camper or trailer. **NOTE:** This should not be used for **loads** of vehicles extending into the travel lane, e.g., attached trailers or oversized cargo. In these cases, the vehicle is **in-transport** and not parked.
- Unintentional Rolling Backward
- Height Clearance
- Mechanical problem with no control loss (e.g., stopped in the roadway with a stalled engine or broken axle, etc.).
- Vehicle stuck or stranded on the track and is struck by a train
- This Vehicle is backing into a driveway/parking stall

(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:

Check	IF	THEN
(3B8P)	***CRITICAL EVENT – PRECRASH (EVENT) equals 20,***	***CRASH TYPE for this vehicle should equal 92.***
(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.
(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)	FIRST HARMFUL EVENT does not equal 02-07, 16, 44, 51, 72, and CRITICAL EVENT – PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14 for the vehicle involved in the first harmful event.
(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.
(AZCP)	any DRIVER MANEUVERED TO AVOID equals 05,	CRITICAL EVENT – PRECRASH (EVENT) should equal 80-85.
(AZEP)	any DRIVER MANEUVERED TO AVOID equals 01,	CRITICAL EVENT – PRECRASH (EVENT) should equal 90-92.
(A41A)	FIRST HARMFUL EVENT equals 02, 04, 07, 16, 44 or 54,	CRITICAL EVENT - PRECRASH (EVENT) should equal 98 for the vehicles involved in the FIRST HARMFUL EVENT.
(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.

Check	IF	THEN
(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.
(B17P)	CONDITION (IMPAIRMENT) AT TIME OF CRASH equals 09 for this driver,	CRITICAL EVENT: PRECRASH (EVENT) should not equal 08 for this driver's vehicle.
(BZ10)	CRITICAL EVENT – PRECRASH (EVENT) equals 53,	AREAS OF IMPACT-INITIAL CONTACT POINT should not equal 12 for this vehicle.
(BZ20)	CRITICAL EVENT – PRECRASH (EVENT) equals 51, 52,	AREAS OF IMPACT-INITIAL CONTACT POINT should not equal 06 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, and PRE-IMPACT LOCATION is not equal to 5,	at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.
(BZ60)	CRITICAL EVENT - PRECRASH (EVENT) equals 13, and PRE-IMPACT LOCATION is not equal to 5,	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 71 for this vehicle.
(FP7F)	UNIT TYPE equals 1, and CRITICAL EVENT – PRECRASH (EVENT) equals blank, case status is flawed.	--
(U682)	UNLIKELY: CRITICAL EVENT: PRECRASH (EVENT) equals 08 for this vehicle and CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) does not equal 01 for this vehicle’s driver.	--

PC20 - Attempted Avoidance Maneuver

FORMAT: 2 numeric
SAS NAME: Vehicle.P_Crash3
ELEMENT VALUES:

Codes	Attributes
00	No Driver Present / Unknown if Driver Present
01	No Avoidance Maneuver
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
15	***Braking and Unknown Steering Direction***
16	***Braking***
98	Other actions (specify:)
99	Unknown***/Not Reported***

Definition: This element identifies movements/actions taken by the driver, within a critical crash envelope, in response to a Critical Precrash Event.

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***).

Witness Statements:
When coding Attempted Avoidance Maneuver, witness statements, including those from vehicle passengers or pedestrians, may be used to provide information when police sources are unavailable. The officer's assessment on the PAR will take precedent over items reported in a witness statement document in all cases. The officer's assessment includes any statements from a witness included by the officer as part of the PAR narrative. In absence of indication on the PAR, information that is in direct contradiction in two witness statements will not be included.

00 (No Driver Present/Unknown if 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, i.e., the case materials indicate that there was no realization of danger or realization without time/ability to react or there is some indication on a field or within the narrative statements (supported by the diagram if present) that identifies no avoidance maneuver was attempted. Note: This attribute should not be assessed solely by the diagram.

16 (Braking) is used when there is indication that the brakes were applied.

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. Please include a specific reason for this selection.

99 (Unknown*/Not Reported*) is used when:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials); or
2. a field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials); or
3. police indicate unknown.

Note: If a state's crash report manual instructs to leave data blocks blank when there is no avoidance maneuver, then a blank in those data blocks are NOT considered **99 (Unknown*/Not Reported*)**.

Consistency Checks:

Check	IF	THEN
(3BDP)	CRASH TYPE equals 46, 47, and ATTEMPTED AVOIDANCE MANEUVER equals 01 or 99,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must not equal 01.
(3BEP)	CRASH TYPE equals 01 or 06, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	PRE-IMPACT STABILITY should not equal 2-5 or 7.
(3BHP)	ATTEMPTED AVOIDANCE MANEUVER does not equal ***05***-12, ***15, 16,*** 98,	PRE-IMPACT STABILITY ***must*** not equal 7.
(3C40)	CRASH TYPE equals 46,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 07, 09 or 12.
(3C80)	CRASH TYPE equals 47,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 06, 08 or 11.

Check	IF	THEN
(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.
(AZ2P)	FIRST HARMFUL EVENT does not equal 02-07, 16, 44, 51, 72, and CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14 for the vehicle involved in the first harmful event.
(AZ30)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(B10P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 17, ATTEMPTED AVOIDANCE MANEUVER equals 01,	DRIVER MANEUVERED TO AVOID should equal 00.
(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.
(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.
(V59Q)	ATTEMPTED AVOIDANCE MANEUVER equals 99,	DRIVER MANEUVERED TO AVOID should equal 00, 98 or 99.
(VH10)	PRE-IMPACT LOCATION equals 0,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(VH20)	ATTEMPTED AVOIDANCE MANEUVER equals 00,	PRE-IMPACT LOCATION must equal 0.

PC21 - Pre-Impact Stability

FORMAT: 1 numeric
SAS NAME: Vehicle.PCrash4
ELEMENT VALUES:

Codes	Attributes
0	No Driver Present / Unknown if Driver Present
1	Tracking
2	Skidding Longitudinally Rotation Less Than 30 Degrees
3	Skidding Laterally Clockwise Rotation
4	Skidding Laterally Counter-Clockwise Rotation
5	Skidding Laterally, Rotation Direction Unknown
7	Other Vehicle Loss-of-Control (Specify:)
9	Precrash Stability Unknown

Definition: This element assesses the stability of the vehicle **after** the critical event, but **before** the impact.

Remarks: 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/Unknown if 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. ***Only if the case materials include enough detail to determine all of the items from Precreash General Rule #10, code 1 (Tracking) can be applied.***

Even when the officer does not specifically mention "skidding" or "braking", narrative statements such as "the vehicle began to rotate", "the back end slid out", "the vehicle was sliding", etc., are valid for selecting attributes 2-5.

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. Also use this attribute when there is indication in the case materials that the vehicle was not tracking (e.g., sliding) but tire marks are not present, (e.g., wet, ice, snow covered, etc.).

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 (e.g., steers right), but the vehicle rotates clockwise.

4 (Skidding Laterally Counter-Clockwise 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 (e.g., swerves left), but the vehicle rotates counter-clockwise.

5 (Skidding Laterally, Rotation Direction Unknown) is used when the vehicle rotates 30 degrees or more but it cannot be determined from the case materials whether it was clockwise or counter-clockwise rotation.

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. Please include a specific reason for this selection.

9 (Precrash Stability Unknown) is selected when the stability of the vehicle, after the Critical Event, cannot be determined. ***If the case materials do not include a diagram or the diagram and/or narrative lack enough edtail to determine precrash stability, code as 9 (Precrash Stability Unknown).***

Consistency Checks:

Check	IF	THEN
(3BEP)	CRASH TYPE equals 01 or 06, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	PRE-IMPACT STABILITY should not equal 2-5 or 7.
(3BHP)	ATTEMPTED AVOIDANCE MANEUVER does not equal ***05***-12, ***15, 16,*** 98,	PRE-IMPACT STABILITY ***must*** not equal 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 0,	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 or 9.

PC22 - Pre-Impact Location

FORMAT: 1 numeric
SAS NAME: Vehicle.PCrash5
ELEMENT VALUES:

Codes	Attributes
0	No Driver Present / Unknown if 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

Definition: This element assesses the location of the vehicle after the critical event, ***and immediately*** before the ***First Harmful Event for this vehicle***.

Remarks: When determining Pre-Impact Location for crashes occurring in intersections, a vehicle's "travel lane" extends through the intersection area even if no lane line markings are present within the intersection. For example, for a vehicle that is turning left, its original travel lane extends through the intersection to the lane into which it is turning.

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/Unknown if 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:

Check	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.
(BZ50)	CRITICAL EVENT - PRECRASH (EVENT) equals 12, and PRE-IMPACT LOCATION is not equal to 5,	at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.
(BZ60)	CRITICAL EVENT - PRECRASH (EVENT) equals 13, and PRE-IMPACT LOCATION is not equal to 5,	at least one SEQUENCE OF EVENTS must equal 63 for this vehicle.
(BZ90)	CRASH TYPE equals 01-05, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5,	at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.
(BZ91)	CRASH TYPE equals 06-10, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5,	at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 64.
(PC20)	RELATION TO TRAFFICWAY equals 02-08 or 10,	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, and RELATION TO JUNCTION (b) does not equal 04,05,	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 or 9.
(VH10)	PRE-IMPACT LOCATION equals 0,	ATTEMPTED AVOIDANCE MANEUVER must equal 00.
(VH20)	ATTEMPTED AVOIDANCE MANEUVER equals 00,	PRE-IMPACT LOCATION must equal 0.

PC23 - Crash Type

FORMAT: 2 numeric
SAS NAME: Vehicle.Acc_Type
ELEMENT VALUES:

As assigned by the selection on the next screens

Codes	Attributes
00	No Impact
01-93	Crash Types
98	Other Crash Type
99	Unknown

Definition: This element describes the type of crash this in-transport vehicle was involved in based on the First Harmful Event and the precrash circumstances.

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 **not** defined as a harmful event.

Please see The following crash types require clarification for guidance on a few specific crash types.

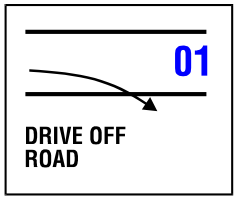
Crash Type Table

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	71 70 73 72 Initial Same Directions	(EACH - 74) SPECIFICS OTHER	(EACH - 75) SPECIFICS UNKNOWN		
	K Turn Into Path	76 77 78 79 Turn Into Same Direction	80 81 82 83 Turn Into Opposite Direction	(EACH - 84) SPECIFICS OTHER	(EACH - 85) SPECIFICS UNKNOWN		
V Intersect Paths	L Straight Paths	86 Striking from the Right 87 Struck on the Right	88 Striking from the Left 89 Struck on 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

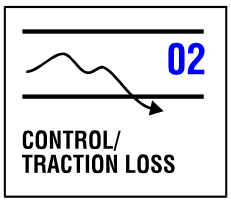
Configuration A. Right Roadside Departure

The vehicle departed the right side of the road with the first harmful event occurring off the road.



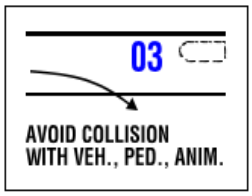
01 Right Roadside Departure: Drive Off Road

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.)



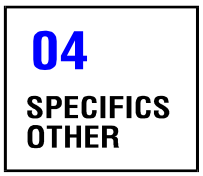
02 Right Roadside Departure: Control/Traction Loss

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**. If the control/traction loss occurs as a result of an avoidance of something in the road, see remarks for CRASH TYPE **03 (Right Roadside Departure: Avoid Collision with Vehicle, Pedestrian, Animal)** and **04 (Right Roadside Departure: Specifics Other)** to establish which attribute applies.



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.



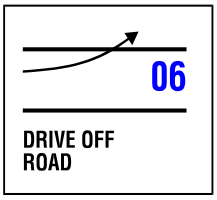
04 Right Roadside Departure: Specifics Other

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

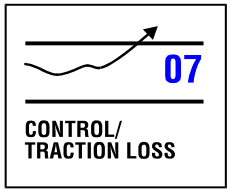
Use **Right Roadside Departure: Specifics Unknown** if the vehicle departed the right side of the road for unknown reasons.

Configuration B. Left Roadside Departure



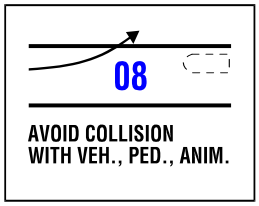
06 Left Roadside Departure: Drive Off Road

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**. If the control/traction loss occurs as a result of an avoidance of something in the road, see remarks for CRASH TYPE **08 (Left Roadside Departure: Avoid Collision with Vehicle, Pedestrian, Animal)** and **09 (Left Roadside Departure: Specifics Other)** to establish which attribute applies



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

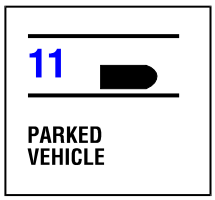
Use **Left Roadside Departure: Specifics Other** if the vehicle departed the road to avoid something on the road other than a vehicle, pedestrian or animal. Also, use "Specifics Other" for crashes involving a driverless in-transport vehicle.

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.

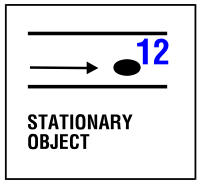
Configuration C. Forward Impact

The vehicle struck an object on the road or off the end of a trafficway while moving forward.



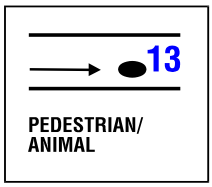
11 Forward Impact: Parked Vehicle

Use **Forward Impact: Parked Vehicle** if the crash involves impact with a parked vehicle on either side of the road. For cases involving a parked vehicle opening a door into moving traffic or extended mirrors into the travel lane use **15 (Forward Impact: Specifics Other)**.



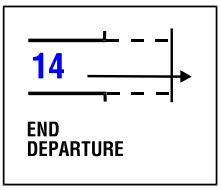
12 Forward Impact: Stationary Object

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. However, if a vehicle is backing up when it contacts a non-motorist select **CRASH TYPE 92 (Backing, Etc.: Backing Vehicle)**.



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. Use this attribute for cases involving a parked vehicle opening a door into moving traffic or extended mirrors into the travel lane.

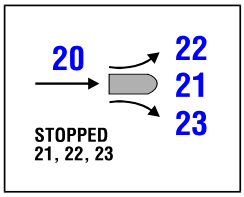
16 Forward Impact: Specifics Unknown

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

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

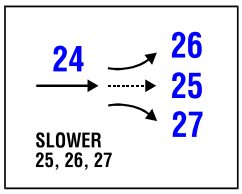
Use **Rear-End: Stopped, Straight** for a rear-impacted vehicle that was stopped in the trafficway, and was intending to proceed straight ahead.

22 Rear-End: Stopped, Left

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

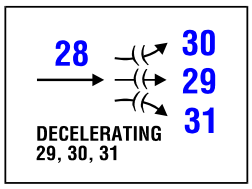
Use **Rear-End: Slower, Going Straight** for a rear-impacted vehicle that was going slower than the other vehicle while proceeding straight ahead.

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)

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

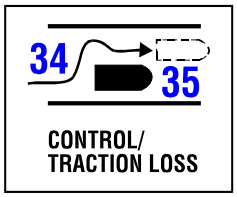
Use **Rear-End: Specifics Other** for rear-end collisions which cannot be described in “20-31.” Enter “Specifics Other” for crashes involving a driverless in-transport vehicle.

33 Rear-End: Specifics Unknown

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.

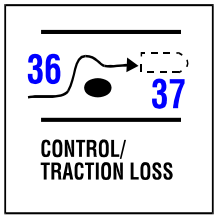


34 Forward Impact: Control/Traction Loss

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.

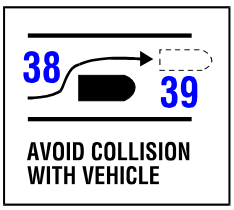


36 Forward Impact: Control/Traction Loss

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.

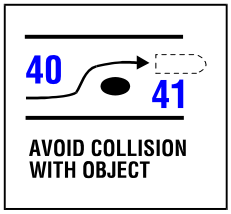


38 Forward Impact: Avoid Collision with Vehicle

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.

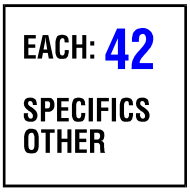


40 Forward Impact: Avoid Collision with Object

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.

EACH: 43

SPECIFICS UNKNOWN

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 **47 (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:

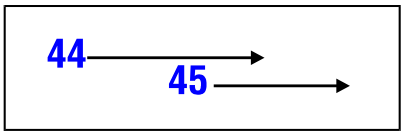
1. neither vehicle (**Sideswipe/Angle, straight ahead on left** and **Sideswipe/Angle, straight ahead on left/right**) intended to change its lane;
2. the vehicle on the left (**Sideswipe/Angle, changing lanes to the right**) was changing lanes to the right, and the vehicle on the right (**Sideswipe/Angle, 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.

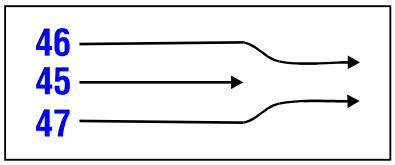
In addition, when:

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.

EACH: **48**

SPECIFICS OTHER

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.

EACH: **49**

SPECIFICS UNKNOWN

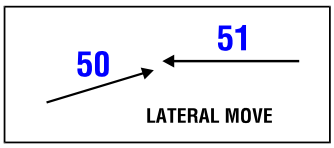
49 Sideswipe/Angle: Specifics Unknown

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 **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)

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

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.

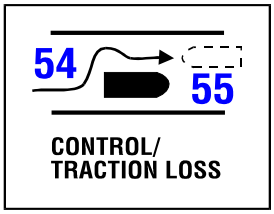
Enter “Specifics Other” for crashes involving a driverless in-transport vehicle.

53 Head-On: Specifics Unknown

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.

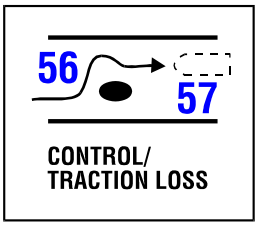


54 Forward Impact: Control/Traction Loss

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.

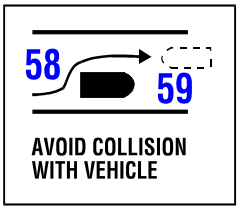


56 Forward Impact: Control/Traction Loss

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.

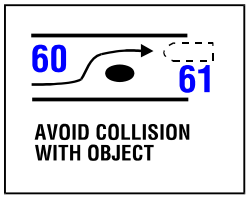


58 Forward Impact: Avoid Collision with Vehicle

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."

EACH: **63**

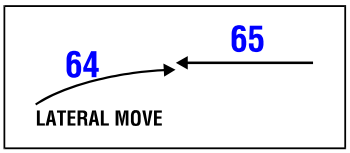
SPECIFICS UNKNOWN

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.

EACH: **66**

SPECIFICS OTHER

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)**.

EACH: **67**

SPECIFICS UNKNOWN

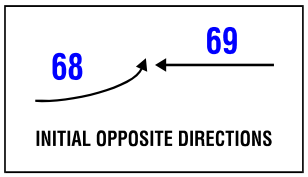
67 Sideswipe/Angle: Specifics Unknown

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, a driveway or parking lot 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)

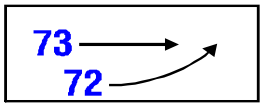
Use **Turn Across Path: Initial Opposite Directions (Going Straight)** for a vehicle involved in a collision in which another vehicle (**Turn Across Path: Initial Opposite Directions [Left/Right]**) across its Path, and in which the vehicles were initially traveling in opposite directions.

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

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.

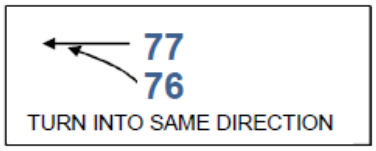
75 Turn Across Path: Specifics Unknown

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. For the purposes of Crash Typing, “trafficway” as used here includes a driveway or parking lot.

Note: the focus of this configuration is on the turning maneuver from one trafficway to another and not on the vehicles' plane of contact.

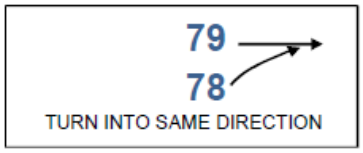


76 Turn into Same Direction (Turning Left)

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)

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.

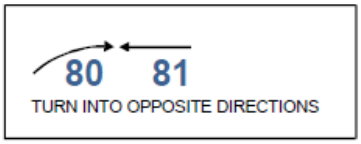


78 Turn into Same Direction (Turning Right)

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 (**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.

EACH: **84**

SPECIFICS OTHER

84 Turn into Path: Specifics Other

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.

EACH: **85**

SPECIFICS UNKNOWN

85 Turn into Path: Specifics Unknown

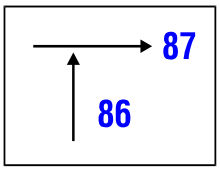
Use **Turn into Path: Specifics Unknown** when the PAR indicates one vehicle turned into another's path, causing a collision, but no further classification is possible.

Category V. Intersecting Paths

(Vehicle Damage)

Configuration L. Straight Paths

The two vehicles were proceeding (or attempting to proceed) straight ahead.

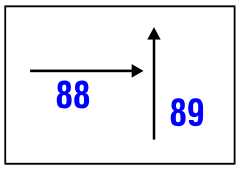


86 Straight Paths: Striking from the Right

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.

87 Straight Paths: Struck on the Right

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.



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

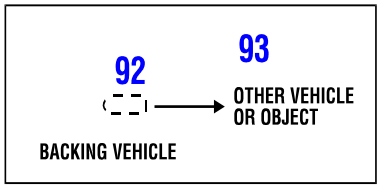
Use **Straight Paths: Specifics Unknown** when the PAR indicates two vehicles, both going straight, collided when their paths intersected, but no further classification is possible.

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.

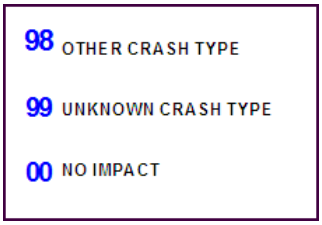


92 Backing, Etc.: Backing Vehicle

Use **Backing, Etc.: Backing Vehicle** for a backing vehicle which was involved with another vehicle object or non-motorist. If both vehicles were backing, then code 92 for both vehicles. If the vehicle was driverless and rolling backwards use **98 (Other Crash Type)**.

93 Backing, Etc.: Other Vehicle

Use **Backing, Etc.: Other Vehicle** for the in-transport vehicle that was involved with the backing vehicle (code 92). Attribute 93 can only apply when there are two motor vehicles in-transport.



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 **98 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 **98 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 (Left/Right) 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.

Turn into Opposite Direction (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.

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:

Check	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 CONTACT POINT 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 CONTACT POINT must equal 6 for this vehicle.
(3B4P)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10,	CRASH TYPE must not equal 44-69, 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 CONTACT POINT must equal 01-05, 81-83 for this vehicle.
(3B7P)	CRASH TYPE equals 89,	AREAS OF IMPACT-INITIAL CONTACT POINT must equal 07-11, 61-63 for this vehicle.
(3B8P)	***CRITICAL EVENT – PRECRASH (EVENT) equals 20,***	***CRASH TYPE for this vehicle should equal 92.***
(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, 93 or 98.
(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 RECOGNITION OF CRITICAL EVENT) must not equal 01.
(3BEP)	CRASH TYPE equals 01 or 06, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	PRE-IMPACT STABILITY should not equal 2-5 or 7.
(3BFP)	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 08 or 09,	CRASH TYPE must not equal 46 or 47.
(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,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 07, 09 or 12.

Check	IF	THEN
(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.
(3C80)	CRASH TYPE equals 47,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 06, 08 or 11.
(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.
(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.
(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.
(42BP)	there is only one vehicle involved in the First Harmful Event where UNIT TYPE equals 1,	the number of vehicles where CRASH TYPE is coded 00, 1-16, 92, 93 or 99 (excluding from the vehicles being counted, those where CRASH TYPE equals 98) must not equal 0 or be greater than 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, 19.
(9BAP)	MANNER OF COLLISION equals 07, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 or 11 for neither 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.

Check	IF	THEN
(9BCP)	MANNER OF COLLISION equals 08, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 or 11 for neither one of the vehicles involved in the first harmful event,	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.
(A4B0)	CRASH TYPE equals 01-10 or 14,	RELATION TO TRAFFICWAY must not equal 01, 02, 07 or 11. If the first harmful event occurs on a different road than the road it departed, see 98 (Other Crash Type).
(A4B2)	CRASH TYPE equals 11,	RELATION TO TRAFFICWAY must not equal 01, 03, 04, 05, 08, 10 or 11.
(A4B3)	CRASH TYPE equals 12 or 13,	RELATION TO TRAFFICWAY must not equal 03, 05, 08 or 10.
(A4B4)	CRASH TYPE equals 12 or 13,	RELATION TO TRAFFICWAY should not equal 4 unless the First Harmful Event occurs in a bicycle lane.
(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.
(A4EP)	CRASH TYPE equals 11,	FIRST HARMFUL EVENT must equal 14.
(A60F)	FIRST HARMFUL EVENT equals 14,	CRASH TYPE must equal 01-11, 14, 15, 92, 98, 99.
(A61F)	FIRST HARMFUL EVENT equals 08, 09, 11, 15, 49, and RELATION TO TRAFFICWAY equals 01, 02, 07, 11, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to 00, 13 for the vehicle involved in the first harmful event,	CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
(A61G)	the FIRST HARMFUL EVENT equals 08, and PERSON TYPE equals 05, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.

Check	IF	THEN
(A61H)	the FIRST HARMFUL EVENT equals 09, and PERSON TYPE equals 06, 07, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61J)	the FIRST HARMFUL EVENT equals 15, and PERSON TYPE equals 08, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61K)	the FIRST HARMFUL EVENT equals 49, and PERSON TYPE equals 04, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A620)	CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 3,	RELATION TO TRAFFICWAY should equal 03.
(A62F)	FIRST HARMFUL EVENT equals 18, 43 or 73, 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.
(A65F)	FIRST HARMFUL EVENT equals 14, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL equals 32 or 89 for an occupant of the parked vehicle involved in the first harmful event,	CRASH TYPE should equal 15, 92 or 98 for the in-transport vehicle involved in the First Harmful Event.
(A66F)	FIRST HARMFUL EVENT equals 14, and CRASH TYPE equals 01-10 or 14,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL must not equal 32 or 89 for any occupant of the parked vehicle involved in the First Harmful Event.
(A67F)	FIRST HARMFUL EVENT equals 14, and CRASH TYPE equals 15,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL should equal 32 or 89 for an occupant of the parked vehicle.
(AZ2P)	FIRST HARMFUL EVENT does not equal 02-07, 16, 44, 51, 72, and CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01,	CRASH TYPE must equal 14 for the vehicle involved in the first harmful event.
(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.

Check	IF	THEN
(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, and ATTEMPTED AVOIDANCE MANEUVER equals 01, and the vehicle is involved in the first harmful event,	CRASH TYPE should equal 12 or 15.
(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, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5,	at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.
(BZ91)	CRASH TYPE equals 06-10, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5,	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.

Person Level (MV Occupant) Data Elements

P1 – State Number – FARS Only
P2 – Consecutive Number – FARS Only
P3 – Vehicle Number – Person Level (MV Occupant)
P4/NM3 – Person Number
P5/NM5 – Age
P6/NM6 – Sex
P7 – Person Type
P8/NM8 – Injury Severity
P9 – Seating Position
P10 – Restraint System/Helmet Use
P11 – Any Indication of Mis-Use of Restraint System/Helmet Use
P12 – Air Bag Deployed
P13 – Ejection
P14 – Ejection Path – FARS Only
P15 – Extrication – FARS Only
P16/NM15 – Police Reported Alcohol Involvement
P17/NM16 – Method of Alcohol Determination by Police – FARS Only
P18/NM17 – Alcohol Test
P19/NM18 – Police Reported Drug Involvement
P20/NM19 – Method of Drug Determination by Police – FARS Only
P21/NM20 – Drug Test
Alphabetical Drug Index
Drugs by Category Type
P22/NM21 – Transported to First Medical Facility by
P23/NM22 – Died at Scene/En Route
P24/NM23 – Death Date
P25/NM24 – Death Time
P26 – Related Factors – Person (MV Occupant) Level

P3 - Vehicle Number – Person Level (MV Occupant)

FORMAT: 3 numeric
SAS NAME: Vehicle.VEH_NO; Person.VEH_NO; Parkwork.VEH_NO
ELEMENT VALUES:

- 001-999

Definition: This element identifies the vehicle number associated with this motor vehicle occupant.

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).

Persons ejected or who fall from a motor vehicle in-transport are still considered occupants of that vehicle for the duration of the unstabilized situation.

Consistency Check:

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.

P4/NM3 - Person Number

FORMAT: 3 numeric
SAS NAME: Person.PER_NO
ELEMENT VALUES:

Codes	Attributes
001-999	Assigned Number/ Computer Assigned

Definition: This element identifies a number for the motor vehicle occupant in consecutive order for the vehicle they occupied.

Remarks: Person Number is assigned using the PAR's person number.

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:

Check	Language
(CSI6)	For each VEHICLE NUMBER, PERSON NUMBERS must be consecutive, beginning with 001 and with no gaps.

P5/NM5 - Age

FORMAT: 3 numeric
SAS NAME: Person.Age
ELEMENT VALUES:

Codes	Attributes
--	Blank
000	Less than One Year
001-120	Actual Age*
998	Not Reported
999	Unknown

Definition: This element identifies the person's age, in years, with respect to the person's last birthday.

Remarks: If the case materials do not show the age of injured or uninjured drivers or passengers and there is no other information about age, e.g., in the narrative/diagram, then use **998 (Not Reported)**.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

999 (Unknown) is used if the investigating officer indicates that this occupant's age is unknown.

* Values greater than "094" are unlikely occurrences, and they will raise an error flag.
* Values greater than "120" are not permitted.

FARS SPECIAL INSTRUCTION:
For drivers, verify age with data on Licensing File. Licensing data takes precedence over crash report data.

Consistency Checks:

Check	IF	THEN
(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.
(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.

Check	IF	THEN
(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 998 or 999.
(P180)	PERSON TYPE equals 01, and AGE is less than 009,	BODY TYPE should not equal 90.
(P1A0)	AGE is less than 012, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 0.
(U120)	UNLIKELY: AGE should not be greater than 094, unless equal to 998, 999.	--
(U360)	UNLIKELY: HIT-AND-RUN equals 0 or 9, and AGE equals 999.	--

Consistency Check (FARS Only):

Check	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.

P6/NM6 - Sex

FORMAT: 1 numeric
SAS NAME: Person.Sex
ELEMENT VALUES:

Codes	Attributes
1	Male
2	Female
8	Not Reported
9	Unknown

Definition: This element identifies the sex of the person involved in the crash.

Remarks: If the case materials do not show the sex of injured or uninjured drivers or passengers and there is no other information about sex, e.g., in the narrative/diagram, then use **8 (Not Reported).**

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown) is used if the investigating officer indicates that this occupant's sex is unknown.

Consistency Checks:

Check	IF	THEN
(9L0F)	PERSON TYPE equals 01, and RELATED FACTORS-DRIVER LEVEL equals 12,	SEX must equal 2, and AGE must be greater than 012.
(U340)	UNLIKELY: HIT-AND-RUN equals 0 or 9, and SEX equals 9.	--

Consistency Checks (FARS Only):

Check	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.

P7 - Person Type

FORMAT: 2 numeric
SAS NAME: Person.PER_TYP
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element describes the role of this person involved in the crash.

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:

Check	IF	THEN
(1Q0F)	PERSON TYPE equals 01, and BODY TYPE equals 80-83, 88, 89,	SEATING POSITION must not equal 12-55, 99.
(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, 90, 91,	SEATING POSITION must not equal 31-50.
(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.

Check	IF	THEN
(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, 94, 95, 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.
(57OF)	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.
(5M0G)	SPECIAL USE equals 06, and PERSON TYPE equals 02 or 09,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL should equal 86 or 92.
(5M0H)	***PERSON TYPE equals 1,***	***RELATED FACTORS – PERSON (MV OCCUPANT) LEVEL must equal 0.***
(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, 98, 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.
(7M1F)	PERSON TYPE equals 03, and SEATING POSITION is not equal to 11 or 13, 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.
(7P0F)	PERSON TYPE equals 01,	AGE must not be less than 002.
(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.

Check	IF	THEN
(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 998 or 999.
(P030)	PERSON TYPE equals 01,	SEATING POSITION should not equal 12-19.
(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, ALCOHOL TEST TYPE should not equal 99, and ALCOHOL TEST RESULT should not equal 999.
(P072)	PERSON TYPE equals 02, 03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 996,	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.
(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 995.

Check	IF	THEN
(P075)	PERSON TYPE equals 02, 04-08, 10 or 19, 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.
(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.

P8/NM8 - Injury Severity

FORMAT: 1 numeric
SAS NAME: Person.Inj_Sev
ELEMENT VALUES:

Codes	Attributes
0	No Apparent Injury (O)
1	Possible Injury (C)
2	Suspected Minor Injury (B)
3	Suspected Serious Injury (A)
4	Fatal Injury (K)
5	Injured, Severity Unknown
6	Died Prior to Crash*
9	Unknown***/Not Reported***

Definition: This element describes the severity of the injury to this person in the crash.

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".

0 (No Apparent Injury) is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function. Prior to 2013, this attribute was known as "**0 - No Injury**".

1 (Possible Injury) is any injury reported or claimed that is not a fatal injury, suspected serious injury or suspected minor injury. Examples include: momentary loss of consciousness, claim of injury limping, complaint of pain or nausea. Possible injuries are those which are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

2 (Suspected Minor Injury) is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle). This does not include momentary unconsciousness. (See **1 (Possible Injury)**). Prior to 2013, this attribute was known as "**2 - Non-Incapacitating Evident Injury**".

3 (Suspected Serious Injury) is any injury other than fatal which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)

- Crush injuries
- Suspected skull, chest, or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

This does not include limping (the injury cannot be seen). (See **1 (Possible Injury)**). Prior to 2013, this attribute was known as "**3 - Incapacitating Injury**".

4 (Fatal Injury) A fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute **4 (Fatal Injury)**.

6 (Died Prior to Crash) refers to non-motor vehicle fatalities (e.g., a heart attack victim, a homicide victim, a suicide, or person involved in a legal intervention) that are 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 Apparent 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

9 (Unknown/Not Reported) is used when:

1. ***No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials); or***
2. ***a field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials); or***
3. ***police indicate unknown.***

Note: If a state's crash report manual instructs to leave data blocks blank when there is no injury, then a blank in those data blocks are NOT considered 9 (Unknown/Not Reported).

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:

Check	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 FIRST 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.
(57OF)	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.
(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.
(7M1F)	PERSON TYPE equals 03, and SEATING POSITION is not equal to 11 or 13, 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.
(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 999.

Check	IF	THEN
(P072)	PERSON TYPE equals 02, 03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 996,	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.
(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 995.
(P075)	PERSON TYPE equals 02, 04-08, 10 or 19, 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.
(P090)	INJURY SEVERITY equals 0,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
(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 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)	UNLIKELY: INJURY SEVERITY equals 1-6, and SEATING POSITION equals 98.	--

Consistency Check (FARS Only):

Check	Language
(4U0F)	Each original submission must have at least one Person Level form with INJURY SEVERITY coded 4.

P9 - Seating Position

FORMAT: 2 numeric
SAS NAME: Person.Seat_Pos
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the location of this person in or on the vehicle.

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. (See **Figure 25**)

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). ***See Remarks under ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE and DRIVER LEVEL - RELATED FACTORS for situations where the case materials identify improper usage of seating or restraints. (e.g., two people sharing the same restraint, two people sitting abreast in the same seat, or on one another's laps, etc.***

If the PAR does not specifically state that one person was on the lap of another, then see the discussion ***and tables below to address these situations***.

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 typically thought of as the driver seating position. This is also used for an assumed driver of a hit-and-run vehicle unless evidence indicates a different position for the person or persons. Note: For motorcycle occupants, see passage below.

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. ***These attributes are also used*** if the***re is*** only ***one*** seat in the seating ***row*** (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.

19 (Front Seat, Unknown), 29 (Second Seat, Unknown), 39 (Third Seat, Unknown) and 49 (Fourth Seat, Unknown) are used to record the position of someone when the seating row is known; but, the seat position is not known and 18 (Front Seat, Other), 28 (Second Seat, Other), 38 (Third Seat, Other) and 48 (Fourth Seat, Other) do not apply. The tables below provide coding guidance for situations when more than one person is reported as occupying the same seat position. Note that if the report identifies that one person is sitting in another's lap (e.g., child on mother's lap) both occupants may be assigned the same seat position.

Multiple People in Front Left (Driver's Seat)

Situation: You know who is the driver; however, it is unknown if other person is seated side-by-side with driver or on the driver's lap

Person	Seating Position
The driver	Front, Left (11)
Other Person	Front, Unknown (19)

Situation: You don't know who is the driver and it is unknown if side-by-side or on another's lap

Person	Seating Position
Unknown	Front, Unknown (19)
Unknown	Front, Unknown (19)

Multiple People in Other Seats

Situation: If you know one is in another's lap – Both get same Seating Position

Situation: If you don't know if they are sitting side-by-side or in another's lap – Both get that row, unknown.

Situation: If you know they are sitting side-by-side and only one had a restraint:

Person	Seating Position
Person with restraint	As indicated
Other Person	That row, other

Situation: If you know they are sitting side-by-side and both had restraints:

Person	Seating Position
Oldest Person	As indicated
Other Person	That row, other

Situation: If you know they are sitting side-by-side and neither had restraints:

Person	Seating Position
Oldest Person	As indicated
Other Person	That row, other

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) and for bus occupants that fall from an open door.

Note: Persons in treatment compartment of an ambulance, code as **51 (Other Passenger in Enclosed Passenger or Cargo Area).** (See examples under Related Factors - Person (MV Occupant) Level attribute **92 (Person in Ambulance Treatment Compartment)**.)

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.

Guidance for Body Type 80-90
For **BODY TYPE 80-90** (e.g., Motorcycles, ATV/ATC) enter the driver as **11 (Front Seat, Left Side)**; sidecar passengers as **13 (Front Seat, Right Side)**; any seated passengers behind the driver as **21 (Second Seat, Left Side)** and a passenger on the lap of the driver (in front of) as **11 (Front Seat, Left Side)**. **55 (Riding on Exterior of Vehicle)** is applicable to a motorcycle or ATC occupant riding on the fenders or handlebars.

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.

If the case materials do not show the seating row of a passenger and there is no other information about seating position, (e.g., in the narrative/diagram), then use **98 (Not Reported)**.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

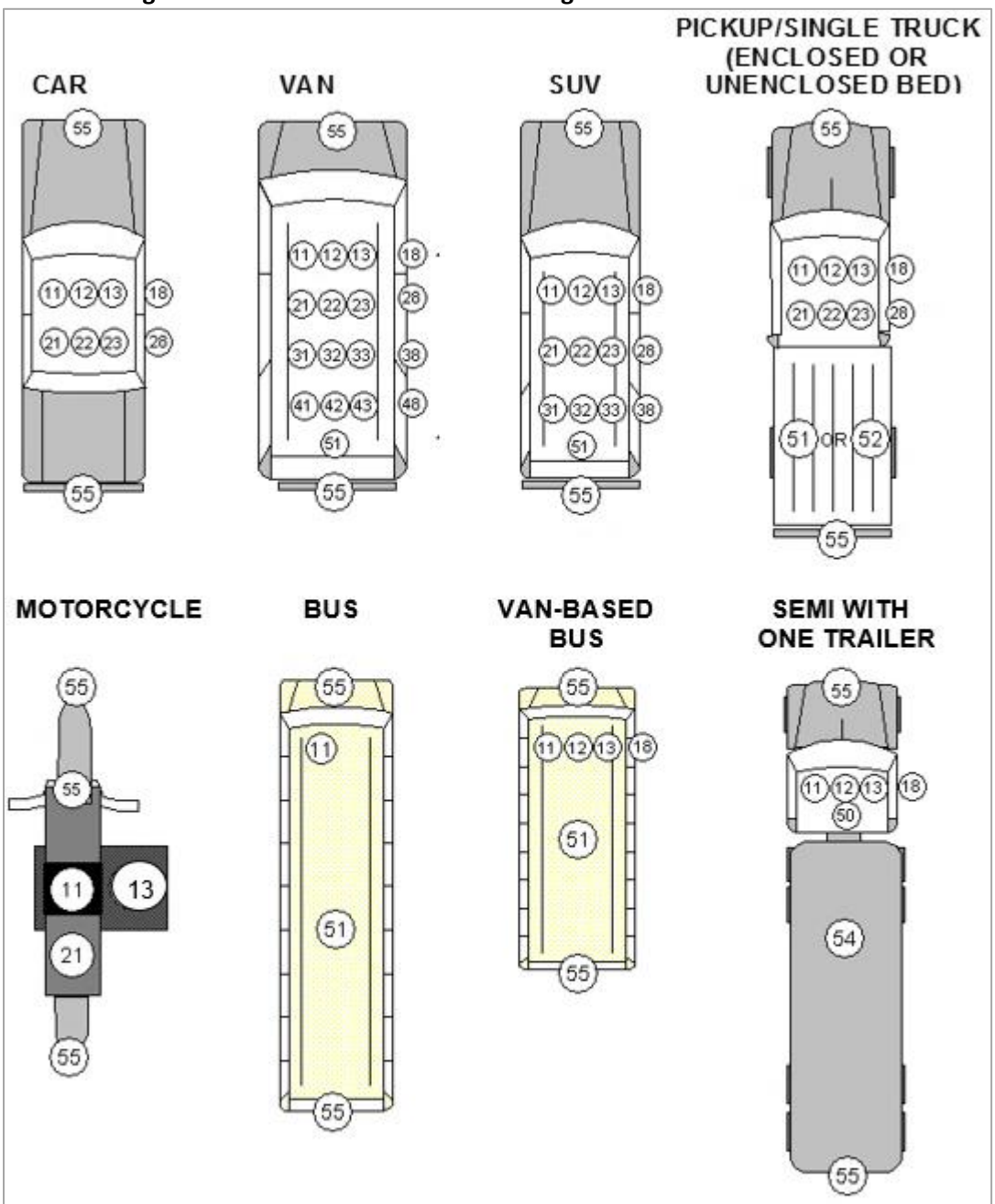
99 (Unknown) is used if the investigating officer indicates that this occupant's seating position is unknown.

Consistency Checks:

Check	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, 90, 91,	SEATING POSITION must not equal 31-50.
(3Q0F)	PERSON TYPE equals 02, 03, 09, and BODY TYPE equals 01-17,19, 20, 22, 28-33, 39, 41, 42, 50-52, 55, 58, 59, 65, 80-83, 88-92, 94, 95, 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.
(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, 98, 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
(7M1F)	PERSON TYPE equals 03, and SEATING POSITION is not equal to 11 or 13, 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.

Check	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.
(BP0P)	MODEL YEAR is greater than 1999, and BODY TYPE does not equal 50-52, 58-66, 71-79, 80-83, 88-93, 95, 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.
(P094)	EJECTION equals 8,	SEATING POSITION must equal 55, or BODY TYPE must equal 80-83, 88, 89.
(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,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.
(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.
(U130)	UNLIKELY: SEATING POSITION equals 41-43, 48.	--
(U350)	UNLIKELY: INJURY SEVERITY equals 1-6, and SEATING POSITION equals 98.	--
(V310)	***SEATING POSITION equals 54 and VEHICLE TRAILING equals 1-4,***	***AIR BAG DEPLOYED must equal 00.***
(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.

Figure 25: Seating Positions for Different Vehicle Configurations



P10 - Restraint System/Helmet Use

FORMAT: 2 numeric
SAS NAME: Person.REST_USE
ELEMENT VALUES:

Codes	Attributes
00	Not Applicable
07	None Used
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	Helmet, Other than DOT-Compliant Motorcycle Helmet
19	Helmet, Unknown if DOT-Compliant
17	No Helmet
29	Unknown if Helmet Worn
97	Other
98	Not Reported
99	Unknown

Definition: 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.

Remarks: 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) 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, for example, "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.

Note About Motorcycle Helmets
Motorcycle helmets that are compliant with Federal Motor Vehicle Safety Standards typically weigh approximately 3 pounds, have an inner liner at least one-inch thick of firm polystyrene foam, have an inside label that states the manufacturer, model and date of manufacture, and have a DOT sticker on the back of the helmet.

05 (DOT-Compliant Motorcycle Helmet) is a motorcycle helmet that is compliant with Federal Motor Vehicle Safety Standards. It must be specifically indicated to be "DOT-Compliant" in the case materials to code this attribute, otherwise use **19 (Helmet, Unknown if DOT-Compliant)**.

16 (Helmet, Other than DOT-Compliant Motorcycle Helmet) is a motorcycle helmet that is not a DOT-compliant helmet. This also would include bicycle helmets, skateboard helmets, and novelty helmets.

19 (Helmet, Unknown if DOT-Compliant). A motorcycle helmet was indicated to be worn by the motorcycle rider, but the investigating officer did not identify if it is a DOT-compliant motorcycle helmet.

17 (No Helmet) is used when the investigating officer indicates that the occupant of a motorcycle was not wearing a helmet.

29 (Unknown if Helmet Worn) is used when the case materials specifically indicate helmet use is unknown for a motorcycle, moped, ATV/ATC, or snowmobile occupant.

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.

If the case materials do not show the restraint system or helmet use of injured or uninjured driver or passengers and there is no other information about restraint system or helmet use (e.g., in the narrative/diagram), then use **98 (Not Reported)**.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **97 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **98 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown) is used when the investigating officer indicates that the restraint system use was unknown for vehicle occupants other than motorcycle, moped, ATV/ATC, or snowmobile occupants.

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.

Note: Beginning in 2013, this element's attributes for collecting data on motorcycle helmets were modified to conform to the 4th edition of the MMUCC guideline.

The vehicle's decoded VIN data provided in MDE by the VIN Decoder may be used as a source to assist in coding this element when paired with PAR reported information.

Consistency Checks:

Check	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 SYSTEM /HELMET USE equals 1,	RESTRAINT SYSTEM/HELMET USE must equal 01-05, 08-12, 19, 97.
(2S0P)	RESTRAINT SYSTEM/HELMET USE equals 05, 16, 17, 19 or 29,	AIR BAG DEPLOYED should equal 00.
(2S1P)	RESTRAINT SYSTEM/HELMET USE equals 07, 16 or 17,	ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE must equal 0.
(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, 19, 29, 97, 98.
(982P)	BODY TYPE does not equal 80-83, 88, 89, 90, 91,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.
(D570)	any VIOLATIONS CHARGED equals 83,	not all occupants of this vehicle should have RESTRAINT SYSTEM/HELMET USE equal to 01-05, 08, 10-12, 16, 19.
(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 998 or 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, 19, 29.
(P320)	SEATING POSITION equals 22, 23, 31-53,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.
(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.	--

Check	IF	THEN
(V050)	RESTRAINT SYSTEM/HELMET USE equals 05, 16, 17, 19, 29,	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 Check (FARS Only):

Check	Language
(U520)	UNLIKELY: RESTRAINT SYSTEM/HELMET USE equals 98.

P11 - Any Indication of Mis-Use of Restraint System/Helmet Use

FORMAT: 1 numeric
SAS NAME: Person.REST_MIS
ELEMENT VALUES:

Codes	Attributes
0	No
1	Yes

Definition: This element indicates any mis-use of the restraint system or helmet used by this person.

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:

Check	IF	THEN
(2R1P)	ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM /HELMET USE equals 1,	RESTRAINT SYSTEM/HELMET USE must equal 01-05, 08-12, 19, 97.
(2S1P)	RESTRAINT SYSTEM/HELMET USE equals 07, 16 or 17,	ANY INDICATION OF MIS-USE OF RESTRAINT SYSTEM/HELMET USE must equal 0.

P12 - Air Bag Deployed

FORMAT: 2 numeric
SAS NAME: Person.AIR_BAG
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element is used to record air bag availability and deployment for this person as reported in the case materials.

Remarks: 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Deployment Unknown) is used if the investigating officer indicates that deployment of an air bag was unknown. This attribute includes both situations where it is unknown if an air bag was available and situations where it is identified that it is unknown if an available air bag deployed. This attribute would be applicable to hit and run vehicles that are not identified.

FARS SPECIAL INSTRUCTION:
The vehicle's decoded VIN data provided in MDE by the VIN Decoder may be used as a source to assist in coding this element when paired with PAR reported information.

Consistency Checks:

Check	IF	THEN
(2S0P)	RESTRAINT SYSTEM/HELMET USE equals 05, 16, 17, 19 or 29,	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, 95, 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.
(V310)	***SEATING POSITION equals 54 and VEHICLE TRAILING equals 1-4,***	***AIR BAG DEPLOYED must equal 00.***
(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.

P13 - Ejection

FORMAT: 1 numeric
SAS NAME: Person.Ejection
ELEMENT VALUES:

Codes	Attributes
0	Not Ejected
1	Totally Ejected
2	Partially Ejected
3	Ejected - Unknown Degree
7	Not Reported
8	Not Applicable
9	Unknown if Ejected

Definition: This element describes the ejection status and degree of ejection for this person, excluding motorcycle occupants.

Remarks: Ejection refers to situations where forces from an accident cause occupants to be 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***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	IF	THEN
(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, 7, 8 or 9,	EJECTION PATH must equal 0.
(BB0P)	EJECTION equals 1-3,	EJECTION PATH must equal 1-9.
(BF0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION must equal 8.
(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.
(P094)	EJECTION equals 8,	SEATING POSITION must equal 55, or BODY TYPE must equal 80-83, 88, 89.
(P310)	EJECTION equals 1-3, and BODY TYPE does not equal 90, 91, 97,	RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.

P14 - Ejection Path - FARS Only

FORMAT: 1 numeric
SAS Name: Person.EJ_PATH
ELEMENT VALUES:

Codes	Attributes
0	Ejection Path 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	Ejection Path Unknown

Definition: This element identifies the path by which this person was ejected from the vehicle.

Remarks:

0 (Ejection Path Not Applicable) is used when the element **EJECTION** is coded **0 (Not Ejected)**, **7 (Not Reported)**, **8 (Not Applicable)**, or **9 (Unknown if Ejected)**. This attribute is an auto-fill in MDE.

9 (Ejection Path Unknown) is used for **ejected** occupants when:

1. No field or coding block exists on the state's crash report to provide information to code ejection path AND no other information is available to code the element (e.g., narrative, diagram, case materials); or
2. a field or coding block exists on the state's crash report that would provide the information needed to code ejection path, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials); or
3. the police indicate ejection path is unknown.

Use the following table as a guideline:

Path	Guideline
Through side door opening	all side doors
Through side window	all side windows, bus side windows
Through windshield	front windshield only
Through back window	standard rear window, back window of bronco, van
Through back door/tailgate opening	station wagon tailgate, back door of truck, back door of bronco, van
Through roof opening	(sun-roof, convertible top down) t-top, targa top
Through roof	(convertible top up)
Other path	(back of pick-up truck) torn-off roof, car cut in half
Ejection Path Unknown	driver's side, unspecified; passenger's side unspecified.

Consistency Checks:

Check	IF	THEN
(BA0P)	EJECTION equals 0, 7, 8 or 9,	EJECTION PATH must equal 0.
(BB0P)	EJECTION equals 1-3,	EJECTION PATH must equal 1-9.

P15 - Extrication - FARS Only

Format: 1 numeric
SAS Name: Person.EXTRICAT
ELEMENT VALUES:

Codes	Attributes
0	Not Extricated or Not Applicable
1	Extricated
9	Unknown

Definition: This element identifies if equipment or other force was used to remove this person from the vehicle.

Remarks: 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.

0 (Not Extricated or Not Applicable) ***is used if there is no reason to believe an occupant was extricated Do not assume 0 (Not Extricated or Not Applicable) when the officer references "pinned," "wedged," or "trapped." See 9 (Unknown).*** This field is not applicable to motorcycle and ATV/ATC riders.

1 (Extricated) is used when the police officer uses the word "extricated" to indicate occupant removal. Use of the term "extricated" 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" not as intended for the purpose of this element. 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 in order to code attribute **1 (Extricated).**

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.

Consistency Checks:

Check	IF	THEN
(5S0P)	BODY TYPE equals 80-83, 88, 89 or 90,	EXTRICATION must equal 0.
(6S0P)	EJECTION equals 1,	EXTRICATION must not equal 1, 9.

P16/NM15 - Police Reported Alcohol Involvement

FORMAT: 1 numeric
SAS NAME: Person.DRINKING
ELEMENT VALUES:

Codes	Attributes
0	No (Alcohol Not Involved)
1	Yes (Alcohol Involved)
8	Not Reported
9	Unknown (Police Reported)

Definition: This data element reflects only **the judgment of law enforcement** as to whether alcohol was involved or not for this person.

Remarks: 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.

FARS SPECIAL INSTRUCTION:
Important Guidelines:

- Do not change the coding of this element because a positive alcohol test is obtained from 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.

Consistency Checks:

Check	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.
(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 996,	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 DETERMIN-ATION 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.

P17/NM16 - Method of Alcohol Determination by Police - FARS Only

FORMAT: 1 numeric
SAS NAME: Person.ALC_DET
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element describes **the method by which the police made the determination** as to whether alcohol was involved or not for this person.

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 **9 (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.

Ordering a test is not the same as knowing the results of that test.
In order to code that the police determined their opinion based on an evidential test, there must be information that the officer had received the test results. If they haven't received test results (e.g., results are pending), then their method of determination of alcohol or drug presence was made using some method other than an evidential test.

2 (Preliminary Breath Test [PBT]) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** and 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 **by the police** that a PBT **was used** 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])** and 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. **Do not confuse 3 (Behavioral) with 5 (Observed).**

4 (Passive Alcohol Sensor [PAS]) is used if Police-Reported Alcohol Involvement is **0 (No [Alcohol Not Involved])** or **1 (Yes [Alcohol Involved])** and 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])** and the police indicate that the basis for their alcohol assessment was some observation of the driver. Do Not Confuse **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 attribute is the description by the police of some other method of alcohol determination that does not fall into codes "1-5."

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **8 (Other [e.g., Saliva test])** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **9 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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.

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.

Codes 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:

Check	IF	THEN
(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.
(U681)	UNLIKELY: METHOD OF ALCOHOL DETERMINATION BY POLICE equals 8.	--

P18/NM17 - Alcohol Test

FORMAT: 3 sets, 1 set, 1 numeric, 1 set, 2 numeric, ***1 set, 3 numeric***
SAS NAME: Person.ALC_STATUS, Person.ATST_TYP, Person.ALC_RES
ELEMENT VALUES:

Subfield 1 – Test Status

***CRSS* Codes**	**FARS Codes**	**Attributes**
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
00	00	Test Not Given
01	01	Blood
02	02	Breath Test (AC)
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
000-939	000-939	Actual Value
940	940	.94 or Greater
996	996	Test Not Given
997	997	AC Test Performed, Results Unknown
998	998	Positive Reading with No Actual Value
995	995	Not Reported
999	999	Unknown if Tested

Definition for Alcohol Test Status: This element identifies if an alcohol (ethanol) test was given to this person.

Definition for Alcohol Test Type: This element identifies the type of the alcohol (ethanol) test that was used for this person.

Definition for Alcohol Test Result: This element identifies the alcohol (ethanol) test result for this person.

Remarks: When completing this element, you must have the data to fill **ALL** three subfields. Otherwise, leave all three subfields **blank** until all the data has been acquired to complete all three subfields.

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 **997 (AC Test Performed, Results Unknown).**

In a circumstance where the crash report provides results from a lower order test (e.g., breath or urine) and blood was also drawn to be tested, but blood test results will not be received, it is preferred that we record the known result from the breath or urine test rather than 997 (AC 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 (ethanol).

0 (Test Not Given) is used when the case materials indicate an alcohol test was not given.

> **NOTE:** 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 **0 (Test Not Given)**. If you happen to obtain an alcohol test result for a "live" non-driver, enter **Test Status** as **2 (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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Subfield 2 – Test Type

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 ***CRSS as the source document (e.g. Coroner Report, Toxicology Screening) where these Test Types would be used are not available in a ***CRSS*** sampled PAR.

CODING HIERARCHY:

When more than one alcohol test exists, use the following hierarchy:

- **01 (Blood),**
- **05 (Blood Plasma/Serum)*,**
- **02 (Breath Test [AC]),**
- **04 (Vitreous)*,**
- **03 (Urine),**
- **06 (Blood Clot)*,**
- **07 (Liver)*,**
- **10 (Preliminary Breath Test [PBT]),**
- **08 (Other Test Type)**.

*Attributes 04-07 do not apply for ***CRSS*** coding purposes.

In a circumstance where the crash report identifies results from a test (e.g., breath or urine) but blood was also drawn to be tested, but blood test results will not be received, it is preferred that we record the known result from the breath or urine test rather than **997 (AC Test Performed, Results Unknown)**.

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)**.

02 (Breath Test [AC]) is used when the case materials indicate this was the type of test used to obtain a BAC.

02 (Breath Test [AC]) 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 (Breath Test [AC]).**

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. This attribute would not apply to behavioral tests (field sobriety) or observations.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **08 (Other Test Type)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **95 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 **AND** you have a valid PBT result to record.

1. **Example 1:** You only receive a PBT with an actual value
    a. Code Test Type "10 – PBT" and Test Result "the actual value received"
2. **Example 2**: You only receive a PBT with a "negative" result returned
    a. Code Test Type "10 – PBT" and Test Result "**000**"
3. **Example 3:** You only receive a PBT with "positive" result, but no actual value
    a. Code Test Type "10 – PBT" and Test Result code "**998** - Positive Reading with No Actual Value"
4. **Example 4:** You receive a PBT with an actual value of .10 and a blood test (whole blood) from the lab of .08
    a. Code Test Type "01 – Blood" and Test Result **.080**
5. **Example 5:** You receive a PBT with an actual value of .10 and a breath test from the police of .08
    a. Code Test Type "**02 (Breath Test [AC])**" and Test Result **.080**
6. **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.
    a. Code Test Type "10 – PBT" and Test Result **.100**

98 (Unknown Test Type) is used when the case materials indicate a test was given and the type of test is reported as unknown or pending and the type is unobtainable.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

99 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Subfield 3 – Test Result

Beginning in 2015, all three decimal places will be coded in this field. If three decimal places are not available, code the first two digits and zero fill the remaining place. For example, a reported BAC of .09 becomes .090.

Prior to 2015, a TEST RESULT of .01 was a low probability and would raise an error flag. For this reason, any BAC test result reported in 3 decimal places would have been truncated, not rounded.

997 (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, **do not** 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 "**997**" at the time of the initial coding and case entry.

995 (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 **995 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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 "**995 – Not Reported**".

999 (Unknown if Tested) is used when the case materials specifically indicate "Unknown if Tested."

998 (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. **998 (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 .**000**.

Before recording this value make sure that this is the **final** 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 **999 (Unknown If Tested)** rather than **997 (AC Test Performed, Results Unknown)**, or **996 (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 "live" 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 **996 (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:

Check	IF	THEN
(5T7P)	ALCOHOL TEST STATUS equals 0, 1,	ALCOHOL TEST TYPE must equal 00, and ALCOHOL TEST RESULT must equal 996.
(5T8P)	ALCOHOL TEST STATUS equals 9,	ALCOHOL TEST TYPE must equal 99, and ALCOHOL TEST RESULT must equal 999.
(5T9P)	ALCOHOL TEST STATUS equals 2,	ALCOHOL TEST TYPE must equal 01-10, 95, 98, and ALCOHOL TEST RESULT must equal 000-940, 997, 998.
(5TCP)	ALCOHOL TEST STATUS equals 8,	ALCOHOL TEST TYPE must equal 95, and ALCOHOL TEST RESULT must equal 995.
(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 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 995.
(P080)	ALCOHOL TEST RESULTS should not equal 340-940.	--
(P300)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0, 1.
(U689)	***UNLIKELY: ALCOHOL TEST Subfield 3-Test Result equals 001-009.***	--

P19/NM18 - Police Reported Drug Involvement

FORMAT: 1 numeric
SAS NAME: Person.DRUGS
ELEMENT VALUES:

Codes	Attributes
0	No (Drugs Not Involved)
1	Yes (Drugs Involved)
8	Not Reported
9	Unknown (Police Reported)

Definition: This data element reflects only the **judgment of law enforcement** as to whether drugs were involved or not for this person.

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 a 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 does 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.

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 [Police Reported])**, 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:

Check	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 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 STATUS should not equal 0.
(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.

P20/NM19 - Method of Drug Determination by Police - FARS Only

FORMAT: 1 numeric
SAS NAME: Person.DRUG_DET
ELEMENT VALUES:

Codes	Attributes
1	Evidential Test (Blood, Urine)
2	Drug Recognition ***Expert (or Evaluator) (DRE)*** determination
3	Behavioral
7	Other
8	Not Reported

Definition: This element identifies the method by which the police made the determination as to whether drugs were involved or not for this person.

Remarks: This element 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 element is to record the method by which the police made the determination as to whether drugs were involved or not.

It is used primarily when the Police Reported Drug Involvement element is coded as **0 (No [Drugs Not Involved])** or **1 (Yes [Drugs Involved]).**

Whenever Police Reported Drug Involvement is **0 (No [Drugs Not Involved])**, try to find out how the police knew this. When Police Reported Drug Involvement is **1 (Yes [Drugs Involved])**, try to determine how the police knew this.

If Police Reported Drug Involvement is **8 (Not Reported)** or **9 (Unknown [Police Reported]),** then Method of Drug Determination by Police is **8 (Not Reported***).* If more than one method is used by the police to determine drug 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 determination, code the highest-ranking method used from the hierarchy (the highest ranking is "**1**"; the lowest is "**7**").

1 (Evidential Test [Blood, Urine]) is used if Police Reported Drug Involvement is **0 (No [Drugs Not Involved])** or **1 (Yes [Drugs Involved])** and the police indicate that they ordered an evidential test and their determination of drug involvement was based on the results of that test.

Ordering a test is not the same as knowing the results of that test. In order to code that the police determined their opinion based on an evidential test, there must be information that the officer had received the test results. If they haven't received test results (e.g., results are pending), then their method of determination of alcohol or drug presence was made using some method other than an evidential test.

2 (Drug Recognition *Expert (or Evaluator) [DRE]* determination) is used if Police Reported Drug Involvement is **0 (No [Drugs Not Involved])** or **1 (Yes [Drugs Involved])** and the police indicate that drug involvement was based upon the results of expert opinion of a person trained to ***recognize impairment in drivers under the influence of drugs other than, or in addition to, alcohol.***

The key to coding this attribute is the definite indication **by the police** that a ***DRE* was used** and was the basis (or the clinching evidence) that a driver had been using drugs or not.

3 (Behavioral) is used if Police Reported Drug Involvement is **0 (No [Drugs Not Involved])** or **1 (Yes [Drugs Involved]) and** the police indicate that the basis for that drug assessment was the behavior by the driver during their contact with the person such as a field sobriety test.

7 (Other) is used if Police Reported Drug Involvement is **0 (No [Drugs Not Involved])** or **1 (Yes [Drugs Involved]) and** the police indicate that the basis for Drug determination was something other than the codes "1, 2, or 3" described above.

Examples of **7 (Other)** include:

1. Observations of drugs or drug use paraphernalia
2. Detecting the odor of marijuana
3. Admission by the person that they used drugs

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **7 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **8 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

8 (Not Reported) is coded if Police Reported Drug Involvement is **8 (Not Reported)** or **9 (Unknown [Police Reported])**. It is also coded if Police-Reported Drug Involvement is **0 (No [Drugs Not Involved])** or **1 (Yes [Drugs Involved])** and there is no indication in the police report or any documents as to how the police made the drug assessment.

Witness Statements:

Witness Statements may or may not be used by the police to make a determination of drug involvement. If the police did use witness statements alone to make a determination of drug involvement, use **7 (Other)**.

If the police mention, but did not use witness statements and there is no other indication of how a determination was made, use **8 (Not Reported)**.

There are instances when the police 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 what the result was.

Codes 1-7 may be used for Method of Drug Determination by Police when Police Reported Drug 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:

Check	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.

P21/NM20 - Drug Test

FORMAT: 1 set 1 numeric; 3 sets, 1 numeric, ***3 sets,*** 3 numeric
SAS NAME: Person.DSTATUS, Person.DRUGTST1, Person.DRUGTST2, Person.DRUGTST3, Person.DRUGRES1, Person.DRUGRES2, Person.DRUGRES3
ELEMENT VALUES:

Subfield 1 – Test Status

***CRSS* Codes**	**FARS Codes**	**Attributes**
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
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**

***CRSS* Codes**	**FARS Codes**	**Attributes**
000	000	Test Not Given
001	001	Tested, No Drugs Found/Negative
XXX	100-295	Narcotic*
XXX	300-399	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 does not include Aspirin, Nicotine, or Ethanol. Alcohols reported other than ethanol would be classified under 996 (Other Drug). In addition, exclude drugs explicitly indicated to have been administered after the crash**.

Remarks: When completing this element, you must have the data to fill **ALL** three subfields. Otherwise, leave all three subfields **blank** until all the data has been acquired to complete all three subfields.

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 - Drug Test Status

Definition for Drug Test Status: This element identifies if a chemical test for the presence of drugs was given to this person.

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 drugs. 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 a drug 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown if Tested) is used when the case materials specifically indicate "Unknown if Tested."

Subfield 2 - Drug Test Type:

You may record up to 3 separate drug test types and their corresponding result.

Definition for Drug Test Type: This element identifies the type of chemical test for the presence of drugs that was used for this person.

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. ***Use this attribute when this combination yields the same drug test results.***

7 (Unknown Test Type) is used when the case materials indicate a test was given and the type of test is reported as unknown or pending and the type is unobtainable.

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.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **8 (Other Test Type)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **6 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown if Tested) is used when the case materials specifically indicate "Unknown if Tested."

Subfield 3 - Drug Test Result

Definition for Drug Test Result: This element identifies the result of a chemical test for the presence of drugs for this person.

****NOTE: This element excludes Nicotine, Aspirin and Ethanol. In addition, exclude drugs explicitly indicated to have been administered after the crash.** Alcohols reported other than ethanol would be classified under **996 (Other Drug)**.

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, do not 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 **final** 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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

999 (Unknown if Tested) is used when the case materials specifically indicated "Unknown if Tested."

Consistency Checks:

Check	IF	THEN
(7M1F)	PERSON TYPE equals 03, and SEATING POSITION is not equal to 11 or 13, 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.
(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,	DRUG TEST TYPE 1 must equal 6, and DRUG TEST RESULT 1 must equal 095, and remaining DRUG TEST TYPES and DRUG TEST RESULTS must be 0 filled.
(BT3P)	DRUG TEST STATUS equals 2,	at least one DRUG TEST TYPE must equal 1-8, and one corresponding DRUG TEST RESULT must equal 001, 095, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996-998.

Check	IF	THEN
(BT6P)	DRUG TEST STATUS equals 9,	DRUG TEST TYPE 1 must equal 9, and DRUG TEST RESULT 1 must equal 999, and remaining DRUG TEST TYPES and DRUG TEST RESULTS must be 0 filled.
(BT7P)	DRUG TEST STATUS equals 2, and DRUG TEST RESULT one equals 001, 095, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996, 997, 998,	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)	DRUG TEST RESULT 1 equals 000, 001, 997, 998, 095, or 999,	DRUG TEST RESULT 2 and DRUG TEST RESULT 3 must equal 000.
(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 or 19, 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 STATUS should not equal 0.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.

Examples for Interpreting Drug Tests

IF YOU HAVE:	Status	Type 1	Result 1	Type 2	Result 2	Type 3	Result 3
Both Blood and Urine tests and the results are the same for both. *Example: Blood – Fentanyl; Urine – Fentanyl*	2	3	151	0	000	0	000
Both Blood and Urine tests and the results are different for both. *Example: Blood – Hexobarbital; Urine – Cocaine*	2	1	333	2	407	0	000
Both Blood and Urine tests and the results are given but not linked to either tests. *Example: Results – Codeine and Ibogaine*	2	6	128	6	509	0	000
Blood or Urine tests and other test, such as vitreous. *Example: Blood – Diazepam; Vitreous – Cocaine*	2	1	321	8	407	0	000
Urine test only and the results: *Example: Urine – Benzodiazepines*	2	2	304	0	000	0	000
Vitreous and other tests only. *Example: Vitreous – Amphetamine and Verapamil*	2	8	401	8	996	0	000
Not tested for drugs.	0	0	000	0	000	0	000
Not Reported for drugs	8	6	095	0	000	0	000
Unknown if tested for drugs.	9	9	999	0	000	0	000
Tested for Drugs, Results Unknown. *Example: Blood test – Yes; Results – Unavailable*	2	1	997	0	000	0	000
Tested for Drugs, Drugs Found, Type of Drug Unknown. *Example: Urine test – Yes; Drugs found – Yes*	2	2	998	0	000	0	000

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Mescaline	512
Mestanolone	844
Mesterolone	809
Metazocine	166
Methadone	167
Methadone intermediate	254
Methamphetamine	417
Methandienone	810
Methandranone	811
Methandriol	812
Methandrostenolone	813
Methaqualone	344
Metharbital	345
Methcathinone	432
Methenolone	814
Methohexital	346
Methoxyamphetamine (PMA)	514
Methoxy-Methylenedioxy-amphetamine	437
Methoxy-NN-disopropyltryptamine	537
Methylaminorex	442
Methyldesorphine	168
Methyldienolone	845
Methyldihydromorphine	169
Methyl-dimethoxyamphetamine	530

Drug	Code
Methylenedioxy-N-ethylamphetamine	531
Methylenedioxyamphetamine (MDA)	515
Methylenedioxymethamphetamine (MDMA)	513
Methylfentanyl	170
Methylone	435
Methlphenidate	418
Methyl-phenyl-propionoxypiperidine (MPPP)	171
Methyltestosterone	815
Methylthiofentanyl	230
Methyltrienolone	846
Methyprylon	347
Metopon	172
Mibolerone	816
Midazolam	348
Modafinil	433
Moramide - intermediate	173
Morpheridine	174
Morphine	177
Morphine combination product/ 50 mg/ 100 ml or gm	255
Morphine methylbromide	176
Morphine methylsulfonate	175
Morphine-N-oxide	231
Myrophine	178
Nabilone	**516**
Nalorphine	179
Nandrolone	817
“Narcotics, Type Unknown”	295
N-Benzylpiperazine	439
N-Ethyl-1-phenylcyclohexy-lamine	533
N-Ethyl-3piperdyl benzilate	508
N-Ethylamphetamine	419
N-Hydroxymethylenedioxy-amphetamine	538
Nicocodeine	180
Nicomorphine	181
Nimetazepam	349
Nitrazepam	350
Nitrous Oxide	924
N-Methylpiperidyl benzilate	539
N, N-Dimethylamphetamine (Dimethylamphetamine)	438

Drug	Code
Noracymethadol	182
Norandrostenediol	847
Norandrostenedione	848
Norbolethone	849
Norclostebol	850
Nordiazepam	351
Norethandrolone	818
Norlevorphanol	183
Normethadone	184
Normethandrolone	851
Normorphine	185
Norpipanone	186
Opium	**187**
Opium combination product 25 mg/du	256
Opium extract	232
Opium fluid extract	233
Opium, granulated	258
Opium Poppy	234
Opium, powdered	259
Opium preparations – 100 mg/ 100 ml or 100 gm	257
Opium Tincture	235
Oripavine	260
“Other”	996
Oxandrolone	819
Oxazepam	352
Oxazolam	353
Oxycodone	189
Oxymesterone	820
Oxymetholone	821
Oxymorphone	188
Paint and Paint Removers	**902**
Para-fluorofentanyl	190
Parahexyl (Synhexyl)	701
Paraldehyde	354
Paregoric	191
Parepectolin	192
“PCP, Type Unknown”	795
Pemoline	420
Pentazocine	193
Pentobarbital	355
Pentobarbital & noncontrolled active ingred.	393
Pentobarbital suppository dosage form	394

Drug	Code
Petrichloral	356
"Petroleum Products (gasoline, kerosene)"	903
Peyote	517
Phenadoxone	195
Phenampromide	196
Phenanthrine	197
Phenazocine	198
Phencyclidine	702
Phencyclidine Analogs	703
Phenylcyclohexyl-Pyrrolidine	709
Phenylethyl-phenyl-acetoxypiperidine (PEPAP)	236
Phencyclohexylamine	357
Phendimetrazine	421
Phenmetrazine	422
Phenobarbital	358
Phenomorphan	199
Phenoperidine	200
Phentermine	423
Phenylacetone (P2P)	518
Phenylcyclohexylamine	704
Pholcodine	202
Piminodine	203
Pinazepam	359
Piperidinocyclohexane-carbonitrile (PCC)	705
Pipradrol	424
Piritramide	204
Plastic Cement (airplane glue)	901
Poppy Straw	237
Poppy Straw Concentrate	238
Prazepam	360
Pregabalin	396
Proheptazine	205
Properidine	206
Propiram	207
Propoxyphene (Dextropropoxy-phene, bulk (non-dosage forms))	208
Propylhexedrine	425
Psilocybin	519
Psilocyn	520
Pyrovalerone	426
"Pyrrolidine (PCPy, PHP, TCPy)"	706
Quazepam	**361**
Racemethorphan	**209**

Drug	Code
Racemoramide	210
Racemorphan	211
Remifentanil	239
Secobarbital	**362**
Secobarbital & noncontrolled active ingred.	397
Secobarbital suppository dosage form	398
Sibutramine	385
SPA	427
Stanolone	822
Stanozolol	823
Stenbolone	852
Stimulant compounds previously excepted	440
"Stimulants, Type Unknown"	495
Sufentanil	212
Sulfondiethylmethane	363
Sulfonethylmethane	364
Sulfonmethane	365
Talbutal	**366**
Temazepam	367
Tested; Drugs Found; Type Unknown/Positive	998
Tested; Results unknown	997
Testolactone	824
Testosterone	825
Tetrahydrocannabinols (THC)	605
Tetrahydrogestrinone	853
Tetrazepam	368
Thebacon	213
Thebaine	214
Thenylfentanyl	369
Thiamylal	370
Thienyl-cyclohexyl-piperidine	708
Thienyl Cyclohexyl Pyrrolidine	710
Thiofentanyl	215
Thiopental(Pentothal)	371
Thiophene	707
Tiletamine/Zolazepam (Telazol)	372
Tilidine	216
Traizolam	373
Trenbolone	826
Trimeperidine	217
Trimethoxy amphetamine	521
Tybamate	374

Drug	Code
Unknown if Tested for Drugs	**999**
Vinbarbital	**434**
Volatile Solvents (toluene)	900
Zaleplon	**386**
Zolpidem	387
Zopiclone	399

Drugs by Category Type

100 - 295	Narcotics
300 - 399	Depressants
400 - 495	Stimulants
500 - 595	Hallucinogens
600 - 695	Cannabinoid
700 - 795	PCP
800 - 895	Anabolic Steroids
900 - 995	Inhalant
095, 996 - 999	Not Reported/Other/Unknown

100-295 NARCOTICS

Code	Drug
100	Acetaminophen + Codeine
101	Acetorphine
102	Acetyl-alpha-methylfentanyl
103	Acetyldihydrocodeine
104	Acetylmethadol
105	Alfentanil
106	Allylprodine
107	Alpha-Methylfentanyl
108	Alphamethythiofentanyl
109	Alpha-meprodine
110	Alphamethadol
111	Alphaprodine
112	Anileridine
113	APC + Codeine
114	Aspirin + Codeine
117	Benzylmorphine
118	Beta-hydroxyfentanyl
119	Betacetylmethadol
120	Beta-meprodine
121	Betamethadol
122	Betaprodine
123	Bezitramide
124	Buprenorphine
125	Carfentanil
126	Clonitazene
127	Codeine methylbromide
128	Codeine
129	Cyprenorphine
130	Desomorphine
131	Dextromoramide
133	Diampromide
134	Diethylthiambutene
135	Difenoxin
136	Dihydrocodeine
137	Dihydromorphine
138	Dimenoxadol
139	Dimepheptanol (Racemethadol)
140	Dimethylthiambutene
141	Dioxaphetyl Butyrate
142	Diphenoxylate
143	Dipipanone
144	Diprenorphine Hydrochloride
145	Drotebanol
146	Ethylmethylthiambutene

Code	Drug
147	Ethylmorphine
148	Etonitazene
149	Etorphine
150	Etoxeridine
151	Fentanyl
152	Fiorinal + Codeine
153	Furethidine
154	Heroin (Diacetylmorphine)
155	Hydrocodone
156	Hydromorphinol
157	Hydromorphone
158	Hydroxypethidine
159	Isomethadone
160	Ketobemidone
161	Levomoramide
162	Levophenacylmorphan
163	Levomethorphan
164	Levorphanol Tartrate
165	Meperidine (Pethidine)
166	Metazocine
167	Methadone
168	Methyldesorphine
169	Methyldihydromorphine
170	Methylfentanyl
171	Methyl-phenyl-propionoxypiperidine (MPPP)
172	Metopon
173	Moramide - intermediate
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
188	Oxymorphone
189	Oxycodone

Code	Drug
190	Para-fluorofentanyl
191	Paregoric
192	Parepectolin
193	Pentazocine
195	Phenadoxone
196	Phenampromide
197	Phenanthrine
198	Phenazocine
199	Phenomorphan
200	Phenoperidine
202	Pholcodine
203	Piminodine
204	Piritramide
205	Proheptazine
206	Properidine
207	Propiram
208	Propoxyphene (Dextropropoxy-phene, bulk (non-dosage forms))
209	Racemethorphan
210	Racemoramide
211	Racemorphan
212	Sufentanil
213	Thebacon
214	Thebaine
215	Thiofentanyl
216	Tilidine
217	Trimeperidine
218	Butorphanol
220	Alphacetylmethadol
221	Beta-Hydroxy-3-methylfentanyl
222	Codeine & Isoquinoline
223	Codeine-N-oxide
224	Dextropropoxyphene (dosage forms)
226	Dihydroetrophine
227	Diprenorphine
228	Levo-alphacetylmethadol
229	Levorphanol
230	Methylthiofentanyl
231	Morphine-N-oxide
232	Opium extract
233	Opium Fluid Extract

Code	Drug
234	Opium Poppy
235	Opium Tincture
236	Phenylethyl-phenyl-acetoxypiperidine (PEPAP)
237	Poppy Straw
238	Poppy Straw Concentrate
239	Remifentanil
240	Codeine combination product 90 mg/du
241	Codeine preparations – 200 mg/100 ml or 100 gm
242	Difenoxin 1 mg/25ug AtSO4/du
243	Difenoxin preparations – 0.5 mg/25 ug AtSO4/du
244	Dihydrocodeine combination product 90 mg/du
245	Dihydrocodeine preparations 10 mg/100 ml or 100 gm
246	Diphenoxylate preparations 2.5 mg/25 ug AtSO4
247	Ethylmorphine combination product 15 mg/du
248	Ethylmorphine preparations 100 mg/100 ml or 100 gm
249	Hydrocodone & isoquinoline alkaloid<15 mg/du
250	Hydrocodone combination product<15 mg/du
251	Meperidine intermediate-A
252	Meperidine intermediate-B
253	Meperidine intermediate-C
254	Methadone intermediate
255	Morphine combination product/ 50 mg/100 ml or gm
256	Opium combination product 25 mg/du
257	Opium preparations – 100 mg/ 100 ml or/100 gm
258	Opium, granulated
259	Opium, powdered
260	Oripavine
295	“Narcotics, Type Unknown”

300-399 DEPRESSANTS

Code	Drug
300	Alprazolam
301	Amobarbital
302	Barbital
303	Barbiturates
304	Benzodiazepines
305	Benzylfentanyl
306	Bromazepam
307	Butabarbital (secbutabarbital)
308	Butalbital
309	Camazepam
310	Carbamate
311	Chloral betaine
312	Chloral Hydrate
313	Chlordiazepoxide
314	Chlorhexadol
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	Fiorinal
327	Fludiazepam
328	Flunitrazepam
330	Glutethimide
331	Halazepam
332	Haloxazolam
333	Hexobarbital
334	Hydroxyzine
335	Ketazolam
336	Loprazolam
337	Lorazepam
338	Lormetazepam
339	Mebutamate
340	Mecloqualone
341	Medazepam
342	Mephobarbital (Methylphenobarbital)
343	Meprobamate

Code	Drug
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/ Zolazepam (Telazol)
373	Traizolam
374	Tybamate
376	Carisoprodol
377	Gamma-Hydroxybutyric Acid (GHB)
378	Amobarbital & non-controlled active ingred.
379	Aprobarbital
380	Barbituric Acid Derivative
383	Dexfenfluramine
384	Flurazepam
385	Sibutramin
386	Zaleplon
387	Zolpidem
388	Amobarbital suppository dosage form

Code	Drug
389	Butobarbital (butethal)
390	Embutramide
391	Gamma Hydroxybutyric Acid preparations
393	Pentobarbital & noncontrolled active ingred.
394	Pentobarbital suppository dosage form

Code	Drug
395	"Depressants, Type Unknown"
396	Pregabalin
397	Secobarbital & noncontrolled active ingred.
398	Secobarbital suppository dosage form
399	Zopiclone

400-495 STIMULANTS

Code	Drug
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	Mefenorex
417	Methamphetamine
418	Methylphenidate
419	N-Ethylamphetamine
420	Pemoline
421	Phendimetrazine
422	Phenmetrazine

Code	Drug
423	Phentermine
424	Pipradrol
425	Propylhexedrine
426	Pyrovalerone
427	SPA
428	Aminorex
429	Cathinone
430	Coca Leaves
431	Dichloralphenazone
432	Methcathinone
433	Modafinil
434	Vinbarbital
435	Methylone
436	Lisdexamfetamine
437	Methoxy-Methylenedioxyamphetamine
438	N, N-Dimethylamphetamine (Dimethylamphetamine)
439	N-Benzylpiperazine
440	Stimulant compounds previously excepted
495	"Stimulants, Type Unknown"

500-595 HALLUCINOGENS

Code	Drug
500	Amphetamine Variants
501	Bufotenine
503	Diethyltryptamine (DET)
504	Dimethoxyamphetamine (DMA)
505	Dimethyltryptamine (DMT)
506	DMA

Code	Drug
507	Dronabinol
508	N-Ethyl-3piperdyl benzilate
509	Ibogaine
511	Lysergic Acid
512	Mescaline

Code	Drug
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

Code	Drug
528	Lysergic Acid Diethylamide (LSD)
529	Methylaminorex
530	Meth-dimethoxyamphetamine
531	Methylenedioxy-N-ethylamphetamine
533	N-Ethyl-1-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

Code	Drug
600	Delta 9
601	Hashish Oil
602	Hashish
603	Marijuana/Marihuana

Code	Drug
604	Marinol
605	Tetrahydrocannabinols (THC)
695	“Cannabinoid, Type Unknown”

700-795 PCP

Code	Drug
700	Ethylamine
701	Parahexyl (Synhexyl)
702	Phencyclidine
703	Phencyclidine Analogs
704	Phenylcyclohexylamine
705	Piperidinocyclohexane-carbonitrile (PCC)

Code	Drug
706	“Pyrrolidine (PCPy, PHP, TCPy)”
707	Thiophene
708	Thienyl Cyclohexyl/piperidine
709	Phenylcyclohexyl-Pyrrolidine
710	Thienyl Cyclohexyl Pyrrolidine
795	“PCP, Type Unknown”

800-895 ANABOLIC STEROIDS

Code	Drug
800	Boldenone
801	Chlorotestosterone
803	Dehydrochloromethyltestosterone
804	Dihydrotestosterone
805	Drostanolone
806	Ethylestrenol
807	Fluoxymesterone

Code	Drug
808	Formebulone (Formebolone)
809	Mesterolone
810	Methandienone
811	Methandranone
812	Methandriol
813	Methandrostenolone
814	Methenolone

Code	Drug
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

Code	Drug
835	Androstenediol
836	Androstenedione
837	Beta, beta-dihydroxy-alpha-androstane
838	Bolasterone
839	Calusterone
840	Delta 1-dihydrotestosterone
841	Furazabol
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
854	Boldione
855	Desoxymethyltestosterone
856	Dienedione
895	“Anabolic Steroid, Type Unknown”

900-995 INHALANT

Code	Drug
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

Code	Drug
926	Chloroform
940	Aerosols (hydrocarbon gases)
941	Hair spray
942	Insecticides
943	Glass Chillers
944	Frying Pan Lubricants
945	Cyclohexl Nitrite
946	Enflurane
947	Halothane
995	“Inhalants, Type Unknown”

095, 996-999 NOT REPORTED/ OTHER/ UNKNOWN

Code	Drug
095	Not Reported
996	Other
997	Tested; Results Unknown

Code	Drug
998	Tested; Drugs Found; Type Unknown/Positive
999	Unknown if Tested for Drug

P22/NM21 - Transported to First Medical Facility by

FORMAT: 1 numeric
SAS NAME: Person.Hospital
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the method of transportation this person was provided to receive treatment at the first hospital or medical facility.

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.

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. **0 (Not Transported)** would be used 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 a person is moved from the crash scene by emergency services personnel (EMS, Rescue Squad, fire department, law enforcement) as part of the transport process, consider the person as transported. For example, an injured person that is driven by emergency services to a location to be air lifted should be coded as **1 (EMS Air)**.

There can also be situations where a person leaves the crash scene (e.g. walks for help) or is moved from a crash scene by a party other than emergency services. For example, in a remote or inaccessible location a private citizen drives an injured person to an accessible location before obtaining help and acquiring emergency services assistance from this new location. Consider these situations as **0 (Not Transported)** for treatment even if the person was eventually transported for treatment from this new location.

1 (EMS Air) includes any air transport device**.** This code would be used any time air transport was used for this person. For example, if there is an indication that both air and ground transportation were used, code **1 (EMS Air)**.

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 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).

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **6 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **8 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials).
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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 was changed to "Transported to Medical Facility By" and indicates if the person was transported for treatment, and if transported, the source of transport. Beginning in 2013 this element's name was changed to "Transported to First Medical Facility By" to match the revised 4th Edition of MMUCC. It indicates the source of transport to the first medical facility receiving the patient injured in the crash.

***CRSS* SPECIAL INSTRUCTION:**
This data element is not related to ***CRSS*** sampling.

Consistency Checks:

Check	IF	THEN
(2U3F)	INJURY SEVERITY equals 3,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should not equal 0.
(A551)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should not equal 1, 3, 5 for any PERSON.
(P090)	INJURY SEVERITY equals 0,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
(P091)	TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 1, 3, 5,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P093)	all persons TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 2, 4,	NOTIFICATION TIME EMS, ARRIVAL TIME EMS, EMS TIME AT HOSPITAL must equal 8888.

Check	IF	THEN
(P095)	***TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 0 for every person in the case,***	***EMS TIME AT HOSPITAL must not equal 0000-2399, 9999.***
(P50P)	DIED AT SCENE/EN ROUTE equals 7,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 1-6.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.
(P52P)	DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 8 or 9.
(P55P)	TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

P23/NM22 - Died at Scene/En Route – FARS Only

FORMAT: 1 numeric
SAS NAME: Person.DOA
ELEMENT VALUES:

Codes	Attributes
0	Not Applicable
7	Died at Scene
8	Died En Route
9	Unknown

Definition: This element identifies if this person died at the scene of the crash or en route to a hospital or treatment facility.

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:

Check	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 FIRST 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 FIRST MEDICAL FACILITY BY must equal 1-6.
(P56P)	DIED AT SCENE/EN ROUTE equals 7,	DEATH TIME should be within 30 minutes of the CRASH TIME.
(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.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.
(P52P)	DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 8 or 9.
(P55P)	TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

P24/NM23 - Death Date – FARS Only

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:

Codes	Attributes
88	Not Applicable (Non-fatal)
01-12	Month of the Year
99	Unknown

Day:

Codes	Attributes
88	Not Applicable (Non-fatal)
01-31	Day of the Month
99	Unknown

Year:

Codes	Attributes
8888	Not Applicable (Non-fatal)
--	Actual Year of Death
9999	Unknown

Definition: This element records the month, day and year of this person's death.

Remarks: The death must occur within **thirty 24-hour time periods** 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 no data inconsistencies or errors, use the official death date as recorded on the Death Certificate. Do not change the official death date without good cause.

Consistency Checks:

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 8s.
(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.

Check	IF	THEN
(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.
(4V4F)	CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88 or 99,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.
(4V5F)	CRASH MONTH equals 01, and DEATH MONTH is not equal to 88 or 99,	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.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

P25/NM24 - Death Time – FARS Only

FORMAT: 4 numeric
SAS NAME: Person.DEATH_HR; Person.DEATH_MN; Person.DEATH_TM
ELEMENT VALUES:

Codes	Attributes
8888	Not Applicable (Non-fatal)
0000-2359	Valid Military Time
0099-2399	Known Hour but Unknown Minutes
9999	Unknown

Definition: This element identifies the hour and minute of this person's death utilizing the 24-hour clock format.

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 the 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, or is greater than 30 minutes after the crash time then 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:

Check	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.

Check	IF	THEN
(P56P)	DIED AT SCENE/EN ROUTE equals 7,	DEATH TIME should be within 30 minutes of the CRASH TIME.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

P26 - 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:

Codes	Attributes
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
89	Parked Motor Vehicle with Equipment Extending into the Travel Lane
*28	Improper Lane Usage
*29	Intentional 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 or School Bus Displaying Warning Not to Pass
*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
*59	Overcorrecting

Vision Obscured by:

Codes	Attributes
*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

Skidding, Swerving Sliding, Due to:

Codes	Attributes
*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 Other Non-Motorist
*83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road

Other Factors:

Codes	Attributes
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
92	Person in Ambulance Treatment Compartment
99	Unknown

***FARS ONLY ATTRIBUTES**

Definition: This element identifies factors related to motor vehicle occupants other than drivers expressed by the investigating officer**.**

Remarks: Code information provided by the investigating officer associated with this person from the narrative, contributing factors/circumstances field, or citations/violations section of the case materials.

In addition to passengers in motor vehicles in-transport (Unit Type 1), this element includes any occupants in motor vehicles that are not in-transport (Unit Types 2, 3, 4). The attributes that are applicable to each is limited by Person Type (P7).

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, 86-89, 92, 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, 86-89, 91, 92, 99
09	00, 05, 08, 09,18, 32, 86-89, 92, 99

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.

Coding Hierarchy:
When more than three attributes apply, select the attributes that have not been previously captured under other related elements.

00 (None) is used when no applicable related factors are noted in the case materials**.** Zero-fill all fields. Also, use **00 (None)** to complete the remaining fields when you will be recording less than three related factors. DO NOT leave any remaining fields blank.

05 (Interfering with Driver) is used when the case materials identify that the occupant of a motor vehicle in-transport was interfering with the driver.

Examples include:

- Obstructing the driver's view.
- Striking the driver with their body or other object.
- Rambunctious individuals who cause the driver to be inattentive, even without touching the driver or controls in the vehicle.
- A motorcycle passenger (or other cyclist) shifting their weight or affecting the driver's control.

***08 (Mentally Challenged)** is used when the case materials identify the occupant of the motor vehicle has a documented mental illness or intellectual disorder noted by the officer**.**

09 (Construction/Maintenance/Utility Worker) is used if the case materials identify this person was an occupant of a working motor vehicle. This includes highway department, contractor, or utility company personnel.

18 (Mother of Dead Fetus/Mother of Infant Born Post Crash) is used when the case materials identify that this occupant is the mother of a fetus that died in or as a result of this crash or it is identified that this occupant gave birth after the crash whether the child survives or not. Note that for crash classification purposes, a fetus is considered to be part of a pregnant woman rather than a separate individual and, thus, is not counted as a separate occupant in the crash.

21 (Overloading or Improper Loading of Vehicle with Passengers or Cargo) is used when the case materials identify this occupant improperly loaded the vehicle occupants or cargo into or on the vehicle. This may only be used on the PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side).**

Examples include:

- The vehicle had more than 3 passengers in the front seat.
- There were persons riding on the exterior of the vehicle.
- The vehicle was carrying occupants that were sitting or standing on the rails, tailgate of a pickup or improperly sitting in the bed of a pickup.
- More than one person secured in a belt restraint.
- An unsecured or uncovered load violation.
- The vehicle's trunk was open with extra-large cargo protruding.
- The case materials state the vehicle was overweight, over length or illegally or improperly oversize.

***26 (Following Improperly)** is used when the case materials identify this occupant followed too closely. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Examples include:

- Following a fire truck too closely.
- Failure to maintain a safe passing distance between trucks.
- Following another vehicle in a caravan too closely to allow entry by a merging vehicle.
- Following too close, generally. Also code for cases where the case materials document the vehicle was following too closely for weather conditions.

89 (Parked Motor Vehicle with Equipment Extending into the Travel Lane) is used when the case materials identify this occupant parked a vehicle but extended equipment (e.g., extended mirrors) attached to the vehicle was still in the travel lane. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side).**

NOTE: This should not be used for loads of vehicles extending into the travel lane such as attached trailers or oversized cargo. In these cases, the vehicle is in-transport and not parked.

***28 (Improper Lane Usage)** is used when the case materials identify this occupant failed to properly keep their vehicle in the appropriate lane of travel. This attribute does not apply to vehicles that run off the roadway or that cross the median. Also do not use this value for a vehicle that leaves its lane because of a previous impact or at the direction of a flagman or police officer. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Examples include:

- A vehicle that "drove left of center" striking an oncoming vehicle (includes both crossing a painted centerline and failing to maintain the proper side of a two-lane roadway with no painted centerline).
- A vehicle that goes straight in a turn lane.
- A vehicle that was using more than one lane on its side of a multi-lane highway.
- Trucks, buses, or slow vehicles failing to keep right for faster moving traffic.

For situations where the vehicle is on the wrong side as a result of a passing maneuver, see **33 (Passing Where Prohibited by Posted Signs, Pavement Markings, or School Bus Displaying Warning Not to Pass).**

***29 (Intentional Illegal Driving on Road Shoulder, In Ditch, on Sidewalk or on Median)** is used when the case materials identify this occupant was **intentionally** illegally driving in a location off of the roadway (e.g. shoulder, median, roadside, etc.) This attribute should not be used when the vehicle enters one of these locations as part of an avoidance maneuver or as a result of a critical or harmful event. Also do not use this value for a vehicle that leaves its lane at the direction of a flagman or police officer. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

32 (Opening Vehicle Closure into Moving Traffic or While Vehicle is in Motion) is used when the case materials identify this occupant improperly opened their door into moving traffic.

Examples include:

- An occupant opens a side door into moving traffic.
- An occupant opening the door at a stop light.
- An occupant of a parked motor vehicle opening a door into the travel lane.

***33 (Passing Where Prohibited by Posted Signs, Pavement Markings or School Bus Displaying Warning Not to Pass**) is used when the case materials identify this occupant passed improperly by executing a passing maneuver where prohibited as designated by traffic controls or rules of the road. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Examples include:

- A vehicle passing stopped a school bus.
- A vehicle crossing over the solid line to pass another vehicle.
- Passing a vehicle stopped to allow a pedestrian movement.

***37 (Traveling on Prohibited Trafficways)** is used when the case materials identify this occupant was driving on an open trafficway that prohibited travel for the kind of vehicle they were operating. For example, driving a truck where prohibited, or operating a vehicle with hazardous materials cargo where prohibited. For trucks or slower vehicles using the left lane when prohibited, use **28 (Improper Lane Usage)**. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***40 (Passing Through or Around Barrier**) is used when the case materials identify this occupant drove out of our around a "demarcated" area. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle. For example, a working vehicle backing out of the closed portion of the work zone into an open travel lane.

***41 (Failure to Observe Warnings or Instructions on Vehicles Displaying Them)** is used when the case materials identify this occupant failed to heed warnings or follow instructions displayed on other vehicles. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Examples include:

- Construction instructions such as arrows directing traffic mounted on a vehicle
- Instructions on or warnings by emergency vehicles (ambulances, fire trucks, police cars)
- Failure to observe a wide right-turn warning on trucks or buses
- Failure to heed hazard lights on a disabled vehicle or a school bus arm

***42 (Failure to Signal Intentions)** is used when the case materials identify this occupant failed to signal their intentions. This attribute includes a failure to signal by either lamp turn signal or hand. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***44 (Driving Too Fast for Conditions or In Excess of Posted Maximum)** is used when the case materials identify this occupant was operating the vehicle too fast for certain road conditions or exceeding the posted speed limit. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***45 (Driving Less Than Posted Minimum)** is used when the case materials identify this occupant was driving too slowly, or so as to impede traffic. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***47 (Making Right Turn from Left-Turn Lane, Left Turn from Right-Turn Lane)** is used when the case materials identify this occupant was making an improper turn from a turn lane. To distinguish from **28 (Improper Lane Usage)**, police officer must indicate the occupant's intention to turn to use this attribute. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***51 (Operator Inexperience)** is used when the case materials identify this occupant lacks experience operating the vehicle they were in at the time of the crash. Should be expressed by officer, driver, or passenger and not presumed based on age, rental status, or state of residence. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Examples include:

- A new/young recently licensed driver
- A driver inexperienced in the operation of a large truck or bus (based on the judgment of the police officer)
- A person driving a rental car where they are unfamiliar with the vehicle
- The driver parks the vehicle where parking is illegal because they are inexperienced.

***52 (Unfamiliar with Roadway**) is used when the case materials identify this occupant is unfamiliar with the area/location where they were when the crash occurred. Should be expressed by officer, driver, or passenger and not presumed based on age, rental status, or state of residence. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Examples include:

- A driver from out-of-state is unfamiliar with area.
- A driver operating on a new stretch of road or section of road altered because of construction and/or detour.
- The driver parks the vehicle where parking is illegal because they are unfamiliar with the location.

56 (Non-Driver Flees Scene) is used when the case materials identify that this non-driver left the scene of a Hit-and-Run crash.

Examples include:

- A passenger of motor vehicle in-transport fled scene on foot.
- Occupant of an involved parked vehicle leaves by driving their vehicle from the scene.
- An involved motor vehicle in-transport is driven away by a passenger in that vehicle.

***57 (Improper Tire Pressure)** is used when the case materials identify that improper tire pressure was present in one or more tires of this vehicle. Improper tire pressure is not a defect, but rather the irresponsibility of the person. This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***59 (Overcorrecting)** is used when the case materials identify this occupant "overcorrected" based on the judgment of the police officer. This must be stated by the officer in the narrative or PAR field to be coded. Overcorrecting and Oversteering are technically different but this attribute may be selected for a PAR reported combination of the two (e.g. overcorrecting/ oversteering). This may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

Vision Obscured By:

The following set of attributes identifies visual obstructions noted in the case materials. These attributes may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***60 (Rain, Snow, Fog, Smoke, Sand, Dust)**

***61 (Reflected Glare, Bright Sunlight or Headlights)**

***62 (Curve, Hill or Other Design Features [including traffic signs, embankment])**

***63 (Building, Billboard or Other Structures)**

***64 (Trees, Crops or Vegetation)**

***65 (Motor Vehicle [including load])**

Examples include:

- A car stopped on the roadway.
- A tractor-trailer in-transport on the road.
- A school bus stopped for the purpose of loading and/or unloading children.

***66 (Parked Vehicle)**

***67 (Splash or Spray of a Passing Vehicle)**

***68 (Inadequate Lighting System)**

***69 (Obstructing Angles on the Vehicle)** is used when the case materials identify obstructing angles on this person's vehicle. This attribute should not to be confused with visual obstructions from other vehicles. (See **65 (Motor Vehicle [including load])** and **66 (Vision Obscured by Parked Vehicle)**.

***70 (Mirrors)** is used when the case materials identify that vision was obscured by any mirrors attached to or within a motor vehicle (e.g., rear view mirror, side mirror, etc.).

***72 (Other Visual Obstruction)** is used when the case materials identify that vision was obscured something other than previously listed. For example, a trailer that has been left parked on the side of the road by a truck or vehicle.

Skidding, Swerving, Sliding Due To:

This set of attributes is applicable to the occupant that attempted to avoid one of the following or whose ability to control the vehicle was affected by one of the following. These attributes may only be used on the Person Form for the occupant that is PERSON TYPE **03 (Occupant of a Motor Vehicle Not In-Transport)** and in SEATING POSITION **11 (Front Seat, Left Side)** in a working motor vehicle.

***73 (Severe Crosswind)** is used when the case materials identify this occupant's ability to control the vehicle was affected by severe crosswinds.

***74 (Wind from Passing Truck)** is used when the case materials identify this occupant's ability to control the vehicle was affected by winds produced by a passing truck.

***75 (Slippery or Loose Surface)** is used when the case materials identify this occupant's ability to control the vehicle was affected by the surface composition of the roadway and/or the condition of that composition. Not to be used when the surface is slippery due to environment conditions such as rain, ice, or snow (see **83 (Ice, Snow, Slush, Water, Sand, Dirt, Oil or Wet Leaves on Road)**.

Examples include:

- A slippery surface that is old or worn resulting in loose gravel on the roadway.
- Blacktop that is slick as a newly paved surface.

***76 (Tire Blowout or Flat)** is used when the case materials identify this occupant's ability to control the vehicle was affected by a tire blowout or flat.

***77 (Debris or Objects in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of debris in the road. Examples would include: nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, barricades, etc.

***78 (Ruts, Holes, Bumps in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of a road surface anomalies such as ruts, holes, dips or bumps.

***80 (Vehicle in Road)** is used when the case materials identify this driver attempted to avoid or lost control as a result of another vehicle in the road. This includes both contact and non-contact vehicles that remain at the scene.

***81 (Phantom Vehicle)** is used when the case materials identify this driver attempted to avoid or lost control as a result of a non-contact vehicle that left the scene as described by the police officer.

***82 (Pedestrian, Pedal Cyclist, or Other Non-Motorist)** is used when the case materials identify this driver attempted to avoid or lost control as a result of a pedestrian, a pedal cyclist (bicyclist) or other type of non-motorist.

***83 (Ice, Snow, Slush, Water, Sand, Dirt, Oil or Wet Leaves on Road)** is used when the case materials identify this occupant's ability to control the vehicle was affected by a substance on the roadway that caused the roadway to be slick, which may interfere with the traction of the vehicle. This attribute does not include part of the roadway composition. For cases involving roadway composition issues, see **75 (Slippery or Loose Surface).**

Other Factors:

86 (Emergency Services Personnel) is used when the case materials identify that this person was a fire fighter, wrecker service worker, or Emergency Medical Service (EMS) personnel. This includes personnel located in the cab and in the treatment compartment of an ambulance.

> **Note:** for persons identifiable as EMS personnel located in the ambulance treatment compartment, also use RELATED FACTORS - PERSON (MV OCCUPANT) attribute **92 (Person in Ambulance Treatment Compartment)**.

87 (Police or Law Enforcement Officer) is used when the case materials identify that this person was a police or law enforcement officer working at the time of the crash. The officer may be affiliated at the Federal, State, or local law enforcement level. This would also include: military and park police, border patrol, and all other sworn law enforcement officers.

***88 (Seat Back Not in Normal Upright Position, Seat Back Reclined)** is used when the case materials identify that this occupant's seat back was not in a normal, safe driving/seating position prior to the crash.

91 (Portable Electronic Devices) is used when the case materials identify that this occupant had an electronic device (Cell phone, MP3 Player, PDA, etc.) in the vehicle that was somehow related to the crash occurrence.

92 (Person in Ambulance Treatment Compartment) is used when the case materials identify that this occupant was located in the ambulance treatment compartment. For example: patients, EMS personnel, and other person accompanying patient.

> **Note:** for persons identifiable as EMS personnel also use RELATED FACTORS - PERSON (MV OCCUPANT) attribute **86 (Emergency Services Personnel).**

99 (Unknown) is used 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.

***FARS ONLY ATTRIBUTES**

Consistency Checks:

Check	IF	THEN
(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 92 can be used only once per person form.	--
(5M0H)	***PERSON TYPE equals 1,***	***RELATED FACTORS – PERSON (MV OCCUPANT) LEVEL must equal 0.***
(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.
(580F)	FIRST HARMFUL EVENT equals 14, and RELATED FACTORS- PERSON (MV OCCUPANT) LEVEL does not equal 32, 89 for at least one occupant in the not in-transport motor vehicle involved in the first harmful event,	RELATION TO TRAFFICWAY should not equal 01.
(5M0G)	SPECIAL USE equals 06, and PERSON TYPE equals 02 or 09,	RELATED FACTORS-PERSON (MV OCCUPANT) LEVEL should equal 86 or 92.
(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.
(A65F)	FIRST HARMFUL EVENT equals 14, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL equals 32 or 89 for an occupant of the parked vehicle involved in the first harmful event,	CRASH TYPE should equal 15, 92 or 98 for the in-transport vehicle involved in the First Harmful Event.
(A66F)	FIRST HARMFUL EVENT equals 14, and CRASH TYPE equals 01-10 or 14,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL must not equal 32 or 89 for any occupant of the parked vehicle involved in the First Harmful Event.
(A67F)	FIRST HARMFUL EVENT equals 14, and CRASH TYPE equals 15,	RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL should equal 32 or 89 for an occupant of the parked vehicle.
(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.

Consistency Check (FARS Only):

Check	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.

Person Level (Not a Motor Vehicle Occupant) Data Elements

NM1 – State Number – FARS Only
NM2 – Consecutive Number – FARS Only
NM3/P4 – Person Number
NM4 – Number of Motor Vehicle Striking Non-Motorist
NM5/P5 – Age
NM6/P6 – Sex
NM7 – Person Type
NM8/P8 – Injury Severity
NM9 – Pedestrian/Bike Typing
NM10 – Non-Motorist Location at Time of Crash
NM11 – Non-Motorist Action/Circumstances
NM12 – Non-Motorist Contributing Circumstances
NM13 – Non-Motorist Safety Equipment
NM14/D23 – Condition (Impairment) at Time of Crash
NM15/P16 – Police Reported Alcohol Involvement
NM16/P17 – Method of Alcohol Determination by Police – FARS Only
NM17/P18 – Alcohol Test
NM18/P19 – Police Reported Drug Involvement
NM19/P20 – Method of Drug Determination by Police – FARS Only
NM20/P21 – Drug Test
NM21/P22 – Transported to First Medical Facility By
NM22/P23 – Died at Scene/En Route – FARS Only
NM23/P24 – Death Date – FARS Only
NM24/P25 – Death Time – FARS Only
NM25 – Related Factors – Person (Not a Motor Vehicle Occupant) Level

NM3/P4 - Person Number

FORMAT: 3 numeric
SAS NAME: Person.PER_NO
ELEMENT VALUES:

Codes	Attributes
001-999	Assigned Number

Definition: This element identifies a number for persons that are not in a motor vehicle in consecutive order.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P4. Please see **P4 Person Number** for remarks.

Consistency Checks:

Check	Language
(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.

NM4 - Number of Motor Vehicle Striking Non-Motorist

FORMAT: 3 numeric
SAS NAME: Person.STR_VEH
ELEMENT VALUES:

Codes	Attributes
001-998	Assigned Vehicle Number
999	Unknown

Definition: This data element captures the in-transport vehicle that made contact with this non-motorist.

Remarks: 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:

Check	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, and the UNIT TYPE must equal 1.
(A612)	PERSON TYPE equals 04, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 10 or 49 for that vehicle number in the CRASH EVENTS table.
(A613)	PERSON TYPE equals 05, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
(A614)	PERSON TYPE equals 06, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
(A615)	PERSON TYPE equals 07, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
(A616)	PERSON TYPE equals 08, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 15 for that vehicle number in the CRASH EVENTS table.
(A617)	PERSON TYPE equals 10, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.

Check	IF	THEN
(A618)	PERSON TYPE equals 19, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 99 for that vehicle number in the CRASH EVENTS table.
(A619)	the total count of PERSON TYPES is equal to 05 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61A)	the total count of PERSON TYPES is equal to 08 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 15 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61B)	the total count of PERSON TYPES is equal to 10 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61G)	the FIRST HARMFUL EVENT equals 08, and PERSON TYPE equals 05, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the FIRST HARMFUL EVENT,	CRASH TYPE should not equal 13 for this vehicle.
(A61H)	the FIRST HARMFUL EVENT equals 09, and PERSON TYPE equals 06, 07, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the FIRST HARMFUL EVENT,	CRASH TYPE should not equal 13 for this vehicle.
(A61J)	the FIRST HARMFUL EVENT equals 15, and PERSON TYPE equals 08, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28 and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the FIRST HARMFUL EVENT,	CRASH TYPE should not equal 13 for this vehicle.
(A61K)	the FIRST HARMFUL EVENT equals 49, and PERSON TYPE equals 04, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(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.

Check	IF	THEN
(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.
(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.

Check	IF	THEN
(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 610.
(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.
(PBA0)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 111, 211, 212, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11.
(PBA1)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 112, 151, 213, 214, 217 or 218, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10.

NM5/P5 - Age

FORMAT: 3 numeric
SAS NAME: Person.Age
ELEMENT VALUES:

Codes	Attributes
--	Blank
000	Less than One Year
001-120	Actual Age*
998	Not Reported
999	Unknown

Definition: This element identifies the person's age, in years, with respect to the person's last birthday.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P5. Please see **P5 Age** for remarks.

Consistency Checks:

Check	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.
(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.
(P1A0)	AGE is less than 012, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 0.
(U120)	UNLIKELY: AGE should not be greater than 094, unless equal to 998, 999.	--

Check	IF	THEN
(U360)	UNLIKELY: HIT-AND-RUN equals 0 or 9, and AGE equals 999.	--

NM6/P6 - Sex

FORMAT: 1 numeric
SAS NAME: Person.Sex
ELEMENT VALUES:

Codes	Attributes
1	Male
2	Female
8	Not Reported
9	Unknown

Definition: This element identifies the sex of the person involved in the crash.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P6. Please see **P6 Sex** for remarks.

Consistency Checks:

Check	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)	UNLIKELY: HIT-AND-RUN equals 0 or 9, and SEX equals 9.	--

NM7 - Person Type

FORMAT: 2 numeric
SAS NAME: Person.PER_TYP
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element describes the role of this person involved in the crash.

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
   a. Roller Skates, In-Line skates
   b. Skateboards
   c. Skates
   d. Baby carriage
   e. Scooters
   f. Toy Wagons
2. Motorized rideable toys
   a. Motorized skateboard
   b. Motorized toy car
3. Devices for personal mobility assistance
   a. Segway-style devices
   b. Motorized and non-motorized wheelchairs
   c. Handicapped scooters

Exclusions:

1. Golf cart
2. Low Speed Vehicles (LSVs)
3. Go-carts
4. Minibike
5. "Pocket" motorcycles
6. Motor scooters
7. Moped

Wheelchair: 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:

Check	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.
(1P2F)	PERSON TYPE equals 10,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
(1P3F)	PERSON TYPE equals 10,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 01-12, 16, and NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01-20.
(1P4F)	PERSON TYPE equals 04,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 04, 12.

Check	IF	THEN
(1P5F)	PERSON TYPE equals 06-08, 19,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 04.
(1P7F)	PERSON TYPE equals 04,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 10, 11.
(1P8F)	PERSON TYPE equals 06, 07,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 10-12.
(1P9F)	PERSON TYPE equals 08,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 11.
(1P0G)	PERSON TYPE equals 05,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 07, 08, 10, 13-18, 20.
(1P1G)	PERSON TYPE equals 19,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 11, 12.
(1P3G)	PERSON TYPE equals 04, 06, 07,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 04.
(1P4G)	PERSON TYPE equals 04, 06-08, 19,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 05.
(1P5G)	PERSON TYPE equals 08,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 20.
(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.
(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.

Check	IF	THEN
(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.
(A612)	PERSON TYPE equals 04, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 10 or 49 for that vehicle number in the CRASH EVENTS table.
(A613)	PERSON TYPE equals 05, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
(A614)	PERSON TYPE equals 06, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
(A615)	PERSON TYPE equals 07, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
(A616)	PERSON TYPE equals 08, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 15 for that vehicle number in the CRASH EVENTS table.
(A617)	PERSON TYPE equals 10, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
(A618)	PERSON TYPE equals 19, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___,	at least one SEQUENCE OF EVENTS must equal 99 for that vehicle number in the CRASH EVENTS table.
(A619)	the total count of PERSON TYPES is equal to 05 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61A)	the total count of PERSON TYPES is equal to 08 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 15 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61B)	the total count of PERSON TYPES is equal to 10 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____,	the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
(A61G)	the FIRST HARMFUL EVENT equals 08, and PERSON TYPE equals 05, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.

Check	IF	THEN
(A61H)	the FIRST HARMFUL EVENT equals 09, and PERSON TYPE equals 06, 07, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61J)	the FIRST HARMFUL EVENT equals 15, and PERSON TYPE equals 08, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61K)	the FIRST HARMFUL EVENT equals 49, and PERSON TYPE equals 04, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(BF0F)	PERSON TYPE equals 04-08, 10, 19,	EJECTION must equal 8.
(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.
(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 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.
(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 995.
(P075)	PERSON TYPE equals 02, 04-08, 10 or 19, 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 - CRASH TYPE - PEDESTRIAN should equal 342.
(PB23)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 342, and PERSON TYPE equals 05 or 08,	SCHOOL BUS RELATED should equal 1.

Check	IF	THEN
(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 - CRASH TYPE - PEDESTRIAN 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 CONTRIBUTING CIRCUMSTANCES equals 01-03 or 09,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.
(PB26)	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES equals 02, and PERSON TYPE equals 06 or 07,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 313, 318, 319 or 357.
(PB27)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 05, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 410 or 420.
(PB28)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 06, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 430 or 440.
(PB29)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 04, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 410, 420, 430, 440 or 459.
(PB36)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 250,	PERSON TYPE must equal 08.
(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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.
(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 - CRASH TYPE - BICYCLIST should equal 610.
(PB59)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 16, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 459.
(PB60)	PERSON TYPE equals 05 or 08, and DRIVER PRESENCE equals 0 for the motor vehicle which strikes the non-motorist,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 220.

NM8/P8 - Injury Severity

FORMAT: 1 numeric
SAS NAME: Person.Inj_Sev
ELEMENT VALUES:

Codes	Attributes
0	No Apparent Injury (O)
1	Possible Injury (C)
2	Suspected Minor Injury (B)
3	Suspected Serious Injury (A)
4	Fatal Injury (K)
5	Injured, Severity Unknown
6	Died Prior to Crash*
9	Unknown/Not Reported

Definition: This element describes the severity of the injury to this person in the crash.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P8. Please see **P8 Injury Severity** for remarks.

Consistency Checks:

Check	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 FIRST 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.
(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.

Check	IF	THEN
(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 999.
(P072)	PERSON TYPE equals 02, 03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 996,	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.
(P1A0)	AGE is less than 012, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 0.
(P090)	INJURY SEVERITY equals 0,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
(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.
(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)	UNLIKELY: INJURY SEVERITY equals 1-6, and SEATING POSITION equals 98.	--

Consistency Check (FARS Only):

Check	Language
(4U0F)	Each original submission must have at least one Person Level form with INJURY SEVERITY coded 4.

NM9 - Pedestrian/Bike Typing

FORMAT: Elements Completed in MDE
SAS NAME: Various

Definition: This element describes, through a series of on-screen prompts, the sequence of events and precipitating actions leading to crashes between motor vehicles and pedestrians or bicyclists.

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 ***CRSS***, 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.**

Consistency Checks:

Check	IF	THEN
(1PK2)	NON-MOTORIST LOCATION AT TIME OF CRASH equals 21,	SIDEWALK PRESENT must equal 1.
(1PK3)	NON-MOTORIST LOCATION AT TIME OF CRASH equals 01 or 10,	MARKED CROSSWALK PRESENT must equal 1.
(FP9F)	PERSON TYPE equals 05, 06, 07, 08 and the PEDESTRIAN/ CRASH TYPE equals blank, case status is flawed.	--
(PB00)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 110-910,	at least one SEQUENCE OF EVENTS for the striking vehicle must equal 08 or 15.
(PB02)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 111-980,	at least one SEQUENCE OF EVENTS for the striking vehicle must equal 09.

Check	IF	THEN
(PB04)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN for a person involved in the first harmful event equals 211, 212, 461, 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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN equals 730,	TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-03.
(PB07)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE for a person involved in the first harmful event equals 311, 312, 313, 321, 322 or 323,	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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - BICYCLIST equals 141, 143, 151-158, 217 or 218,	TRAFFIC CONTROL DEVICE for the striking vehicle must not equal 00.
(PB10)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 151, 156, 157, 217 or 218,	TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04.
(PB11)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 143 or 154,	TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04,08, 20, 21, 28 or 29.
(PB12)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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).
(PB15)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 910,	NON-MOTORIST ACTION/CIRCUMSTANCES must equal 03.
(PB16)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 313, 318, 319 or 357,	at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 02.
(PB17)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN equals 742,	at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 01.
(PB19)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 08,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - PEDESTRIAN must not equal 510, 520, 590, 830 or 890.

Check	IF	THEN
(PB20)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 510, 520 or 590,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 02.
(PB21)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST 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 – CRASH TYPE - PEDESTRIAN should equal 342.
(PB23)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 – CRASH TYPE - PEDESTRIAN 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 – CRASH TYPE - PEDESTRIAN should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.
(PB26)	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES equals 02, and PERSON TYPE equals 06 or 07,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - BICYCLIST should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 313, 318, 319 or 357.
(PB27)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 05, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - PEDESTRIAN should equal 410 or 420.
(PB28)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 06, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - PEDESTRIAN should equal 430 or 440.
(PB29)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 04, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - PEDESTRIAN should equal 410, 420, 430, 440 or 459.
(PB30)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLIST equals 156,	DRIVER'S VISION OBSCURED BY for the striking vehicle must not equal 06.

Check	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 – CRASH TYPE - PEDESTRIAN 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 – CRASH LOCATION - PEDESTRIAN must equal 1.
(PB36)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 250,	PERSON TYPE must equal 08.
(PB37)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 311, 312 or 313,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 08 or 10.
(PB38)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 410 or 420, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION does not equal 5,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 05.
(PB39)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 430 or 440, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION does not equal 5,	at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 06.
(PB40)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE equals 610,	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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - BICYCLIST 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)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN equals 240,	EMERGENCY MOTOR VEHICLE USE should equal 2-6 at least one.

Check	IF	THEN
(PB45)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.
(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 - CRASH TYPE - BICYCLIST should equal 610.
(PB56)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST 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.
(PB59)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 16, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - PEDESTRIAN should equal 459.
(PB60)	PERSON TYPE equals 05 or 08, and DRIVER PRESENCE equals 0 for the motor vehicle which strikes the non-motorist,	PEDESTRIAN/BIKE TYPING – CRASH TYPE - PEDESTRIAN should equal 220.
(PB61)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 220,	DRIVER PRESENCE should equal 0 for the motor vehicle striking the non-motorist.
(PB62)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 220,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES PRIOR TO CRASH must equal 12.

Check	IF	THEN
(PB63)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 230,	at least one RELATED FACTORS - CRASH LEVEL should equal 19 or 23.
(PB66)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 03, 09, 16 or 22.
(PB67)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20-25, 28, 98, 99.
(PB68)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20-24, 28, 98, 99.
(PB69)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24, 25, 98, 99.
(PB70)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 16, 22, 24, 98 or 99.
(PB71)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 03, 09, 16 or 22.
(PB72)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20, 21, 22, 23, 24, 25, 28, 98, 99.
(PB73)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20, 21, 22, 23, 24, 28, 98, 99.
(PB74)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24, 25, 98, 99.
(PB75)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 16, 22, 24, 98 or 99.
(PB76)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 01,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 03 or 16.
(PB77)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 02,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02 or 10.
(PB78)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 03,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 11, 13.
(PB79)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 04,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 14, 16, 20, 98 or 99.
(PB80)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 05,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 21, 23, 24, 98 or 99.
(PB81)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 06,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 20, 22, 28, 98 or 99.
(PB82)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 07 or 08,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
(PB83)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 09,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 09, 20, 22, 28, 98 or 99.
(PB84)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 03, 09, 11 or 13.
(PB85)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 14, 16 or 20.

Check	IF	THEN
(PB86)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 10, 21, 23, 98 or 99.
(PB87)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24.
(PB88)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 5 or 6,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
(PB89)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 8,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 20, 22, 28, 98 or 99.
(PB90)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 22, 98 or 99.
(PB91)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 1,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 01, 02 or 09.
(PB92)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 2,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 03, 04, 05, 06, 07, 08 or 09.
(PB93)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 3,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 02, 03, 04, 05, 06 or 09.
(PB94)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 4,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 07, 08 or 09.
(PB95)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION – PEDESTRIAN equals 9,	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 02, 05 or 09.
(PB96)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 1,	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 1, 2, 3, 8 or 9.
(PB97)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 3,	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 1, 2, 3, 4, 8 or 9.
(PB98)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 4,	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 4, 5, 6 or 9.
(PB99)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION-BICYCLE equals 9,	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 9.
(PBA0)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 111, 211, 212, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF
(PBA1)	PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 112, 151, 213, 214, 217 or 218, and VEHICLE NUMBER – VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST,	PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10.

NM10 - Non-Motorist Location at Time of Crash

FORMAT: 2 numeric
SAS NAME: Person.LOCATION
ELEMENT VALUES:

Codes	Attributes
01	At Intersection-In Marked Crosswalk
02	At Intersection-Unmarked / Unknown if Marked Crosswalk
03	At Intersection-Not In Crosswalk
09	At Intersection-Unknown Location
10	Not At Intersection-In Marked Crosswalk
11	Not At Intersection-On Roadway, Not in Marked Crosswalk
13	Not At 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
25	Non-Trafficway Area
28	Other
98	Not Reported
99	Unknown Location

Definition: This element identifies the location of the non-motorist with respect to the roadway at the time of the crash.

Remarks: "At intersection" means: The person is **on a roadway** (travel lane) either (1) in the intersection, (2) in an area between a crosswalk and the perimeter of the intersection, or (3) in a crosswalk (whether marked or unmarked) adjacent to an intersection. If there are no crosswalks, "at intersection" means only the intersection, which is the area embraced within the prolongation of the lateral curb lines or, if none, the lateral boundary lines of the roadways.

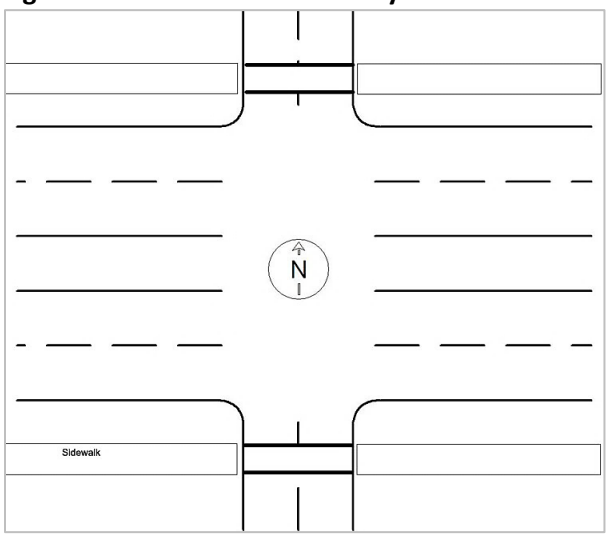
Crosswalk is (1) that part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side 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 (At Intersection-In Marked Crosswalk) is used when a person is in 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 attribute includes shared-use path crossings. This does not include crosswalks located in mid-blocks.

02 (At Intersection-In Unmarked/Unknown if Marked Crosswalk*)* is used when the person is "at intersection" **within the prolongations of the sidewalk edges** but there are no lines or other markings on the surface of the roadway (unmarked crosswalk). There must be a sidewalk or improved path present on one side of the leg of the trafficway that this person is crossing for there to be an unmarked crosswalk. If there are no sidewalks, there are no crosswalks. If it is unknown if the crosswalk is marked or unmarked, default to unmarked.

Figure 26: Intersection with Only Two Crosswalks



In a four-way intersection with sidewalks running along the East/West trafficway and no sidewalks on the North/South trafficway, the intersection area would only have two crosswalks. The two that allow crossing of the North/South trafficway. (See **Figure 26** above)

03 (At 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 (At Intersection-Unknown Location) is used when a person is known to be at an intersection, but it cannot be determined whether the person was in a crosswalk area (marked or unmarked) or the intersection.

10 (Not at 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. (i.e., the case identifies a mid-block crosswalk exists and the person is using it.) This attribute includes shared-use path crossings.

11 (Not at Intersection-On Roadway, Not in Marked Crosswalk) is used when a person is in the portion of the roadway, not at an intersection, and either:

1. the case identifies a mid-block crosswalk exists and the person is not using it, or
2. there is not a crosswalk at this location (e.g., the person is jaywalking when a mid-block crosswalk is available), or
3. the person is crossing at a location where a mid-block crosswalk would not be expected to exist (e.g., a rural roadway or interstate).

13 (Not at Intersection - On Roadway, Crosswalk Availability Unknown) is used when it cannot be determined if a crosswalk was available. (e.g., there is some information (possibly conflicting) that leads you to believe that there may be a mid-block crosswalk at this location, but there is not sufficient information about the location to be able to make a determination.)

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 (Not at Intersection-On Roadway, Not in Marked Crosswalk)**).

16 (Bicycle Lane) is used when a person is adjacent to travel lanes in a bikeway which has been designated for preferential or exclusive use by pedalcyclists through striping, signage, or pavement markings. This attribute includes pedalcyclists in a marked bicycle lane in an intersection (i.e., **do not use 03 (At Intersection-Not in Crosswalk)**). For persons other than pedalcyclists in a marked bicycle lane in an intersection, use **03 (At Intersection-Not in Crosswalk)**. If you do not know if there is a marked bike lane through the intersection, then default to **03 (At Intersection-Not in Crosswalk)**.

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) is used when a person is in a median or 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. This attribute excludes crosswalk areas that pass through a median, crossing or traffic island (i.e., select **01 (At Intersection-In Marked Crosswalk)**, **02 (At Intersection-In Unmarked/Unknown if Marked Crosswalk)**, or **10 (Not at Intersection-In Marked Crosswalk)**.)

23 (Driveway Access) is a portion of the trafficway at the end of a driveway providing access to property adjacent to a trafficway. This includes the driveway crossing which is the portion of the driveway access where a sidewalk or shared-use path crosses over the driveway access.

24 (Shared-Use Path) is used when a person on 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. Shared-use path **crossings** are coded under **01 (At Intersection-In Marked Crosswalk)** or **10 (Not At Intersection-In Marked Crosswalk)**.

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, a person in a closed portion of a work zone, or in a house

28 (Other) is used when a person is at a location stated in the case materials that is not reflected in the listed attributes for this data element. These would be persons within the trafficway (i.e., not element value **25 (Non-Trafficway Area)**). Examples include central islands of rotary intersections, gores, separators, or directional/channelizing islands.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Code **28 (Other)** if the PAR attribute choices can be matched to or include all the attributes in FARS/***CRSS***.
2. Code **98 (Not Reported)** if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 is NOT considered "**Not Reported**".

Code **98 (Not Reported)** in these two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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.

Consistency Checks:

Check	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 CONTRIBUTING CIRCUMSTANCES must not equal 02-04, 15.
(1P0H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 02-04, 07-10, 15, 16, 20.
(1P1H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 22,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01, 02, 04, 07, 08, 11, 15, 20.
(1P2H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 12, 15.
(1P3H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01, 03, 04, 10, 11.
(1P4H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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 CONTRIBUTING CIRCUMSTANCES should not equal 01, 03, 04, 10-12, 15, 16, 20.

Check	IF	THEN
(1P6H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 16,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 04, 16.
(1P7H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 01, 05, 11, 12, 17.
(1P8H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 02.
(1P9H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 02, 05, 12, 15, 16.
(1PH0)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 07-09.
(1PK2)	NON-MOTORIST LOCATION AT TIME OF CRASH equals 21,	SIDEWALK PRESENT must equal 1.
(1PK3)	NON-MOTORIST LOCATION AT TIME OF CRASH equals 01 or 10,	MARKED CROSSWALK PRESENT must equal 1.
(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, ***28,*** 98, 99.
(480F)	FIRST HARMFUL EVENT equals 08, 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.

Check	IF	THEN
(A61G)	the FIRST HARMFUL EVENT equals 08, and PERSON TYPE equals 05, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61H)	the FIRST HARMFUL EVENT equals 09, and PERSON TYPE equals 06, 07, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61J)	the FIRST HARMFUL EVENT equals 15, and PERSON TYPE equals 08, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(A61K)	the FIRST HARMFUL EVENT equals 49, and PERSON TYPE equals 04, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event,	CRASH TYPE should not equal 13 for this vehicle.
(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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.
(PB66)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 03, 09 or 22.
(PB67)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20-25, 28, 98, 99.
(PB68)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20-24, 28, 98, 99.
(PB69)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24, 25, 98, 99.
(PB70)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 16, 22, 24, 98 or 99.
(PB71)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 03, 09, 16 or 22.

Check	IF	THEN
(PB72)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20, 21, 22, 23, 24, 25, 28, 98, 99.
(PB73)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20, 21, 22, 23, 24, 28, 98, 99.
(PB74)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24, 25, 98, 99.
(PB75)	PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 16, 22, 24, 98 or 99.
(PB76)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 03.
(PB77)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02 or 10.
(PB78)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 11, 13.
(PB79)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 14, 16, 20, 98 or 99.
(PB80)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 5,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 21, 23, 24, 98 or 99.
(PB81)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 6,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 20, 22, 28, 98 or 99.
(PB82)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 7 or 8,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25
(PB83)	PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 09, 20, 22, 28, 98 or 99.
(PB84)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 1,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 03, 09, 11 or 13.
(PB85)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 2,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 14, 16 or 20.
(PB86)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 3,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 10, 21, 23, 98 or 99.
(PB87)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 4,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24.
(PB88)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 5 or 6,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
(PB89)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 8,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 20, 22, 28, 98 or 99.
(PB90)	PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 9,	NON-MOTORIST LOCATION AT TIME OF CRASH must equal 22, 98 or 99.
(U150)	UNLIKELY: NON-MOTORIST LOCATION AT TIME OF CRASH equals 16, 25.	--

NM11 - Non-Motorist Action/Circumstances

FORMAT: 2 numeric. Select all that apply.
SAS NAME: nmprior.MPR_ACT
ELEMENT VALUES:

Codes	Attributes
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)
16	Movement Along Roadway - Direction Unknown
08	In Roadway - Other (Working, Playing, etc.)
09	Adjacent to Roadway (e.g., Shoulder, Median)
10	Working in Trafficway (Incident Response)
11	Entering/Exiting Parked or Stopped Vehicle
12	Disabled Vehicle Related (Working on, Pushing, Leaving/Approaching)
14	Other (Specify:)
98	Not Reported
99	Unknown

Definition: This element describes the action(s) of the non-motorist at the time of their involvement in the crash.

Remarks: ***As a select all that apply element, attributes can be used in combination.***

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. If the pedestrian **began to cross the roadway**, stopped, and then was struck select **03 (Crossing the Roadway)**. For person's adjacent to the roadway where their **intent to cross is not identified**, use **09 (Adjacent to Roadway)**.

03 (Crossing Roadway) is used when the non-motorist was moving across or in 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 moving in the same direction as the flow of traffic, either in the travel lane or adjacent to it (e.g. jogging or walking on shoulder or roadside). This also includes situations where the person's action/intent was traveling along the roadway. For example, a person stopped momentarily when they were struck (e.g., to tie shoes, talk on cell phone) or someone that moved out into the path of a vehicle to avoid an obstacle along the roadside. This may include the roadway edge, shoulder (paved or unpaved), sidewalk, roadside, median or driveway access, etc.

06 (Movement Along Roadway Against Traffic [In or Adjacent to Travel Lane]) is used when the non-motorist was moving in the opposite direction of the flow of traffic (facing oncoming vehicles), either in the travel lane or adjacent to it. (e.g. jogging or walking on shoulder or roadside.) This also includes situations where the person's action/intent was traveling along the roadway. For example, a person stopped momentarily when they were struck (e.g., to tie shoes, talk on cell phone) or someone that moved out into the path of a vehicle to avoid an obstacle along the roadside. This may include the roadway edge, shoulder (paved or unpaved), sidewalk, roadside, median, or driveway access, etc.

16 (Movement Along Roadway - Direction Unknown) is used when the non-motorist was moving in or adjacent to a travel lane but their direction with respect to the flow of traffic is unknown. (e.g. jogging or walking on shoulder or roadside.) This may include the roadway edge, shoulder (paved or unpaved), sidewalk, roadside, median, or driveway access, etc.

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, operating a snow blower or lawn care equipment, or lying in the roadway. For cases involving a non-motorist working within a closed portion of a work zone area, use attribute **14 (Other)**.

09 (Adjacent to Roadway [e.g., Shoulder, Median]) is used when the non-motorist was not moving and not in the roadway but in an area immediately adjacent to the roadway, such as a median, shoulder or 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 Parked/Stopped Vehicle) is used when a pedestrian was adjacent to a stopped or parked vehicle and in the process of getting into or had just exited that stopped or parked vehicle. This does not include crashes involving pedestrians performing other actions such as crossing the roadway to/from a parked vehicle or other movements that occurred after the pedestrian exited the 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 [Specify:]) is used when the actions or circumstances stated in the case materials do not reflect the listed attributes for this data element. This includes non-motorists working within a closed portion of a work zone area.

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. Please include a specific reason for this selection.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)
2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, 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:

Check	IF	THEN
(1P3F)	PERSON TYPE equals 10,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 01-12, 16, and NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01-20.
(1P4F)	PERSON TYPE equals 04,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 04, 12.
(1P5F)	PERSON TYPE equals 06-08, 19,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 04.
(1P7F)	PERSON TYPE equals 04,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 10, 11.
(1P8F)	PERSON TYPE equals 06, 07,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 10-12.
(1P9F)	PERSON TYPE equals 08,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 11.
(1P1G)	PERSON TYPE equals 19,	NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 11, 12.
(4X5F)	NON-MOTORIST ACTION/CIRCUMSTANCES is selected 04,	NON-MOTORIST ACTION/CIRCUMSTANCES attributes 05, 06 or 16 should also be selected.
(4X7F)	any NON-MOTORIST ACTION/ CIRCUMSTANCES equals 98 or 99,	only that one code and no other must be coded for this person.
(PB15)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 910,	NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 03.
(PB19)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN must not equal 510, 520, 590, 830 or 890.
(PB20)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 510, 520 or 590,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 02.
(PB27)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 05, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 410 or 420.
(PB28)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 06, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 430 or 440.
(PB29)	NON-MOTORIST ACTION/CIRCUMSTANCES equals 04, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 410, 420, 430, 440 or 459.
(PB37)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 311, 312 or 313,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 08 or 10.
(PB38)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 410 or 420,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 05.
(PB39)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 430 or 440,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 06.
(PB58)	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 05, 06 or 16 in combination.	--

Check	IF	THEN
(PB59)	NON-MOTORIST ACTION/ CIRCUMSTANCES equals 16, and PERSON TYPE equals 05 or 08,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 459.
(PB62)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 220,	at least one NON-MOTORIST ACTION/ CIRCUMSTANCES must equal 12.
(PB64)	any NON-MOTORIST ACTION/ CIRCUMSTANCES equals 03 or 09,	the NON-MOTORIST ACTION/ CIRCUMSTANCES must not also equal 05, 06 or 16 for this person.

NM12 - Non-Motorist Contributing Circumstances

FORMAT: 2 numeric. Select all that apply.
SAS NAME: nmcrash.MTM_CRSH
ELEMENT VALUES:

Codes	Attributes
00	None Noted
01	Dart-Out
11	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, etc.)
05	Entering/Exiting Parked or Stopped Vehicle
06	Inattentive (Talking, Eating, etc.)
07	Improper Turn/Merge
08	Improper Passing
09	Wrong-Way Riding or Walking
10	Riding 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 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 (Specify:)
99	Unknown

Definition: This element describes the action(s) and/or circumstances of the non-motorist that law enforcement indicated may have contributed to the crash.

Remarks: ***As a select all that apply element, attributes can be used in combination.***

00 (None Noted) is used when no contributing circumstances or improper actions are noted by the officer for this non-motorist. "Not Reported" is coded here. If this attribute is used no other attribute may be selected.

01 (Dart-Out) is used when a person entered the roadway and was involved in a collision with a vehicle where the driver's view of the person was blocked until an instant before impact. A dart-out can only occur if there is some documented visual obstruction (e.g., parked vehicle, building or vegetation).

11 (Dash) is used when a person ran into the roadway and was involved in a collision with a vehicle. There is no mention in the case materials that the driver's view of the person was obstructed. The case materials should state that the person **ran**.

Examples of proper use include:

- A person's activity prior to the crash is jogging or running, but just prior to the impact the non-motorist darted into the roadway.
- Children seen playing in a front yard, who suddenly run into the road to retrieve an object associated with their play (e.g. a ball).

02 (Failure to Yield Right-of-Way) is used when a person fails to yield the right-of-way as indicated in the case materials. A citation need not be issued, only that a failure to yield by the person was represented on the PAR through the crash description, diagram, and or coded boxes.

Examples include:

- Failure to yield when exiting a driveway.
- Mid-block crossings not at a crosswalk.
- Not clearing an intersection before the light turns green for crossing traffic.
- Failure to yield at an intersection not controlled by a stop sign or flashing red lights.
- A bicyclist which stopped at the stop sign, but did not realize it was a two way stop rather than a 4-way stop control and proceeded into the intersection without yielding to traffic on the through trafficway.

Failure to obey a traffic control device is coded as **03 (Failure to Obey Traffic Signs, Signals or Officer)**.

03 (Failure to Obey Traffic Signs, Signals or Officer) is used when a person fails to obey a traffic control device as indicated in the case materials. Examples include: person does not obey traffic signs, traffic control devices (including pedestrian signals), traffic officers, or safety zones; or passes around railroad gates.

04 (In Roadway Improperly [Standing, Lying, Working, Playing, etc.]) is used when ***a*** person was indicated to have been in the roadway improperly other than making an improper crossing as in code **12 (Improper Crossing of Roadway or Intersection [Jaywalking])**.

Examples include:

- Playing in the road before the vehicle arrived. The person must not have just run into the roadway after a ball, which would be coded **01 (Dart-Out)** or **11 (Dash)**.
- Working in the road other than because of the requirement of his/her job, (e.g., someone walking backwards into the roadway with a snow blower or lawn care equipment).
- In the street voluntarily, such as a civilian directing traffic at the scene of a crash.
- Attempting to hail a cab, flag down assistance, or flag down a transit bus between designated stops.
- Sitting, getting up, asleep/unconscious, kneeling, etc.

05 (Entering/Exiting Parked or Stopped Vehicle) is used when a pedestrian was adjacent to a stopped or parked vehicle and in the process of getting into or had just exited that stopped or parked vehicle. This does not include crashes involving pedestrians performing other actions such as crossing the roadway to/from a parked vehicle or other movements that occurred after the pedestrian exited the vehicle.

06 (Inattentive [Talking, Eating, etc.]) is used when the case materials specifically state a person is inattentive, lost in thought or distracted. Examples include using any electronic devices (cell phone, video game, e-reader), using earbuds on a music player while jogging, chatting with a neighbor, caring for a baby in a stroller, admiring a garden, etc.

07 (Improper Turn/Merge) is used when the case materials indicate the bicyclist/operator made an improper turn or merge. Examples of an improper turn include too wide right or left turns, making a right turn from the left lane, a left turn from the right lane or unsafe U-turns. An example of an improper merge is when the bicycle lane ends and the bicyclist merges into the path of a vehicle without leaving sufficient space.

08 (Improper Passing) is used when the case materials indicate the bicyclist/operator made an improper passing maneuver. The bicyclist/operator may be passing a motor vehicle or another bicyclist. Actions include passing on the right, and where prohibited by signs, pavement markings, or a stopped school bus, (i.e., mainly violations as designated by traffic controls). Improper passing which is based on faulty judgment errors such as insufficient distance, or inadequate visibility are captured by **20 (Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle)**.

09 (Wrong-Way Riding or Walking) is used when a person was identified in the case materials to have been traveling the wrong way.

10 (Riding on Wrong Side of Road) is used when a bicyclist was identified in the case materials to have been traveling on the wrong side of the road.

12 (Improper Crossing of Roadway or Intersection [Jaywalking]) is used when a person is engaged in crossing a road but is not doing so properly. This includes mid-block crossings outside a crosswalk and crossing at an intersection by cutting on a diagonal through it. The officer's representation of either circumstance on the diagram or in the narrative substantiates the use of this attribute. The person may be engaged in other activities such as the continuation of jogging/running or a "sudden or impulsive" dart, run, etc. This attribute should not be used in conjunction with **04 (In Roadway Improperly [Standing, Lying, Working, Playing, etc.])**.

13 (Failing to Have Lights on When Required) is used when the case materials indicate the operator of a bicycle, animal-drawn conveyance or personal conveyance failed to have lights on when required. This also includes not having lights available to turn on, and may be used with **14 (Operating Without Required Equipment)**.

14 (Operating Without Required Equipment) is used when the case materials indicate that the bicycle, animal-drawn conveyance or person conveyance, was being operated without the proper equipment such as headlights, taillights, etc. Helmet use is captured under **NM13 Non-Motorist Safety Equipment**.

15 (Improper or Erratic Lane Changing) is used when a bicyclist, operator of horse-drawn vehicle, roller blader, or skateboard rider was weaving in and out of traffic. This includes maneuvering between vehicles and in-and-out of a bike lane.

16 (Failure to Keep in Proper Lane or Running Off Road) is used when a bicyclist/operator fails to stay in the proper lane or runs off the road. For example, a bicyclist fails to keep in bicycle lane or operator of horse-drawn vehicle goes straight in a turn lane. This includes running into a median or drifting into a parking lane.

17 (Making Improper Entry to or Exit from Trafficway) is used when a person is engaged in entering or exiting the trafficway but is not doing so properly, or in a manner that would be anticipated by others. This includes entering or exiting the trafficway midblock between driveway accesses, improper use of ramps and turn-bays to enter or exit, and or cutting on a diagonal across a lawn or parking lot to enter a trafficway. This may be used in conjunction with 02 (Failure to Yield Right-of-Way), 03 (Failure to Obey Traffic Signs, Signals or Officer), 07 (Improper Turn/Merge), and/or 09 (Wrong-Way Riding or Walking) if they apply. This code does not apply to Person Types 05 (Pedestrian) or 10 (Persons In/On Buildings).

18 (Operating in Other Erratic, Reckless, Careless or Negligent Manner) is used when explicitly stated in the case materials. Examples include bicyclists doing wheelies, attempting to grab on to a vehicle for motion ("skitching"), or skateboard racing.

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 such as clothing which blends in with the surroundings at any time of the day (camouflage) or dark clothing in the rain at night. The officer must indicate that the non-motorist was not visible.

20 (Passing with Insufficient Distance or Inadequate Visibility or Failing to Yield to Overtaking Vehicle) is used when an improper passing maneuver is indicated in the case materials for the non-motorist. This indicates passing violations based on faulty judgment. This may be used in conjunction with **08 (Improper Passing)** if both apply.

21 (Other, Specify:) 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. Examples include being pushed into the roadway, falling from a bicycle, traveling on a prohibited roadway.

*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. Please include a specific reason for this selection.

99 (Unknown) is used when the officer indicated unknown in the case material's contributing circumstances field or the narrative and no other information is available. If this attribute is used no other attribute may be selected.

Consistency Checks:

Check	IF	THEN
(0PB1)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 741,	at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 11.
(1N4F)	any NON-MOTORIST SAFETY EQUIPMENT equals 5,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 13.
(1P3F)	PERSON TYPE equals 10,	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 01-12, 16, and NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01-20.
(1P0G)	PERSON TYPE equals 05,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 07, 08, 10, 13-18, 20.
(1P3G)	PERSON TYPE equals 04, 06, 07,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 04.
(1P4G)	PERSON TYPE equals 04, 06-08, 19,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 05.
(1P5G)	PERSON TYPE equals 08,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 20.
(1P9G)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 20,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 02-04, 15.
(1P0H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 02-04, 07-10, 15, 16, 20.

Check	IF	THEN
(1P1H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 22,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01, 02, 04, 07, 08, 11, 15, 20.
(1P2H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 12, 15.
(1P3H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01, 03, 04, 10, 11.
(1P4H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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 CONTRIBUTING CIRCUMSTANCES should not equal 01, 03, 04, 10-12, 15, 16, 20.
(1P6H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 16,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 04, 16.
(1P7H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 01, 05, 11, 12, 17.
(1P8H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 02.
(1P9H)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 02, 05, 12, 15, 16.
(1PH0)	NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 07-09.
(4X8F)	any NON-MOTORIST CONTRIBUTING CIRCUMSTANCES equals 00 or 99,	only that one code and no other must be coded for this person.
(PB16)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 313, 318, 319 or 357,	at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 02.
(PB18)	PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 742,	at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 01.
(PB26)	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES equals 02, and PERSON TYPE equals 06 or 07,	PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 313, 318, 319 or 357.

NM13 - Non-Motorist Safety Equipment

FORMAT: 1 numeric. Select all that apply.
SAS NAME: Safety.MSAFEQMT
ELEMENT VALUES:

Codes	Attributes
1	None Used
2	Helmet
3	Reflective Clothing***/Carried Item***
4	Protective Pads (elbows, knees, shins, etc.)
5	Lighting
7	Other Safety Equipment
8	Not Reported
9	Unknown if Used

Definition: This element indicates the safety equipment that was used by the non-motorist involved in the crash.

Remarks: Select all that apply.

The applicable attribute may be determined using various items in the case materials such as a crash report field, the officer narrative, a fatal crash supplement, etc. Each attribute may only be coded once per person, e.g., a person on rollerblades using elbow and knee pads with four pads covering the two different body regions would only be coded one time. If any non-motorist safety equipment equals 1 (None Used), 8 (Not Reported), or 9 (Unknown if Used), only that one code and no other must be coded for this person.

Use the following NM13 Worksheet to determine proper coding of this element:

Was an item that qualifies for this FARS/*CRSS* Attribute USED?	**Yes**	**No**	**Not Reported**	**Unknown**
Helmet				
Reflective Clothing				
Protective Pads				
Lighting				
Other Safety Equipment				

Worksheet Instructions:

- Code any types of safety equipment with worksheet values equal to “Yes”. For example, if “Helmet” and “Protective Pads” are “Yes” in the worksheet, code as **2 (Helmet)** and **4 (Protective Pads)**.
- To code **1 (None Used)**, all of the worksheet values must be “No”.
- To code **8 (Not Reported)**, all of the worksheet values must be some combination consisting of “No”, “Not Reported”, or “Unknown”. The worksheet must not contain:
  - any “Yes” responses,
  - all “No” responses,
  - all “Unknown” responses.
- To code **9 (Unknown if Used)**, all of the worksheet values must be “Unknown”.

1 (None Used) is used when the case materials specifically state that the non-motorist was not wearing or carrying any type of safety equipment, or the NM13 Worksheet results in a "No" for **all five** attribute responses. For example, do not use this attribute to code "not visible" or "dark clothing".

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. This includes all helmets (e.g., bicycle helmet, motorcycle helmet, racing helmets, etc.).

> ***If the non-motorist was wearing a motorcycle helmet, see Related Factors - Person (Not a Motor Vehicle Occupant) Level, attribute 93 (Non-Motorist Wearing Motorcycle Helmet). This attribute is used when the materials identify that this non-motorist was wearing a motorcycle helmet. This can apply to a pedestrian, bicyclist, or other nonmotorist. For example, a pedestrian that previously was riding a motorcycle gets struck while still wearing their helmet.***

3 (Reflective Clothing*/Carried Item*) is used when the case materials indicate that the non-motorist was wearing or carrying some type of reflective item ***(e.g., jacket, backpack, etc.)***. The emphasis is on the reflective property of the clothing or carried item and does not include devices which give off light under their own power (e.g., flashlights). The item 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.

> Do not code bicycle reflectors here. This code is used only for clothing or equipment that is worn or carried. Code bicycle reflectors under 7 (Other Safety Equipment).

4 (Protective Pads [elbows, knees, shins, etc.]) 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 (e.g., bicycle reflectors and flags, reflectors and triangles on a buggy, eye wear/face shields, and rollerblade stoppers). Any clothing that is non-reflective but considered to be safety equipment (hi-glo orange clothing) should be coded using this attribute.

If a PAR data element is coded with the attribute "Other" but the officer does not specify what this refers to:

1. Consider this "Other Safety Equipment" in the worksheet if the PAR attribute choices and definitions can be matched to or include all the attributes "Helmet," "Reflective Clothing," "Protective Pads," "Lighting," and "Other Safety Equipment" in FARS/***CRSS***.
2. Consider this "Not Reported" in the worksheet if the PAR choices cannot be matched to or include all the attributes in FARS/***CRSS***.

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 two situations:

1. No field or coding block exists on the state's crash report to provide the information to code this element AND no other information is available to code the element (e.g., narrative, diagram, case materials)

2. A field or coding block exists on the state's crash report that would provide the information needed to code this element, but it has been left blank, AND no other information is available to code the element (e.g., narrative, diagram, case materials).

9 (Unknown If Used) is used if the NM13 Worksheet results in an "Unknown" for all five attribute responses or if the investigating officer indicates that it is unknown if any of the types of safety equipment was used.

Consistency Checks:

Check	IF	THEN
(1N4F)	any NON-MOTORIST SAFETY EQUIPMENT equals 5,	NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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.
(4W2P)	***RELATED FACTORS – PERSON (NOT A MV OCCUPANT) LEVEL equals 93,***	***NON-MOTORIST SAFETY EQUIPMENT must equal 2.***
(8T0F)	any NON-MOTORIST SAFETY EQUIPMENT equals 2,	PERSON TYPE should equal 06-08.

NM14/D23 - Condition (Impairment) at Time of Crash

FORMAT: 2 numeric. Select all that apply.
SAS NAME: Nmimpair.NMIMPAIR
ELEMENT VALUES:

Codes	Attributes
00	None/Apparently Normal
01	Ill, Blackout
02	Asleep or Fatigued
03	Walking with a Cane or Crutches, etc.
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

Definition: This element attempts to identify any physical impairment to this non-motorist which may have contributed to the cause of the crash.

Remarks: Select all that apply.

This ***element's*** values and remarks are identical to ***the*** Driver Level element D23. Please see **D23 Condition (Impairment) at Time of Crash** for remarks.

Consistency Checks:

Check	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.
(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.
(U590)	UNLIKELY: any CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 05 or 07.	--

NM15/P16 - Police Reported Alcohol Involvement

FORMAT: 1 numeric
SAS NAME: Person.DRINKING
ELEMENT VALUES:

Codes	Attributes
0	No (Alcohol Not Involved)
1	Yes (Alcohol Involved)
8	Not Reported
9	Unknown (Police Reported)

Definition: This data element reflects only the judgment of law enforcement as to whether alcohol was involved or not for this person.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P16. Please see **P16 Police Reported Alcohol Involvement** for remarks.

Consistency Checks:

Check	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.
(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 996,	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.

NM16/P17 - Method of Alcohol Determination by Police - FARS Only

FORMAT: 1 numeric
SAS NAME: Person.ALC_DET
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element describes the method by which the police made the determination as to whether alcohol was involved or not for this person.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P17. Please see **P17 Method of Alcohol Determination by Police** for remarks.

Consistency Checks:

Check	IF	THEN
(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.
(U681)	UNLIKELY: METHOD OF ALCOHOL DETERMINATION BY POLICE equals 8.	--

NM17/P18 - Alcohol Test

FORMAT: 3 sets, 1 set, 1 numeric, 1 set, 2 numeric, ***1 set, 3 numeric***
SAS NAME: Person.ALC_STATUS, Person.ATST_TYP, Person.ALC_RES
ELEMENT VALUES:

Subfield 1 – Test Status

***CRSS* Codes**	**FARS Codes**	**Attributes**
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
00	00	Test Not Given
01	01	Blood
02	02	Breath Test [AC]
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
00-939	00-939	Actual Value
940	940	.94 or Greater
996	996	Test Not Given
997	997	AC Test Performed, Results Unknown
998	998	Positive Reading with No Actual Value
995	995	Not Reported
999	999	Unknown if Tested

Definition for Alcohol Test Status: This element identifies if an alcohol (ethanol) test was given to this person.

Definition for Alcohol Test Type: This element identifies the type of the alcohol (ethanol) test that was used for this person.

Definition for Alcohol Test Result: This element identifies the alcohol (ethanol) test result for this person.

Remarks: This element's values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P18. Please see **P18 Alcohol Test** for remarks.

Consistency Checks:

Check	IF	THEN
(5T7P)	ALCOHOL TEST STATUS equals 0, 1,	ALCOHOL TEST TYPE must equal 00, and ALCOHOL TEST RESULT must equal 996.
(5T8P)	ALCOHOL TEST STATUS equals 9,	ALCOHOL TEST TYPE must equal 99, and ALCOHOL TEST RESULT must equal 999.
(5T9P)	ALCOHOL TEST STATUS equals 2,	ALCOHOL TEST TYPE must equal 01-10, 95, 98, and ALCOHOL TEST RESULT must equal 000-940, 997, 998.
(5TCP)	ALCOHOL TEST STATUS equals 8,	ALCOHOL TEST TYPE must equal 95, and ALCOHOL TEST RESULT must equal 995.
(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 999.
(P072)	PERSON TYPE equals 02, 03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 996,	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 TYPE must equal 00, and ALCOHOL TEST RESULT must not equal 995.
(P080)	ALCOHOL TEST RESULTS should not equal 340-940.	--
(P300)	POLICE REPORTED ALCOHOL INVOLVEMENT equals 1, and INJURY SEVERITY equals 4,	ALCOHOL TEST STATUS should not equal 0, 1.
(U689)	***UNLIKELY: ALCOHOL TEST Subfield 3-Test Result equals 001-009.***	--

NM18/P19 - Police Reported Drug Involvement

FORMAT: 1 numeric
SAS NAME: Person.DRUGS
ELEMENT VALUES:

Codes	Attributes
0	No (Drugs Not Involved)
1	Yes (Drugs Involved)
8	Not Reported
9	Unknown (Police Reported)

Definition: This data element reflects only the judgment of law enforcement as to whether drugs were involved or not for this person.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P19. Please see **P19 Police Reported Drug Involvement** for remarks.

Consistency Checks:

Check	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 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 STATUS should not equal 0.
(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.

NM19/P20 - Method of Drug Determination by Police - FARS Only

FORMAT: 1 numeric
SAS NAME: Person.DRUG_DET
ELEMENT VALUES

Codes	Attributes
1	Evidential Test (Blood, Urine)
2	Drug Recognition ***Expert (or Evaluator) (DRE)*** determination
3	Behavioral
7	Other
8	Not Reported

Definition: This element identifies the method by which the police made the determination as to whether drugs were involved or not for this person.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P20. Please see **P20 Method of Drug Determination by Police** for remarks.

Consistency Checks:

Check	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.

NM20/P21 - Drug Test

FORMAT: 3 sets: 2 sets, 1 numeric; 1 set, ***3 sets,*** 3 numeric
SAS NAME: Person.DSTATUS, Person.DRUGTST1, Person.DRUGTST2, Person.DRUGTST3, Person.DRUGRES1, Person.DRUGRES2, Person.DRUGRES3
ELEMENT VALUES:

Subfield 1 – Test Status

***CRSS* Codes**	**FARS Codes**	**Attributes**
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
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

***CRSS* Codes**	**FARS Codes**	**Attributes**
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 Ethanol. Alcohols reported other than ethanol would be classified under 996 (Other Drug). In addition, exclude drugs explicitly indicated to have been administered after the crash. See Remarks below.**

Definition for Drug Test Status: This element identifies if a chemical test for the presence of drugs was given to this person.

Definition for Drug Test Type: This element identifies the type of chemical test for the presence of drugs that was used for this person.

Definition for Drug Test Result: This element identifies the result of a chemical test for the presence of drugs for this person.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P21. Please see **P21Drug Test** for remarks.

See **Alphabetical Drug Index** and **Drugs by Category** under element P21. Also reference "**Examples for Interpreting Drug Tests**" under element P21.

Consistency Checks:

Check	IF	THEN
(7M1F)	PERSON TYPE equals 03, and SEATING POSITION is not equal to 11 or 13, 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.
(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,	DRUG TEST TYPE 1 must equal 6, and DRUG TEST RESULT 1 must equal 095 and remaining DRUG TEST TYPES and DRUG TEST RESULTS must be 0 filled.
(BT3P)	DRUG TEST STATUS equals 2,	at least one DRUG TEST TYPE must equal 1-8, and one corresponding DRUG TEST RESULT must equal 001, 095, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996-998.
(BT6P)	DRUG TEST STATUS equals 9,	DRUG TEST TYPE 1 must equal 9, and DRUG TEST RESULT 1 must equal 999 and remaining DRUG TEST TYPES and DRUG TEST RESULTS must be 0 filled.
(BT7P)	DRUG TEST STATUS equals 2, and DRUG TEST RESULT one equals 001, 095, 100-295, 300-395, 400-495, 500-595, 600-695, 700-795, 800-895, 900-995, 996, 997, 998,	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)	DRUG TEST RESULT 1 equals 000, 001, 997, 998, 095, or 999,	DRUG TEST RESULT 2 and DRUG TEST RESULT 3 must equal 000.
(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.

Check	IF	THEN
(P075)	PERSON TYPE equals 02, 04-08, 10 or 19, 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 STATUS should not equal 0.
(P160)	POLICE REPORTED DRUG INVOLVEMENT equals 1, and METHOD OF DRUG DETERMINATION BY POLICE equals 2,	not all DRUG TEST RESULTS should equal 001.

NM21/P22 - Transported to First Medical Facility by

FORMAT: 1 numeric
SAS NAME: Person.Hospital
ELEMENT VALUES:

Codes	Attributes
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

Definition: This element identifies the method of transportation this person was provided to receive treatment at the first hospital or medical facility.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P22. Please see **P22Transported to First Medical Facility By** for remarks.

Consistency Checks:

Check	IF	THEN
(2U3F)	INJURY SEVERITY equals 3,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should not equal 0.
(A551)	EMS TIME AT HOSPITAL equals 8888, 9997, 9998,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should not equal 1, 3, 5 for any PERSON.
(P090)	INJURY SEVERITY equals 0,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
(P091)	TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 1, 3, 5,	EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
(P093)	all persons TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 2, 4,	NOTIFICATION TIME EMS, ARRIVAL TIME EMS, EMS TIME AT HOSPITAL must equal 8888.
(P095)	***TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 0 for every person in the case,***	***EMS TIME AT HOSPITAL must not equal 0000-2399, 9999.***
(P50P)	DIED AT SCENE/EN ROUTE equals 7,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
(P51P)	DIED AT SCENE/EN ROUTE equals 8,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 1-6.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

Check	IF	THEN
(P52P)	DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 8 or 9.
(P55P)	TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

NM22/P23 - Died at Scene/En Route - FARS Only

FORMAT: 1 numeric
SAS NAME: Person.DOA
ELEMENT VALUES:

Codes	Attributes
0	Not Applicable
7	Died at Scene
8	Died En Route
9	Unknown

Definition: This element identifies if this person died at the scene of the crash or en route to a hospital or treatment facility.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P23. Please see **P23 Died at Scene/En Route** for remarks.

Consistency Checks:

Check	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 FIRST 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 FIRST MEDICAL FACILITY BY must equal 1-6.
(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.
(P56P)	DIED AT SCENE/EN ROUTE equals 7,	DEATH TIME should be within 30 minutes of the CRASH TIME.

Consistency Checks (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.
(P52P)	DIED AT SCENE/EN ROUTE equals 9,	TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 8 or 9.
(P55P)	TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 9,	DIED AT SCENE/EN ROUTE must equal 0, 9.

NM23/P24 - Death Date - FARS Only

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:

Codes	Attributes
88	Not Applicable (Non-fatal)
01-12	Month of the Year
99	Unknown

Day:

Codes	Attributes
88	Not Applicable (Non-fatal)
01-31	Day of the Month
99	Unknown

Year:

Codes	Attributes
8888	Not Applicable (Non-fatal)
--	Actual Year of Death
9999	Unknown

Definition: This element records the month, day and year of this person's death.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P24. Please see **P24 Death Date** for remarks.

Consistency Check:

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 8s.
(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.
(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.
(4V4F)	CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88 or 99,	DEATH MONTH must equal CRASH MONTH or CRASH MONTH plus 1.

Check	IF	THEN
(4V5F)	CRASH MONTH equals 01, and DEATH MONTH is not equal to 88 or 99,	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.
(P56P)	DIED AT SCENE/EN ROUTE equals 7,	DEATH TIME should be within 30 minutes of the CRASH TIME.

Consistency Check (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

NM24/P25 - Death Time - FARS Only

FORMAT: 4 numeric
SAS NAME: Person.DEATH_HR; Person.DEATH_MN; Person.DEATH_TM
ELEMENT VALUES:

Codes	Attributes
8888	Not Applicable (Non-fatal)
0000-2359	Valid Military Time
0099-2399	Known Hour but Unknown Minutes
9999	Unknown

Definition: This element identifies the hour and minute of this person's death utilizing the 24-hour clock format.

Remarks: This ***element's*** values and remarks are identical to ***the*** Person Level (MV Occupant) Level element P25. Please see **P25 Death Time** for remarks.

Consistency Checks:

Check	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.
(P56P)	DIED AT SCENE/EN ROUTE equals 7,	DEATH TIME should be within 30 minutes of the CRASH TIME.

Consistency Check (FARS Only):

Check	IF	THEN
(P520)	CRASH DATE and DEATH DATE are the same, and CRASH TIME AND DEATH TIME are the same,	TRANSPORTED TO FIRST MEDICAL FACILITY BY should equal 0, and DIED AT SCENE/EN ROUTE should equal 7.

NM25 - 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:

Codes	Attributes
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

Vision Obscured By:

Codes	Attributes
*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

Skidding, Swerving, Sliding Due To:

Codes	Attributes
*73	Severe Crosswind
*74	Wind from Passing Truck
*75	Slippery or Loose Surface
*76	Tire Blowout or Flat
*77	Debris or Objects in Road

Codes	Attributes
*78	Ruts, Holes, Bumps in Road
*80	Vehicle in Road
*81	Phantom Vehicle
*82	Pedestrian, Pedal Cyclists, or Other Non-Motorist
*83	Ice, Snow, Slush, Water, Sand, Dirt, Oil, Wet Leaves on Road

Other Non-Motorist Factors:

Codes	Attributes
86	Emergency Services Personnel
87	Police or Law Enforcement Officer
90	Non-Motorist Pushing a Vehicle
91	Portable Electronic Devices
93	***Non-Motorist Wearing Motorcycle Helmet***
99	Unknown

***FARS ONLY ATTRIBUTES**

Definition: This element identifies factors related to persons not in a motor vehicle expressed by the investigating officer***.***

Remarks: Code information provided by the investigating officer associated with this person from the narrative, contributing factors/circumstances field, or citations/violations section of the case materials.

This is a nominal list only and does NOT imply a hierarchy. However, if more than three factors apply to this non-motorist, capture those which cannot be collected elsewhere in the data.

The following lists those related factors that may be used for each person type (NM7):

Person Type	Valid Related Factors
04	00, 08, 09, 18, 21, 26, 37, 40-42, 51, 52, 56, 57, 60-70, 72-78, 80-83, 87, 91, ***93,*** 99
05	00, 08, 09, 18, 37, 41, 56, 60-67, 72, 86-87, 90, 91, ***93,*** 99
06	00, 08, 18, 21, 26, 37, 40-42, 51, 52, 56, 57, 60-68, 72-78, 80-83, 87, 91, ***93,*** 99
07	00, 08, 18, 21, 26, 37, 40-42, 51, 52, 56, 57, 60-68, 72-78, 80-83, 91, ***93,*** 99
08	00, 08, 13, 18, 21, 26, 37, 40-42, 51, 52, 56, 57, 60-70, 72-78, 80-83, 87, 91, ***93,*** 99
10	00, 08, 13, 18, 26, 86, 87, ***93,*** 99
19	00, 08, 09, 18, 21, 26, 37, 40-42, 51, 52, 56, 57, 60-68, 72-78, 80-83, 86, 87, 91, ***93,*** 99

00 (None) is used when no applicable related factors are noted in the crash report. Zero-fill all fields. Also, use **00 (None)** to complete the remaining fields when you will be recording less than three non-motorist related factors. DO NOT leave any remaining fields blank.

***08 (Mentally Challenged)** is used when the case materials identify that the non-motorist has a documented mental illness or intellectual disorder noted by the officer.

09 (Construction/Maintenance/Utility Worker) is used when the case materials identify that this was a non-motorist working with the highway department, a contractor, or a utility company at the time of the crash.

13 (Motorized Wheelchair Rider) is used when the case materials identify the non-motorist is in a motorized wheelchair (personal conveyance).

***18 (Mother of Dead Fetus/Mother of Infant Born Post Crash)** is used when the case materials identify that this non-motorist is the mother of a fetus that died in or as a result of this crash or it is identified that this non-motorist gave birth after the crash whether the child survives or not. Note that for crash classification purposes, a fetus is considered to be part of a pregnant woman rather than a separate individual and, thus, is not counted as a separate person in the crash.

***21 (Overloading or Improper Loading of Vehicle with Passengers or Cargo)** is used when the case materials describe more than one non-motorist is occupying one seating position at the time of the crash. For example, overloading a bicycle with a passenger riding on the handlebars.

***26 (Following Improperly)** is used when the case materials identify that this non-motorist was following a bicyclist, motor vehicle, non-motor vehicle transport device, or person on a personal conveyance too closely as to create a dangerous situation.

Examples include:

- A non-motorist (bicyclist, skateboard rider, roller blader, etc.) that attempts to grab on to a motor vehicle that is in-transport.
- A bicyclist is following a vehicle so closely that as it passes or takes an avoidance maneuver around one vehicle going in the same direction as the bicyclist, the bicyclist strikes the rear of the vehicle it was attempting to pass or the rear of a another vehicle in the adjacent lane also going the same direction.

***37 (Traveling on Prohibited Trafficways)** is used when the case materials identify that this non-motorist was traveling on an open trafficway that prohibited travel for their mode of transportation. This applies to all forms of pedestrian travel (skateboard riders, roller bladers, etc.), as well as horseback riders, carriages, bicyclists, etc.

***40 (Passing Through or Around Barrier)** is used when the case materials identify this non-motorist was traveling through or around a "demarcated" area to be in a prohibited area (street closed for a parade, construction, sidewalk closed, etc.).

41 (Failure to Observe Warnings or Instructions on Vehicles Displaying Them)* is used when the case materials identify this non-motorist failed to heed warnings or follow instructions displayed on other vehicles.

Examples include:

- A non-motorist failed to follow construction instructions (e.g., arrows directing traffic mounted on a vehicle) or instructions on emergency vehicles (ambulances, fire trucks, police cars).
- A non-motorist failed to observe right-turn warning on a truck or buses.
- A bicyclist failed to heed hazard lights on a disabled vehicle.
- A child failed to walk around the school bus arm that was extended into the travel lane that permitted the bus driver to see the child in the roadway.

***42 (Failure to Signal Intentions)** is used when the case materials identify this non-motorist failed to signal their intentions as required. This attribute includes a failure to signal by either lamp turn signal or hand.

***51 (Operator Inexperience)** is used when the case materials identify this non-motorist's (horseback rider, skate boarder, bicyclist without training wheels, etc.) lack of experience contributed to their involvement. Should be expressed by officer and not presumed based on age.

***52 (Unfamiliar with Roadway)** is used when the case materials identify this non-motorist's (horseback rider, skate boarder, bicyclist without training wheels, etc.) lack of familiarity with the area/location where the crash occurred contributed to their involvement. Should be expressed by officer and not presumed based on age.

56 (Non-Driver Flees Scene) is used when the case materials identify this non-motorist left the scene of a Hit-and-Run crash.

Examples Include:

- A bicyclist clipped by a vehicle that runs off the road and overturns, leaves the scene on their bike.
- A pedestrian is pushing an occupied wheelchair, which is struck by a motor vehicle. The pedestrian panics and flees the scene.

***57 (Improper Tire Pressure)** is used when the case materials identify that improper tire pressure was present on one or more tires of a bicycle, non-motor vehicle transport device or personal conveyance in use by this non-motorist. It signifies that improper tire pressure is not a defect, but rather the irresponsibility of this person.

Vision Obscured By:

The following set of attributes identifies visual obstructions noted in the case materials applicable to this non-motorist.

***60 (Rain, Snow, Fog, Smoke, Sand, Dust)**

***61 (Reflected Glare, Bright Sunlight or Headlights)**

***62 (Curve, Hill or Other Design Features [including traffic signs, embankment])**

***63 (Building, Billboard or Other Structures)**

***64 (Trees, Crops or Vegetation)**

***65 (Motor Vehicle [including load])**

Examples include:

- A car stopped on the roadway.
- A tractor-trailer in-transport on the road.
- A school bus stopped for the purpose of loading and/or unloading children.

***66 (Parked Vehicle)**

***67 (Splash or Spray of a Passing Vehicle)**

***68 (Inadequate Lighting System)**

***69 (Obstructing Angles on the Vehicle)** is used when the case materials identify obstructing angles on this person's vehicle. This attribute should not to be confused with visual obstructions from other vehicles. (See **65 (Motor Vehicle [including load])** and **66 (Parked Vehicle)**.

***70 (Mirrors)** is used when the case materials identify that this non-motorist's vision was obscured by any type of mirror.

***72 (Other Visual Obstruction)** is used when the case materials identify that this non-motorist's vision was obscured by something other than previously listed. For example, a trailer that has been left parked on the side of the road by a truck or vehicle.

Skidding, Swerving, Sliding Due To:

This set of attributes is applicable to the non-motorist that attempted to avoid one of the following or whose control loss was related to one of the following.

***73 (Severe Crosswind)** is used when the case materials identify this non-motorist's control loss was related to severe crosswinds.

***74 (Wind from Passing Truck)** is used when the case materials identify this non-motorist's control loss was related to winds produced by a passing truck.

***75 (Slippery or Loose Surface)** is used when the case materials identify this non-motorist's control loss was related to the surface composition of the roadway and/or the condition of that composition. Not to be used when the surface is slippery due to environment conditions such as rain, ice or snow (see **83 (Ice, Snow, Slush, Water, Sand, Dirt, Oil or Wet Leaves on Road)**.

Examples include:

- A slippery surface that is old or worn resulting in loose gravel on the roadway.
- Blacktop that is slick as a newly paved surface.

***76 (Tire Blowout or Flat)** is used when the case materials identify this non-motorist's control loss was related to a tire blowout or flat.

***77 (Debris or Objects in Road)** is used when the case materials identify this non-motorist attempted to avoid or lost control as a result of debris in the road. Examples would include: nails, glass, trash cans, tire retread, trash, dead animals, pile of sand, barricades, etc.

***78 (Ruts, Holes, Bumps in Road)** is used when the case materials identify this non-motorist attempted to avoid or lost control as a result of a road surface anomalies such as ruts, holes, dips or bumps.

***80 (Vehicle in Road)** is used when the case materials identify this non-motorist attempted to avoid or lost control as a result of another vehicle in the road. This includes both contact and non-contact vehicles that remain at the scene.

***81 (Phantom Vehicle)** is used when the case materials identify this non-motorist attempted to avoid or lost control as a result of a non-contact vehicle that left the scene as described by the police officer.

***82 (Pedestrian, Pedal Cyclist, or Other Non-Motorist)** is used when the case materials identify this non-motorist attempted to avoid or lost control as a result of a pedestrian, a pedal cyclist (bicyclist) or other type of non-motorist.

***83 (Ice, Snow, Slush, Water, Sand, Dirt, Oil or Wet Leaves on Road)** is used when the case materials identify this non-motorist's control loss was related to a substance on the roadway that caused the roadway to be slick, which may interfere with the traction of the vehicle. This attribute does not include part of the roadway composition. For cases involving roadway composition issues, see **75 (Slippery or Loose Surface)**.

Other Non-Motorist Factors:

86 (Emergency Services Personnel) is used when the case materials identify that this non-motorist was a fire fighter, wrecker service worker or Emergency Medical Service (EMS) personnel.

87 (Police or Law Enforcement Officer) is used when the case materials identify that this non-motorist was a police or law enforcement officer **working** at the time of the crash. The officer may be affiliated at the Federal, State or local law enforcement level. This would also include: military and park police, border patrol officers and all other sworn law enforcement officers.

90 (Non-Motorist Pushing a Vehicle) is used when the case materials identify the non-motorist was pushing a vehicle.

91 (Portable Electronic Devices) is used when the case materials identify that this non-motorist was using an electronic device (Cell phone, MP3 Player, PDA, etc.) that was somehow related to the crash occurrence.

93 (Non-Motorist Wearing Motorcycle Helmet) is used when the materials identify that this non-motorist was wearing a motorcycle helmet. This can apply to a pedestrian, bicyclist, or other non-motorist. For example, a pedestrian that previously was riding a motorcycle gets struck while still wearing their helmet.

99 (Unknown) is used 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.

Consistency Checks:

Check	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.
(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.	--
(4W2P)	***RELATED FACTORS – PERSON (NOT A MV OCCUPANT) LEVEL equals 93,***	***NON-MOTORIST SAFETY EQUIPMENT must equal 2.***
(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.

Check	IF	THEN
(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.

Consistency Checks (FARS Only):

Check	IF	THEN
(5W0P)	RELATED FACTORS-PERSON LEVEL equals 18,	SEX must equal 2, and AGE must be greater than 012.

Supplemental Data Elements

These elements do not appear on the Coding Forms. They are presented on-screen by the MDE System.

Person Level Elements – Including Coding Instructions.

- SP1 – Death Certificate Number
- SP2 – Fatal Injury at Work
- SP3 – Race/Hispanic Origin

SP1 - Death Certificate Number - FARS Only

FORMAT: Element Completed in MDE
SAS NAME: Person.CERT_NO
ELEMENT VALUES:

Codes	Attributes
0s	Not Applicable (not a fatality)
--	Any Numeric Characters
9s	Unknown

Definition: This element identifies the four digit GSA code for the City where the death occurred, the two-digit state number, and the six-digit sequence number from the death certificate as assigned by the State Vital Statistics or Vital Records Department.

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 used 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 as those used for variables **C1, V1, D1, PC1, P1, and NM1 State Number**.

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., the sequence number is "12345" (five digits)) right-justify your coded number and zero-fill the first (and/or second digit) (e.g., **0**12345).

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., **N**12345), simply ignore the letter and code the numbers only (right-justified), (e.g., **0**12345).

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:

Check	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.

SP2 - Fatal Injury at Work - FARS Only

FORMAT: 1 numeric
SAS NAME: Person.WORK_INJ
ELEMENT VALUES:

Codes	Attributes
0	No
1	Yes
8	Not Applicable (not a fatality)
9	Unknown

Definition: This element indicates if the death certificate identified this person as being "at work" at the time of the crash.

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.**

0 (No) is used if the injury **was not** at work.

1 (Yes) is used if the injury **was** on the job.

8 (Not Applicable (not a fatality)) is used if the victim was not a fatality.

9 (Unknown) is used 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:

Check	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.
(P1A0)	AGE is less than 012, and INJURY SEVERITY equals 4,	FATAL INJURY AT WORK should equal 0.
(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.

SP3 - Race/Hispanic Origin - FARS Only

FORMAT: 2 numeric
SAS NAME: Person.RACE, Person.HISPANIC
ELEMENT VALUES:

Detail Race:

Codes	Attributes
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; e.g. “mixed”)
98	All Other Races
99	Unknown

Hispanic Origin:

Codes	Attributes
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

Definition: This element indicates the race and Hispanic origin of this person from the death certificate.

Remarks: Race and Hispanic Origin should be obtained from **the death certificate only.**

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 "00s" in both the RACE and HISPANIC ORIGIN fields.

In general, the actual race will be written literally (e.g., 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 (e.g., Cuba, Puerto Rico, Mexico, etc.) 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 **06 (Hawaiian)** below).

Detail Race

01 (White) should be coded for persons listed as White, Mexican, Puerto Rican, Cuban, and Caucasian for race.

06 (Hawaiian [includes part Hawaiian]) should be coded for any person listed as Hawaiian, even if another race is listed as well.

19 (Other Indian) includes South and Central America and any other Indians, except American or Asian Indians.

68 (Other Asian or Pacific Islander) is used when an "Other Asian" or "Pacific Island" race is specified, and it is other than **04 (Chinese)**, **05 (Japanese)**, **06 (Hawaiian)**, **07 (Filipino)**, **18 (Asian Indian)**, **28 (Korean)**, **38 (Samoan)**, **48 (Vietnamese)**, or **58 (Guamanian)**.

78 (Asian or Pacific Islander, No Specific [individual] Race) is used when the death certificate or report lists "Asian" for race.

97 (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.)

98 (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 **03 (American Indian)**. Again, **06 (Hawaiian)** is the exception. (See **06 (Hawaiian)** above.)

Hispanic Origin

06 (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).

99 (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.

Consistency Checks:

Check	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.

Detail Race and Hispanic Origin for FARS

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	--	--	2	24	**02**	**07**
African/American	--	--	--	2	--	**02**	**07**
Afro/American	Afro-American	--	--	2	24	**02**	**07**
Alaskan Indian	--	--	--	3	--	**03**	**07**
--	Alaskan Native	--	--	--	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	--	--	--	9	--	**98**	**99**
American	American	--	--	1	06	**99**	**99**
American Indian	American Indian	--	--	3	07	**03**	**07**
--	American Negro	--	--	--	24	**02**	**07**
--	American White	--	--	--	06	**01**	**99**
Amish	Amish	--	--	1	99	**01**	**07**
--	--	Andorra	--	--	--	**01**	**99**
Anglo-Saxon	Anglo Saxon	--	--	1	08	**01**	**07**
--	Anglo American	--	--	--	08	**99**	**07**
--	Angolan	Angola	Africa	--	24	**02**	**07**
Antiguans and Barbudans	--	Antigua & Barbuda	--	--	--	**02**	**07**
--	Arab	--	--	--	22	**01**	**07**
Arabian	--	--	--	1	--	**01**	**07**
Argentinian	Argentina (Argentino)	Argentina	South America	1	04	**01**	**04**
--	Arian	--	--	--	99	**99**	**99**
Armenian	Armenian	Armenia	Europe	1	22	**01**	**07**
Aryan	--	--	--	1	--	**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	Australian	Australia	Australasia & Pacific	1	20	**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
Austrian	Austrian	Austria	Europe	1	16	**01**	**07**
--	--	Azerbiajan	Europe	--	--	**01**	**07**
Azores	Azorean	Azores	Europe	1	19	**01**	**07**
Bahamian	Bahamian	Bahamas	--	6	99	**98**	**07**
--	Bahrain	Bahrain	Middle East	--	22	**01**	**07**
--	Baleanc Islands	--	--	--	05	**01**	**05**
Bangladeshi	Bangladesh	Bangladesh	Asia	9	21	**68**	**07**
--	--	Barbados	--	--	--	**02**	**07**
Basque	Basque	--	--	1	05	**01**	**05**
Bavarian	Bavarian	--	--	1	16	**01**	**07**
--	Belgian	Belgium	Europe	--	16	**01**	**07**
Belizian	Belizian	Belize	Central America	6	04	**98**	**04**
--	Belorussian, Byelorussian	Belarus	Europe	--	18	**01**	**07**
Bengali	Bengali	--	--	6	21	**98**	**07**
--	Benin	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**
Bohemian	Bohemian	--	--	1	18	**01**	**07**
Bolivian	Bolivia (Boliviano)	Bolivia	South America	1	04	**01**	**04**
--	Boricua (Borinquano)	--	--	--	05	**99**	**05**
--	--	Bosnia-Herzegovna	Europe	--	--	**01**	**07**
--	Botswana	Botswana	Africa	--	24	**99**	**07**
Brava (Bravo)	--	--	--	1	--	**01**	**99**
Brazilian	Brazilian	Brazil	South America	1	15	**01**	**04**
--	British	--	--	--	08	**99**	**07**
British Honduran	--	(See Belize)	--	0	--	**98**	**04**
Brown	--	--	--	2	--	**02**	**99**
--	--	Brunei	Asia	--	--	**68**	**07**
--	Bulgarian	Bulgaria	Europe	--	18	**01**	**07**
--	--	Burkina Faso	Africa	--	--	**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
Burmese	Burmese	Burma (Also Myanmar)	Asia	9	20	**68**	**07**
--	Burundi	Burundi	Africa	--	24	**99**	**07**
Cajun	Cajun	--	--	1	15	**01**	**07**
--	California	--	--	--	05	**99**	**05**
Cambodian	Cambodian	Cambodia	Asia	9	20	**68**	**07**
--	Cameroon	Cameroon	Africa	--	24	**99**	**07**
Canadian	Canadian	Canada	North America	1	15	**01**	**07**
Canadian Indian	--	--	--	3	--	**03**	**07**
Canadian Mexican	--	--	--	3	--	**03**	**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**
--	Castillan	--	--	--	05	**01**	**05**
--	Catalonia	--	--	--	05	**01**	**05**
Caucasian	Caucasian	--	--	1	99	**01**	**07**
--	--	Cayman Islands	--	--	--	**99**	**99**
--	Celtic	--	--	--	08	**01**	**07**
--	Central African Republic	Central African Republic	Africa	--	24	**02**	**07**
--	Central European	--	--	--	99	**99**	**99**
--	Centroamericano	--	--	--	04	**99**	**04**
Ceylonese	Ceylonese	--	--	9	21	**68**	**07**
--	Chad	Chad	Africa	--	24	**99**	**07**
Chamorro	Chamorro	--	--	9	20	**68**	**07**
Chicano	Chicano	--	--	1	01	**01**	**01**
Chicano/Mex/American	--	--	--	1	--	**01**	**01**
--	Chile (Chilano)	Chile	South American	--	04	**01**	**04**
Chinese	Chinese	China	Asia	4	20	**04**	**07**
Chinese/White	--	--	--	4	--	**04**	**99**
Colombian	Colombia (Colombiano)	Colombia	South America	1	04	**01**	**04**
Colored	--	--	--	2	--	**02**	**99**
--	--	Comoros	Africa	--	--	**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
--	Congolese	Congo (Republic of)	Africa	--	24	**99**	**07**
Costa Rican	Costa Rica (Constarricense)	Costa Rica	Central America	1	04	**01**	**04**
Creole	Creole	--	--	1	16	**01**	**99**
--	Croatian	Croatia	Europe	--	19	**01**	**07**
Crucian	--	--	--	1	--	**01**	**99**
Cuban	Cuban	Cuba	--	1	03	**01**	**03**
--	Cypriot	Cyprus	Europe	--	22	**01**	**07**
Czechoslovakian	Czechoslovakian	Czech Republic	Europe	1	18	**01**	**07**
--	Dahomey	--	Africa	--	24	**02**	**07**
Danish	Danish	Denmark	Europe	1	12	**01**	**07**
--	--	Djibouti	Africa	--	--	**99**	**07**
--	--	Dominica	--	--	--	**99**	**99**
Dominican	Dominican Republic	Dominican Republic	--	2	04	**02**	**04**
--	Dutch	Netherlands	Europe	--	16	**01**	**07**
Dutch East Indian	--	--	--	9	--	**68**	**99**
East Indian	East Indian	--	--	9	20	**68**	**07**
--	Eastern European	--	--	--	18	**99**	**07**
Ebian	--	--	--	1	--	**01**	**99**
Ecuadorian	Ecuador (Ecuatoriano)	Ecuador	South America	1	04	**01**	**04**
Egyptian	Egyptian	Egypt	North Africa	1	23	**01**	**07**
--	El Salvador	El Salvador	Central America	--	04	**98**	**04**
English	English	--	--	1	08	**01**	**07**
--	--	England	Europe	--	--	**99**	**99**
English-French	--	--	Europe	1	--	**01**	**07**
English-Irish	--	--	Europe	1	--	**01**	**07**
--	Equatorial Guinea	Equatorial Guinea	Africa	--	24	**99**	**07**
Eritrean	--	Eritrea	Africa	2	--	**02**	**07**
Eskimo, Eskimoan	Eskimo, Eskimoan	--	--	3	07	**03**	**07**
--	Espana, (Espanol)	--	--	--	05	**01**	**05**
--	Estonian	Estonia	Europe	--	18	**01**	**07**
Ethiopia(n)	Ethiopian	Ethiopia	Africa	2	24	**02**	**07**
Eurasian	Eurasian	--	--	9	22	**78**	**99**
European	European	--	--	1	99	**01**	**99**

Detail Race and Hispanic Origin for FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
--	Falkland Islands	Falkland Islands	South America	--	04	**01**	**07**
--	Fernando PO	--	--	--	05	**99**	**05**
Fijan	Fijan	Fiji	Australasia & Pacific	9	20	**68**	**07**
Filipino	Filipino	Philippines	Asia	8	20	**07**	**07**
Finnish	Finnish	Finland	Europe	1	17	**01**	**07**
--	Flemish	--	Europe	--	16	**01**	**07**
--	Franco American	--	--	--	11	**99**	**07**
French	French	France	Europe	1	11	**01**	**07**
French Canadian	French Canadian	--	--	1	15	**01**	**07**
--	--	French Guiana	--	--	--	**99**	**99**
French Indian (American)	French Indian	--	--	3	07	**03**	**07**
French Indian (India)	--	--	--	9	--	**18**	**07**
--	--	French Polynesia	--	--	--	**68**	**07**
--	Gabonese	Gabon	Africa	--	24	**99**	**07**
--	Galapagos Islands	--	--	--	04	**01**	**04**
--	Gambian	Gambia	Africa	--	24	**99**	**07**
--	Georgian	Georgia	Europe	--	18	**01**	**07**
German	German	Germany	Europe	1	10	**01**	**07**
Ghanaian	Ghanaian	Ghana	Africa	2	24	**02**	**07**
Gilbertese	--	--	--	9	--	**68**	**07**
--	Great Russian	--	--	--	18	**01**	**07**
Greek	Greek	Greece	Europe	1	19	**01**	**07**
--	Greenland	Greenland	--	--	15	**99**	**07**
--	--	Grenada	--	--	--	**02**	**07**
--	--	Guadeloupe	--	--	--	**99**	**99**
Guamanian	Guamanian	Guam	--	9	20	**58**	**07**
Guatemalan	Guatemala (Guatemalteco)	Guatemala	Central America	6	04	**98**	**04**
--	Guinean	Guinea	Africa	--	24	**99**	**07**
--	--	Guinea-Bissau	Africa	--	--	**99**	**07**
Guyanese	Guyanaq	Guyana	South America	0	15	**99**	**07**
Gypsy	Gypsy	--	--	1	22	**01**	**07**
Haitian	Haitian	Haiti	--	2	15	**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
Hamitic	--	--	--	2	--	**02**	**07**
Hawaiian	Hawaiian	--	--	7	20	**06**	**07**
Hawaiian/Part Hawaiian	--	--	--	7	--	**06**	**07**
Hebrew	Hebrew	--	--	1	22	**01**	**07**
Hindu	Hindu	--	--	9	21	**78**	**07**
Hispanic	Hispanio	--	--	1	05	**01**	**06**
Hmong	Hmong	--	--	9	20	**68**	**07**
Honduran	Honduras (Hondureno)	Honduras	Central America	6	04	**98**	**04**
--	Hong Kong	Hong Kong	Asia	--	20	**78**	**07**
Hungarian	Hungarian	Hungary	Europe	1	18	**01**	**07**
--	Iberian (Ibero)	--	--	--	05	**01**	**05**
Icelandic	Icelandic	Iceland	Europe	1	17	**01**	**07**
India	--	--	--	9	--	**18**	**07**
Indian (From India)	Indian (From India)	India	Asia	9	21	**18**	**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**
--	Ivory Coast	Ivory Coast/ Cote D'Ivoire	Africa	--	24	**02**	**07**
Jackson (Jack) White	--	--	--	6	--	**98**	**99**
Jamaican	Jamaican	Jamaica	--	2	15	**02**	**07**
Japanese	Japanese	Japan	Asia	5	20	**05**	**07**
Java	Javanese	--	--	9	20	**68**	**07**
Jew	Jewish	--	--	1	99	**01**	**99**
Jordanian	Jordanian	Jordan	Middle East	1	22	**01**	**07**
--	Kashmirian	--	--	--	21	**99**	**07**
--	--	Kazakhstan	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
Kenyan	Kenyan	Kenya	Africa	2	24	**02**	**07**
--	--	Kiribati	--	--	--	**99**	**99**
Korean	Korean	Korea-North	Asia	9	20	**28**	**07**
Korean	Korean	Korea-South	Asia	9	20	**28**	**07**
Kuwaitian	Kuwaiti	Kuwait	Middle East	1	22	**01**	**07**
--	--	Kyrgyzstan	Asia	--	--	**68**	**07**
Ladina	--	--	--	1	--	**01**	**99**
--	La Raza	--	--	--	05	**01**	**01**
Laotian	Laotian	Laos	Asia	9	20	**68**	**07**
Latin American	American	--	--	1	05	**01**	**06**
--	Latino	--	--	--	05	**01**	**06**
Latvian	Latvian	Latvia	Europe	1	18	**01**	**07**
Lebonese	Lebonese	Lebanon	Middle East	1	22	**01**	**07**
--	Lesotho	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**
--	--	Luxembourg	Europe	--	--	**01**	**07**
--	--	Macau	--	--	--	**04**	**07**
--	--	Macedonia	Europe	--	--	**01**	**07**
--	Madagascan	Madagascar	Africa	--	24	**99**	**07**
--	Majorca	--	--	--	05	**99**	**05**
Malawian	Malawi	Malawi	Africa	2	24	**02**	**07**
Malayan	Malaysian	Malaysia	Asia	9	20	**68**	**07**
--	--	Maldives	Asia	--	--	**99**	**07**
--	Mali	Mali	Africa	--	24	**99**	**07**
--	Mallorca (Mallorquin)	--	--	--	05	**99**	**05**
Maltese	Maltese	Malta	Europe	1	19	**01**	**07**
Maori	Maori	--	--	9	20	**68**	**07**
Marshallese	--	Marshall Islands	Australasia & Pacific	9	--	**68**	**07**
Marshenese	--	--	--	1	--	**01**	**99**
--	--	Martinique	--	--	--	**02**	**07**
Mauritian	Mauritanian	Mauritania	Africa	1	24	**01**	**07**
--	Mauritius	Mauritius	Africa	--	24	**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
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	--	--	--	3	--	**03**	**01**
--	Mexican American	--	--	--	01	**99**	**01**
Micronesian	Micronesian	--	--	9	20	**68**	**07**
Mixed	Mixed	--	--	6	99	**98**	**99**
Mohammed Ali	--	--	--	6	--	**98**	**07**
Mohammedan (Moslem)	--	--	--	1	--	**01**	**07**
--	--	Moldova	Europe	--	--	**01**	**07**
--	--	Monaco	Europe	--	--	**01**	**07**
Mongolian	Mongolian	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**

Detail Race and Hispanic Origin for FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
--	New Zelander	New Zealand	Australasia & Pacific	--	20	**99**	**07**
--	Newfoundland	--	--	--	15	**01**	**07**
Nicaraguan	Nicaragua (Nicaraguense)	Nicaragua	Central America	6	04	**98**	**04**
--	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	17	**01**	**07**
--	North American	--	--	--	15	**99**	**99**
--	--	Northern Ireland	Europe	--	--	**01**	**07**
Norwegian	Norwegian	Norway	Europe	1	12	**01**	**07**
Nubian	--	--	--	2	--	**02**	**07**
Occidental	--	--	--	1	--	**01**	**99**
Octaroon	--	--	--	2	--	**02**	**99**
Okinawan	Okinawan	--	--	5	20	**05**	**07**
--	--	Oman	Middle East	--	--	**01**	**07**
--	Oriental	--	--	--	20	**78**	**07**
--	Pacific Islander	--	--	--	20	**78**	**07**
Pakistani	Pakistani	Pakistan	Asia	9	21	**18**	**07**
Palauan	--	Palau	Australasia & Pacific	9	--	**68**	
Palestinian	Palestinian	--	--	1	22	**01**	**07**
Panamanian	Panama (Panameno)	Panama	Central America	6	04	**98**	**04**
--	--	Papua New Guinea	Australasia & Pacific	--	--	**99**	**07**
--	Paraguay (Paraguayo)	Paraguay	South America	--	04	**98**	**04**
Parsi	--	--	--	1	--	**01**	**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**
Polynesian	Polynesian	--	--	9	20	**68**	**07**
Ponapean	--	--	--	9	--	**68**	**07**
Portuguese	Portuguese	Portugal	Europe	1	19	**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
--	Prussia	--	--	--	10	**01**	**07**
Puerto Rican	Puerto Rican (Puertorriqueno)	Puerto Rico	--	1	02	**01**	**02**
Punjabi	Punjabi	--	--	9	20	**68**	**07**
--	Qatar	Qatar	Middle East	--	22	**99**	**07**
Quadroon	--	--	--	2	--	**02**	**99**
Red	Red	--	--	3	07	**03**	**07**
Rhodesian	--	Rhodesia	--	--	24	**02**	**07**
--	--	Reunion	Africa	--	--	**99**	**07**
Romanian	--	Romania	Europe	1	--	**01**	**07**
--	Romany	--	--	--	22	**99**	**07**
Rotanese	--	--	--	9	--	**68**	**99**
--	Rumanian	--	--	--	18	**99**	**07**
Russian	Russian	Russia	Europe	1	18	**01**	**07**
--	Rwanda	Rwanda	Africa	--	24	**02**	**07**
Ryukyan	--	--	--	5	--	**05**	**07**
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	--	--	--	**02**	**07**
--	--	Saint Vincent	--	--	--	**02**	**07**
--	--	San Marino	--	--	--	**01**	**07**
--	--	Sao Tome and Principe	Africa	--	--	**02**	**07**
Saudia-Arabian	Saudi Arabian	Saudi Arabia	Middle East	1	22	**01**	**07**
Saxon(y)	--	--	--	1	--	**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	--	--	**02**	**07**
Serbian	Serbian	Serbia	Europe	1	19	**01**	**07**
--	Serbo-Croation	--	--	--	19	**01**	**07**
Servian	--	--	--	1	--	**01**	**99**

Detail Race and Hispanic Origin for FARS

Race (CDC)	Ancestry/ Ethnicity (CDC)	Country	Region	CDC Race*	CDC Ethnic*	FARS Detail Race	FARS Hispanic Origin
Seychelloise	--	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**
--	Sloavic (Slovenian)	Slovenia	Europe	--	19	**01**	**07**
--	Slovikian	--	--	--	19	**01**	**07**
--	Slovish	--	--	--	19	**01**	**07**
--	--	Solomon Islands	Australasia & Pacific	--	--	**68**	**07**
--	Somalian	Somalia	Africa	--	24	**99**	**07**
--	South African	South Africa	Africa	--	24	**99**	**07**
South American	--	--	--	1	--	**01**	**06**
--	Southern European	--	--	--	19	**01**	**99**
Spanish	Spain (Spaniard)	Spain	Europe	1	05	**01**	**05**
--	--	Sri Lanka	Asia		--	**68**	**07**
Sudanese	Sudanese	Sudan	North Africa	2	23	**02**	**07**
Sunni	--	--	--	1	--	**01**	**07**
--	Swaziland	--	--	--	24	**02**	**07**
Swedish	Swedish	Sweden	--	1	12	**01**	**07**
--	Swiss	Switzerland	Europe	--	16	**01**	**07**
Syrian	Syrian	Syria	Middle East	1	22	**01**	**07**
Tahitian	--	--	--	9	--	**68**	**07**
Taimskin	--	--	--	3	--	**03**	**99**
Taiwanese	Taiwanese	Taiwan	Asia	4	20	**04**	**07**
--	--	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	--	9	--	**68**	**07**
--	Togolese	Togo	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
Tongan	--	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**
--	--	Tuvalu	Australasia & Pacific	--	--	**68**	**07**
Ubontilian	--	--	--	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	--	--	--	08	**99**	**07**
--	--	United States of America	North America	--	--	**99**	**99**
Unknown or Blank	Unknown	--	--	0	99	**99**	**99**
--	Upper Volta	--	Africa	--	24	**99**	**07**
--	Uruguay (Uruguayo)	Uruguay	South America	--	04	**01**	**04**
Ute	--	--	--	3	--	**03**	**07**
--	--	Uzbekistan	Asia	--	--	**68**	**07**
--	Valencian	--	--	--	05	**01**	**05**
--	--	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**
--	Viking	--	--	--	12	**01**	**07**
W	--	--	--	1	--	**01**	**99**
Welsh	Welsh	Wales (United Kingdom)	Europe	1	08	**01**	**07**
West Indies (Indian)	West Indian	--	--	2	15	**02**	**07**
--	--	Western Sahara	Africa	--	--	**99**	**99**
--	--	Western Samoa	Australasia & Pacific	--	--	**38**	**07**
White	White	--	--	1	99	**01**	**99**
--	White Russian	--	--	--	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
Wiam (White American)	--	--	--	1	--	**01**	**99**
Yapanes	--	--	--	9	--	**68**	**07**
--	Yellow	--	--	--	20	**78**	**07**
--	Yemen	Yemen	Middle East	--	22	**99**	**07**
Yugoslavian	Yugoslavian	Yugoslavia	Europe	1	19	**01**	**07**
--	Zaire	Zaire	Africa	--	24	**02**	**07**
--	Zambian	Zambia	Africa	--	24	**02**	**07**
--	Zanzibar	--	--	--	24	**02**	**07**
--	--	Zimbabwe	Africa	--	--	**02**	**07**
Zoroastrian	--	--	--	1	--	**01**	**07**

NCHS Race Codes

CDC RACE CODE	RACE DESCRIPTION
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

NCHS Ancestry Codes

CDC ANCESTRY 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

Detail Race and Hispanic Origin for FARS

CDC ANCESTRY CODE	ANCESTRY / ETHNICITY DESCRIPTION
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

Appendices

2016 Consistency Checks

The following pages contain Consistency Checks, Intra-consistency Checks and Special Processing Rules. It is arranged in alpha/numeric order.

All questions concerning the FARS/CRSS Coding Manual and coding issues should be directed through the CDAN Helpdesk, to Coding Questions.

0 Series

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, and the UNIT TYPE must equal 1.
0PB1	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 741, then at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 11.

1 Series

Error Code	Error Test
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 is 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, 49, 99.
1D0Q	If SPECIAL USE equals 00-03, then EMERGENCY MOTOR VEHICLE USE must equal 0.
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 COMPLIANCE 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.
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.

Error Code	Error Test
1HAF	If DRIVER PRESENCE equals 0, 9, then PREVIOUS OTHER MOVING VIOLATION 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 SPEEDING RELATED must be blank.
1HGF	If DRIVER PRESENCE equals 0 or 9, then DRIVER LICENSE NUMBER must equal blank.
1HJF	If DRIVER'S VISION OBSCURED BY equals 95, then DRIVER PRESENCE must equal 0 or 9.
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.
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.
1N4F	If any NON-MOTORIST SAFETY EQUIPMENT equals 5, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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 equals 10, then NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 01-12, 16, and NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01-20.
1P4F	If PERSON TYPE equals 04, then NON-MOTORIST ACTION/ CIRCUMSTANCES must not equal 04, 12.
1P5F	If PERSON TYPE equals 06-08, 19, then NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 04.

Error Code	Error Test
1P7F	If PERSON TYPE equals 04, then NON-MOTORIST ACTION/ CIRCUMSTANCES should not equal 10, 11.
1P8F	If PERSON TYPE equals 06, 07, then NON-MOTORIST ACTION/CIRCUMSTANCES should not equal 10-12.
1P9F	If PERSON TYPE equals 08, then NON-MOTORIST ACTION/ CIRCUMSTANCES should not equal 11.
1P0G	If PERSON TYPE equals 05, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 07, 08, 10, 13-18, 20.
1P1G	If PERSON TYPE equals 19, then NON-MOTORIST ACTION/ CIRCUMSTANCES should not equal 11, 12.
1P3G	If PERSON TYPE equals 04, 06, 07, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 04.
1P4G	If PERSON TYPE equals 04, 06-08, 19, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 05.
1P5G	If PERSON TYPE equals 08, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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 CONTRIBUTING CIRCUMSTANCES must not equal 02-04, 15.
1P0H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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 CONTRIBUTING CIRCUMSTANCES must not equal 01, 02, 04, 07, 08, 11,15, 20.
1P2H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 12, 15.
1P3H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must not equal 01, 03, 04, 10, 11.
1P4H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES 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 CONTRIBUTING CIRCUMSTANCES 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 CONTRIBUTING CIRCUMSTANCES should not equal 04, 16.
1P7H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 01, 05, 11, 12, 17.
1P8H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 23, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 02.
1P9H	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 24, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 02, 05, 12, 15, 16.

2016 Consistency Checks

Error Code	Error Test
1PH0	If NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 25, then NON-MOTORIST CONTRIBUTING CIRCUMSTANCES should not equal 07-09.
1PK2	If NON-MOTORIST LOCATION AT TIME OF CRASH equals 21, then SIDEWALK PRESENT must equal 1.
1PK3	If NON-MOTORIST LOCATION AT TIME OF CRASH equals 01 or 10, then MARKED CROSSWALK PRESENT must equal 1.
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 98 or 99, then LAND USE AND FUNCTIONAL SYSTEM (a) should not equal 2 or 6, and LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 06, 07, or 96.
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 8s.
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.
1Z0N	SEQUENCE OF EVENTS for this vehicle should not include more than one occurrence of 01. Please see SEQUENCE OF EVENTS remarks for 01 (Rollover/Overturn) to confirm coding.
1Z1N	SEQUENCE OF EVENTS for this vehicle should not equal 01, 67 consecutively or 67, 01 consecutively.
1Z1P	If any SEQUENCE OF EVENTS equals 66, then ROADWAY GRADE should equal 6 for this vehicle.
1Z2P	If any SEQUENCE OF EVENTS equals 01 and (BODY TYPE equals 01-79, 82, 90-99 or any RELATED FACTORS-VEHICLE LEVEL equals 30), then ROLLOVER must equal 1, 2 or 9.

2 Series

Error Code	Error Test
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 JUNCTION (b) equals 01, 02, 04, 06, 07, 16-19, 98, 99, and RELATION TO TRAFFICWAY equals 03, then TRAFFICWAY DESCRIPTION should equal 2, 3 for at least one vehicle involved in the first harmful event.
251P	If RELATION TO TRAFFICWAY equals 98, 99, then TYPE OF INTERSECTION should equal 98, 99.

Error Code	Error Test
252P	If RELATION TO TRAFFICWAY equals 01, 02, 03, 04, 07, 08, 10, 11, 98 or 99, then UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event must not equal 3.
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.
254P	If RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 20, then TRAFFICWAY DESCRIPTION must equal 6 for at least one vehicle involved in the first harmful event.
255P	If RELATION TO TRAFFICWAY equals 01 or 11, then UNIT TYPE for VEHICLE NUMBER (THIS VEHICLE) involved in the first harmful event must equal 1.
256P	If RELATION TO TRAFFICWAY equals 01 or 11, then UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event should equal 1 or 4.
257P	If RELATION TO TRAFFICWAY equals 05, then UNIT TYPE for VEHICLE NUMBER (OTHER VEHICLE) involved in the first harmful event must equal 1, 3 or 4.
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 should equal 15, 16, 19-21, 28, 29, 45, 48, 50-52, 55, 58, 59.
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.
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.
2Q0F	If PERSON TYPE equals 02, 03, 09, and BODY TYPE equals 01, 02, 04, 08, 10, 17, 31-33, 39-41, 45, 48, 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, 08-12, 19, 97.
2S0P	If RESTRAINT SYSTEM/HELMET USE equals 05, 16, 17, 19 or 29, then AIR BAG DEPLOYED should equal 00.

Error Code	Error Test
2S1P	If RESTRAINT SYSTEM/HELMET USE equals 07, 16 or 17, 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.
2U0Q	If BODY TYPE equals 80-83, 88, 89, then AREAS OF IMPACT - INITIAL CONTACT POINT should not equal 14.
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 FIRST 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.

3 Series

Error Code	Error Test
300P	If NATIONAL HIGHWAY SYSTEM equals 0, 9, then LAND USE AND FUNCTIONAL SYSTEM (b) must not equal 01.
320P	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 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.
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.
362P	If ROUTE SIGNING equals 4, then the first two positions of TRAFFICWAY IDENTIFIER #1 must be “CR” and the third position must be “-”.
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 CONTACT POINT 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 CONTACT POINT 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 44-69, 71-73, 76, 77, 79, 81-83, 86-92.

Error Code	Error Test
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 CONTACT POINT must equal 01-05, 81-83 for this vehicle.
3B7P	If CRASH TYPE equals 89, then AREAS OF IMPACT-INITIAL CONTACT POINT must equal 07-11, 61-63 for this vehicle.
3B8P	***If CRITICAL EVENT - PRECRASH (EVENT) equals 20, then CRASH TYPE for this vehicle should equal 92.***
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, 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 RECOGNITION OF CRITICAL EVENT) must not equal 01.
3BEP	If CRASH TYPE equals 01 or 06, and ATTEMPTED AVOIDANCE MANEUVER equals 01, then PRE-IMPACT STABILITY should not equal 2-5 or 7.
3BFP	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 08 or 09, then CRASH TYPE must not equal 46 or 47.
3BGP	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 00, then DRIVER PRESENCE must equal 0 or 9.
3BHP	If ATTEMPTED AVOIDANCE MANEUVER does not equal ***05***-12, ***15, 16,*** 98, then PRE - IMPACT STABILITY ***must*** not equal 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 UNIT TYPE equals 1, and EXTENT OF DAMAGE equals 6, then VEHICLE REMOVAL should equal 2, 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.
3C1Q	If EXTENT OF DAMAGE equals 0, 2, then VEHICLE REMOVAL should equal 3 or 5.
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.
3C3P	If EXTENT OF DAMAGE equals 6, then VEHICLE REMOVAL must not equal 3.
3C40	If CRASH TYPE equals 46, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 07, 09 or 12.
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.

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Error Code	Error Test
3C70	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 13, then CRASH TYPE should equal 92 or 98.
3C80	If CRASH TYPE equals 47, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 06, 15, 16, or ATTEMPTED AVOIDANCE MANEUVER should equal 06, 08 or 11.
3CA0	If EXTENT OF DAMAGE for this vehicle equals 0, then DAMAGED AREAS must equal 15.
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.
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.
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 MOVING VIOLATION 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.
3K0P	DATE OF LAST CRASH, SUSPENSION, CONVICTION must be less than or equal to CRASH DATE.

Error Code	Error Test
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 01-17, 19, 20, 22, 28-33, 39, 41, 42, 50-52, 55, 58, 59, 65, 80-83, 88-92, 94, 95, 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.

4 Series

Error Code	Error Test
420P	If MANNER OF COLLISION equals 07, 08, then there must be at least two vehicle forms with AREAS OF IMPACT-INITIAL CONTACT POINT equal to 01-05, 07-11, 61-63, 81-83, 98, 99.
421P	If MANNER OF COLLISION equals 01, then AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 06.
422P	If MANNER OF COLLISION equals 02, then AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 12, and AREAS OF IMPACT- INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 12.
423P	If MANNER OF COLLISION equals 06, then AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 01, 11, 12, 98, 99, and AREAS OF IMPACT- INITIAL CONTACT POINT 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- CONTACT POINT for one vehicle in the first harmful event must equal 06, and AREAS OF IMPACT- INITIAL CONTACT POINT for the other vehicle in the first harmful event must equal 01-05, 07-11, 61-63, 98, 99.
425P	If MANNER OF COLLISION equals 10, then AREAS OF IMPACT-INITIAL CONTACT POINT for one vehicle in the first harmful event must equal 06, and AREAS OF IMPACT- INITIAL CONTACT POINT 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.

Error Code	Error Test
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.
42BP	If there is only one vehicle involved in the First Harmful Event where UNIT TYPE equals 1, then the number of vehicles where CRASH TYPE is coded 00, 1-16, 92, 93 or 99 (excluding from the vehicles being counted, those where CRASH TYPE equals 98) must not equal 0 or be greater than 1.
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.
431P	If NUMBER OF VEHICLE FORMS SUBMITTED equals 02 and UNDERRIDE/OVERRIDE equals 1-8 9 for one vehicle, then UNDERRIDE/OVERRIDE for the other vehicle must equal 0.
432P	If NUMBER OF VEHICLE FORMS SUBMITTED equals 01, UNDERRIDE/OVERRIDE must equal 0.
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, ***28***, 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 ***01-98***, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 20.
4C2P	If NUMBER OF OCCUPANTS is ***01-98***, and BODY TYPE equals 06, 11, 16, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 22.
4C3P	If NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 42, 73, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 30.

Error Code	Error Test
4C6P	If NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 90, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS must not be greater than 20.
4C0P	If NUMBER OF OCCUPANTS is ***01-98***, 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.
4E0P	***If VEHICLE TRAILING equals 1or 2 or 3, then TRAILER VEHICLE IDENTIFICATION NUMBER must not equal 7s or blanks for all three sets.***
4E1P	***If VEHICLE TRAILING equals 4, then TRAILER VEHICLE IDENTIFICATION NUMBER must not equal 7s for any of the three sets.***
4F1P	If NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 01-05, 07-10, 13, 17, 80-83, 88-90, 91-95, 97, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 15.
4F2P	If NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 06, 11, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 22.
4F3P	If NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 99, and VEHICLE TRAILING equals 0, then NUMBER OF OCCUPANTS must not be greater than 10.
4F9Q	If NUMBER OF OCCUPANTS is less than ***99***, and BODY TYPE equals 06, 11, 12, 14-16, 19, and VEHICLE TRAILING equals 0 then NUMBER OF OCCUPANTS should not be greater than 15.
4G0P	A RELATED FACTORS-VEHICLE LEVEL between 30 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, CONVICTION 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.
4L0P	If any RELATED FACTORS-DRIVER LEVEL equals 39 for this vehicle, then TRAFFIC CONTROL DEVICE should not equal 00 for this vehicle.
4N1P	If VEHICLE CONFIGURATION 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.
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, 79, 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 888888888, 777777777, 999999997, 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.

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Error Code	Error Test
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.
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.
4V4F	If CRASH MONTH equals 02-11, and DEATH MONTH is not equal to 88 or 99, 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, or 99, 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 92 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.
4W2P	***If RELATED FACTORS - PERSON (NOT A MV OCCUPANT) LEVEL equals 93, then NON-MOTORIST SAFETY EQUIPMENT must equal 2.***
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.
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/CIRCUMSTANCES is selected 04, then NON-MOTORIST ACTION/CIRCUMSTANCES attributes 05 or 06 or 16 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 equals 98 or 99, then only that one code and no other must be coded for this person.

Error Code	Error Test
4X8F	If any NON-MOTORIST CONTRIBUTING CIRCUMSTANCES equals 00 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.

5 Series

Error Code	Error Test
500F	If FIRST HARMFUL EVENT equals 01-11, 14, 15-21 23-26, 30-35, 44-53, 57-59, 72,73, 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.
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 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 the vehicle involved in the first harmful event must have FIRE OCCURRENCE equal to 1.
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, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL does not equal 32, 89 for at least one occupant in the not in-transport motor vehicle involved in the first harmful event, then RELATION TO TRAFFICWAY should not equal 01.
590F	If FIRST HARMFUL EVENT equals 15, then at least one Person Level form must have a PERSON TYPE of 08.
5AAP	***The Final Stratum should equal the Original Stratum.***
5A0P	If BODY TYPE equals 80, 81, 83, 88, 89, and any RELATED FACTORS - VEHICLE LEVEL does not equal 30, then ROLLOVER must equal 0.
5B0P	If JACKKNIFE equals 0 and BODY TYPE equals 66, then VEHICLE TRAILING must not equal 1-4.
5B0Q	If JACKKNIFE equals 0, then VEHICLE TRAILING must equal 0, 5, 6, or 9.
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 ***00-98***, and BODY TYPE does not equal 50-52, 55, 58, 59, then the number of Person Level forms for that vehicle must ***be 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.
5I1P	If NON-CDL LICENSE STATUS for this person equals 9, then COMMERCIAL MOTOR VEHICLE LICENSE STATUS should equal 99.
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 five years of the Year of CRASH DATE.
5L0F	If RELATED FACTORS-DRIVER LEVEL equals 20, then DRIVER PRESENCE must not equal 1, 9.
5L1F	If RELATED FACTORS-DRIVER LEVEL equals 04, 08, 12, 13, 15, 16, 19, 52, 53, 58, 59, 73, 74, 77-88, then DRIVER PRESENCE must not equal 0 or 9.
5M0F	If PERSON TYPE equals 01, then all RELATED FACTORS-PERSON LEVEL (MV Occupant) must equal 00.
5M0G	If SPECIAL USE equals 06, and PERSON TYPE equals 02 or 09, then RELATED FACTORS – PERSON (MV OCCUPANT) LEVEL should equal 86 or 92.
5M0H	***If PERSON TYPE equals 1, then RELATED FACTORS – PERSON (MV OCCUPANT) LEVEL must equal 0.***
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, 98, 99.
5S0P	If BODY TYPE equals 80-83, 88, 89 or 90, then EXTRICATION must equal 0.
5T7P	If ALCOHOL TEST STATUS equals 0, 1, then ALCOHOL TEST TYPE must equal 00, and ALCOHOL TEST RESULT must equal 996.
5T8P	If ALCOHOL TEST STATUS equals 9, then ALCOHOL TEST TYPE and ALCOHOL TEST RESULT must equal 999.
5T9P	If ALCOHOL TEST STATUS equals 2, then ALCOHOL TEST TYPE must equal 01-10, 95, 98, and ALCOHOL TEST RESULT must equal 000-940, 997, 998.
5TCP	If ALCOHOL TEST STATUS equals 8, then ALCOHOL TEST TYPE must equal 95 and ALCOHOL TEST RESULT must equal 995.
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.

6 Series

Error Code	Error Test
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.
651P	***RAIL GRADE CROSSING IDENTIFIER must equal BLANKS, 0000000, 9999999, or nnnnnnA; where n is a numeric character and A is an uppercase alphabetic character.***
660P	If TRAFFIC CONTROL DEVICE is not equal to 00, then DEVICE FUNCTIONING must not equal 0.
660Q	If TRAFFIC CONTROL DEVICE does not equal 97, then it is unlikely that DEVICE FUNCTIONING equals 8.
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.
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, 58-64, 66, 67, 71, 72, 78-82, 88-91, 94, 95, 97-99.
6G0P	If RELATED FACTORS-VEHICLE LEVEL equals 32, then REGISTRATION STATE must not equal 00, 92.
6G0Q	If any RELATED FACTORS - VEHICLE LEVEL equals 30, then BODY TYPE must equal 80 for this vehicle.
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.

7 Series

Error Code	Error Test
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, then RELATION TO JUNCTION (a) must equal 0.
773Q	If RELATION TO JUNCTION(b) equals 04, 06, 07, or 16, then RELATION TO JUNCTION (a) should not equal 1.
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.
778P	If RELATION TO JUNCTION (b) equals 01, 04-08, 16-20, then TYPE OF INTERSECTION must equal 01.
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 02-07, 10, then TRAFFICWAY IDENTIFIER (b) should not be blank.
782P	If TYPE OF INTERSECTION equals 02-07, 10, then RELATION TO JUNCTION (b) must equal 02, 03.
783P	If RELATION TO JUNCTION (b) equals 98, 99, then TYPE OF INTERSECTION should equal 01, 98, 99.
784P	If TYPE OF INTERSECTION equals 01, 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.

Error Code	Error Test
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.
7K1P	VIOLATIONS CHARGED code 99 must not be used more than once per driver.
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.
7M1F	If PERSON TYPE equals 03, and SEATING POSITION is not equal to 11 or 13, 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.
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.

8 Series

Error Code	Error Test
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, 13-28 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.
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.

Error Code	Error Test
8L0P	If LICENSE COMPLIANCE WITH CLASS OF VEHICLE equals 0-2, 9, then RELATED FACTORS-DRIVER LEVEL must not equal 19.
8L8Q	If AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS, then the corresponding event in that row must not equal 12 or 55.
8L8R	If the CRASH EVENTS event equals 54, then AREAS OF IMPACT (THIS VEHICLE) must equal 18 or 19 in that row.
8L8S	If AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 14, 45 or 54, then RELATED FACTORS-CRASH LEVEL must equal 14.
8L8T	If RELATED FACTORS-CRASH LEVEL equals 14, then there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE ***or OTHER VEHICLE***) equals 18 or 19 and the corresponding event in that row equals 14, 45 or 54.
8L8U	If AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19 in the CRASH EVENTS and the corresponding event in that row equals 08, 09, 15, 49, then RELATED FACTORS-CRASH LEVEL must equal 15.
8L8V	If RELATED FACTORS-CRASH LEVEL equals 15, then there must exist at least one event in the CRASH EVENTS where AREAS OF IMPACT (THIS VEHICLE) equals 18 or 19, and the corresponding event in that row equals 08-10, 15, 18 or 49.
8L8W	***If SEQUENCE OF EVENTS is not equal to 45, then AREAS OF IMPACT (OTHER VEHICLE) should not equal 18 or 19.***
8L8X	If AREAS OF IMPACT (THIS VEHICLE) equals 18, then there should be a previous event involving that vehicle where the CRASH EVENTS event equals 60.
8L8Y	***If SEQUENCE OF EVENTS is equal to 45 (Working Motor Vehicle), then AREAS OF IMPACT (THIS VEHICLE) and AREAS OF IMPACT (OTHER VEHICLE) should not both equal 18 or 19 in that same event row.***
8L9P	If BODY TYPE does not equal 80-83, 88-91, and the CRASH EVENTS event equals 54, and the corresponding AREAS OF IMPACT (THIS VEHICLE) equals 19 in that row, then there should be a previous event with CRASH EVENTS event equal to 18 or 73 involving that vehicle.
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.
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.
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.

9 Series

Error Code	Error Test
900P	If VEHICLE IDENTIFICATION NUMBER (VIN) does not equal 0s, 8s or 9s, 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 NHTSA Headquarters for VIN Assistance).
901P	If any VEHICLE IDENTIFICATION NUMBER (VIN) that does not equal 0s, 8s, or 9s, then VEHICLE IDENTIFICATION NUMBER (VIN) must be unique within a crash.
902P	***If VEHICLE MODEL YEAR > 1980, VEHICLE MODEL YEAR is not equal to 9998 or 9999, and VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000'; then VEHICLE IDENTIFICATION NUMBER positions 1-8, 11-14 should equal A-H, J-N, P, R-Z, 0-9, or blank; VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, X, or blank; VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, 1-9, or blank; VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
903P	***If VEHICLE MODEL YEAR > 1980, VEHICLE MODEL YEAR is not equal to 9998 or 9999, and VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000'; then VEHICLE IDENTIFICATION NUMBER positions 1-8, 11 should equal A-H, J-N, P, R-Z, or 0-9; VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, or X; VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, or 1-9; VEHICLE IDENTIFICATION NUMBER positions 12-14 should equal A-H, J-N, P, R-Z, 0-9 or blank; VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
904P	***If TRAILER VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000', then TRAILER VEHICLE IDENTIFICATION NUMBER positions 1-8, 11-14 should equal A-H, J-N, P, R-Z, 0-9, or, blank; TRAILER VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9, X, or blank; TRAILER VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, 1-9, or, blank; TRAILER VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
905P	***If TRAILER VEHICLE IDENTIFICATION NUMBER is not equal to '00000000000000000', then TRAILER VEHICLE IDENTIFICATION NUMBER positions 1-8, 11 should equal A-H, J-N, P, R-Z, or 0-9; TRAILER VEHICLE IDENTIFICATION NUMBER position 9 should equal 0-9; TRAILER VEHICLE IDENTIFICATION NUMBER position 10 should equal A-H, J-N, P, R-T, V-Y, or 1-9; TRAILER VEHICLE IDENTIFICATION NUMBER positions 12-14 should equal A-H, J-N, P, R-Z, 0-9 or blank; TRAILER VEHICLE IDENTIFICATION NUMBER positions 15-17 should equal 0-9 or blank.***
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, 19, 29, 97, 98.

Error Code	Error Test
982P	If BODY TYPE does not equal 80-83, 88, 89, 90, 91, then RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.
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.
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/OVERRIDE 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) equals 10 or 11 for neither 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, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) equals 10 or 11 for neither one of the vehicles involved in the first harmful event, 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.
9C6P	***If UNIT TYPE equals 2-4, then RELATED FACTORS-DRIVER LEVEL must equal 0.***
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.

A Series

Error Code	Error Test
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, 12.
A040	If CRASH MONTH equals 05-09, then ROADWAY SURFACE CONDITIONS should not equal 03, 04, 10.
A041	If CRASH MONTH equals 05-09, then SEQUENCE OF EVENTS, FIRST HARMFUL EVENT, MOST HARMFUL EVENT should not equal 48.
A042	If CRASH EVENTS-SEQUENCE OF EVENTS equals 17, 19-21, 23-26, 30-35, 38-43, 52, 53, 57 for a vehicle, then at least one previous CRASH EVENTS-SEQUENCE OF EVENTS should equal 63, 64, 71, or 79 for that vehicle.
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, and FIRST HARMFUL EVENT equals 12, and NUMBER OF VEHICLE FORMS SUBMITTED equals 002, then one RELATED FACTORS-DRIVER LEVEL should equal 20.
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 LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-03.
A11A	If FUNCTIONAL SYSTEM (b) equals 01, then OWNERSHIP must equal 01 or 31.
A12A	If either FUNCTIONAL SYSTEM (b) or OWNERSHIP equals 96, then both must equal 96.
A131	If RELATION TO JUNCTION (b) equals 02, 04, 06, 16, 17, or 20, then RELATION TO TRAFFICWAY must equal 01.
A13A	If LAND USE (a) equals 6, then FUNCTIONAL SYSTEM (b) must equal 96.
A141	If RELATION TO JUNCTION (b) equals 18, then RELATION TO TRAFFICWAY must equal 01 or 11.
A14A	If FUNCTIONAL SYSTEM (b) equals 96, then LAND USE a must equal 6.
A150	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0, then RELATION TO JUNCTION should not equal 02-04, 06, 08.
A15A	If FUNCTIONAL SYSTEM (b) equals 99, then LAND USE (a) should equal 9, OWNERSHIP should equal 99, and NATIONAL HIGHWAY SYSTEM should equal 9.
A160	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-06, 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 LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-06.
A180	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, then SPECIAL JURISDICTION should not equal 1-5, 8, 9.

2016 Consistency Checks

Error Code	Error Test
A190	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 02, 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, 12.
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.
A1E1	If RELATION TO JUNCTION (b) equals 20, then RELATION TO TRAFFICWAY must equal 01.
A200	If RELATION TO JUNCTION (b) equals 07, then LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 06, 07 or 96.
A210	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, and RELATION TO JUNCTION (a) equals 0, then TRAFFIC CONTROL DEVICE should not equal 01-04, 07, 20, 23, 40, 50, 65.
A220	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, 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 LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01-03.
A240	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, and RELATION TO JUNCTION (a) equals 0, then TRAVEL SPEED should not equal 005-040 for any vehicle.
A250	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01-03, and RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) does not equal 03, 05, 20, then TOTAL LANES IN ROADWAY should not equal 1 for the vehicles involved in the first harmful event.
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 any TRAFFICWAY DESCRIPTION, TOTAL LANES IN ROADWAY, ROADWAY ALIGNMENT, ROADWAY GRADE, ROADWAY SURFACE TYPE, or ROADWAY SURFACE CONDITIONS equals 0, 00, then all must equal 0, 00, and SPEED LIMIT must equal 00 for this vehicle.
A293	If WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 02, 03, then TRAFFIC CONTROL DEVICE should equal 01-03, 20, 40, 97 or 98 for the vehicle(s) involved in the first harmful event.
A294	If WORK ZONE equals 1-3, and RELATION TO JUNCTION (b) equals 01, 04, 05, 08, 17-19, then TRAFFIC CONTROL DEVICE should equal 00, 21, 28, 40, 50, 97 or 98 for the vehicle(s) involved in the first harmful event.
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.

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Error Code	Error Test
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 03 or 05 or 20, then TOTAL LANES IN ROADWAY should not equal 1 for at least one vehicle involved in the first harmful event.
A3H0	If INTERSTATE HIGHWAY equals 1, RELATION TO JUNCTION (a) equals 1, and RELATION TO JUNCTION (b) is not equal to 03 or 05 or 20, then TRAFFICWAY DESCRIPTION should not equal 4 for at least one vehicle involved in the first harmful event.
A3I0	If INTERSTATE HIGHWAY equals 1, then RELATION TO JUNCTION (b) should not equal 02, 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 03 or 05 or 20, then SPEED LIMIT should not equal 01-40 for at least one vehicle involved in the first harmful event.
A3K0	If FIRST HARMFUL EVENT equals 10, then INTERSTATE HIGHWAY should not equal 1.
A41A	If FIRST HARMFUL EVENT equals 02, 04, 07, 16, 44 or 54, then CRITICAL EVENT - PRECRASH (EVENT) should equal 98 for the vehicles involved in the FIRST HARMFUL EVENT.
A420	If FIRST HARMFUL EVENT equals 10, then RELATION TO JUNCTION (b) should equal 06.
A421	If FIRST HARMFUL EVENT equals 24, 25, 30, 33, 34, 35, 40, 46, 52, 57, 59, then RELATION TO TRAFFICWAY should equal 03, 04, 08 or 10.
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 WORK ZONE equals 0, and 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, and RELATION TO JUNCTION (b) does not equal 02, 03, then TOTAL LANES IN ROADWAY should equal 1, 2, 8, 9.

Error Code	Error Test
A482	If TRAFFICWAY DESCRIPTION equals 4 or 6, then TOTAL LANES IN ROADWAY should not equal 5-7.
A490	If TRAFFICWAY DESCRIPTION equals 2, 3, 5, then ROADWAY SURFACE TYPE should not equal 4, 5, 7.
A491	If TRAFFICWAY DESCRIPTION equals 2 or 3, then TOTAL LANES IN ROADWAY should not equal 7.
A492	If TRAFFICWAY DESCRIPTION equals 2, 3, 5, 6, then SPEED LIMIT must not equal 00.
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 first event in SEQUENCE OF EVENTS for this vehicle should not equal 63, 64, 69 or 71.
A4A0	If CRASH TYPE equals 01-16, then FIRST HARMFUL EVENT must not equal 12.
A4B0	If CRASH TYPE equals 01-10 or 14, then RELATION TO TRAFFICWAY must not equal 01, 02, 07 or 11. If the FHE occurs on a different road than the road it departed, see 98 (Other Crash Type).
A4B2	If CRASH TYPE equals 11, then RELATION TO TRAFFICWAY must not equal 01, 03, 04, 05, 08, 10 or 11.
A4B3	If CRASH TYPE equals 12 or 13, then RELATION TO TRAFFICWAY must not equal 03, 05, 08 or 10.
A4B4	If CRASH TYPE equals 12 or 13, then RELATION TO TRAFFICWAY should not equal 04 unless the First Harmful Event occurs in a bicycle lane.
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.
A4EP	If CRASH TYPE equals 11, then FIRST HARMFUL EVENT must equal 14.
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, 12, 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 should equal 05-55, 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.

Error Code	Error Test
A551	If EMS TIME AT HOSPITAL equals 8888, 9997, 9998, then TRANSPORTED TO FIRST 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, 14, 15, 92, 98, 99 for the in-transport vehicle involved in the first harmful event.
A610	If RELATION TO TRAFFICWAY equals 01, and RELATION TO JUNCTION (b) equals 05, then TRAFFICWAY DESCRIPTION should equal 6 for at least one vehicle involved in the first harmful event.
A611	If TRAFFICWAY DESCRIPTION equals 6 for at least one vehicle involved in the first harmful event, then RELATION TO JUNCTION (b) should equal 02, 03, 05, 17-20.
A61F	If FIRST HARMFUL EVENT equals 08, 09, 11, 15, 49, and RELATION TO TRAFFICWAY equals 01, 02, 07, 11, and PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) is not equal to 00, 13 for the vehicle involved in the first harmful event, then CRASH TYPE should equal 13 for the vehicle involved in the first harmful event.
A61G	If the FIRST HARMFUL EVENT equals 08, and PERSON TYPE equals 05, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event, then CRASH TYPE should not equal 13 for this vehicle.
A61H	If the FIRST HARMFUL EVENT equals 09, and PERSON TYPE equals 06, 07, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event, then CRASH TYPE should not equal 13 for this vehicle.
A61J	If the FIRST HARMFUL EVENT equals 15, and PERSON TYPE equals 08, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event, then CRASH TYPE should not equal 13 for this vehicle.
A61K	If the FIRST HARMFUL EVENT equals 49, and PERSON TYPE equals 04, and NON-MOTORIST LOCATION AT THE TIME OF CRASH equals 21, 22, 24, 25, 28, and the NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is involved in the first harmful event, then CRASH TYPE should not equal 13 for this vehicle.
A612	If PERSON TYPE equals 04, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 10 or 49 for that vehicle number in the CRASH EVENTS table.
A613	If PERSON TYPE equals 05, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
A614	If PERSON TYPE equals 06, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.
A615	If PERSON TYPE equals 07, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 09 for that vehicle number in the CRASH EVENTS table.

Error Code	Error Test
A616	If PERSON TYPE equals 08, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 15 for that vehicle number in the CRASH EVENTS table.
A617	If PERSON TYPE equals 10, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 08 for that vehicle number in the CRASH EVENTS table.
A618	If PERSON TYPE equals 19, and NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST equals___, then at least one SEQUENCE OF EVENTS must equal 99 for that vehicle number in the CRASH EVENTS table.
A619	If the total count of PERSON TYPES is equal to 05 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____, then the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
A61A	If the total count of PERSON TYPES is equal to 08 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____, then the number of events equal to 15 in the CRASH EVENTS table should equal ____ for that vehicle.
A61B	If the total count of PERSON TYPES is equal to 10 for the vehicle in NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST is ____, then the number of events equal to 08 in the CRASH EVENTS table should equal ____ for that vehicle.
A620	If CRASH TYPE equals 06-10, and TRAFFICWAY DESCRIPTION equals 3, then RELATION TO TRAFFICWAY should equal 03.
A62F	If FIRST HARMFUL EVENT equals 18, 43, or 73, 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.
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.
A65F	If FIRST HARMFUL EVENT equals 14, and RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL equals 32 or 89 for an occupant of the parked vehicle involved in the FIRST HARMFUL EVENT, then CRASH TYPE should equal 15, 92 or 98 for the in-transport vehicle involved in the First Harmful Event.
A66F	If FIRST HARMFUL EVENT equals 14 and CRASH TYPE equals 01-10 or 14, then RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL must not equal 32 or 89 for any occupant of the parked vehicle involved in the FIRST HARMFUL EVENT.
A67F	If FIRST HARMFUL EVENT equals 14 and CRASH TYPE equals 15, then RELATED FACTORS - PERSON (MV OCCUPANT) LEVEL should equal 32 or 89 for an occupant of the parked vehicle.
A700	If SPEED LIMIT is greater than 65 for every vehicle, then ROUTE SIGNING should equal 1-4.
A720	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 01, 02, 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.

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Error Code	Error Test
A800	If FIRST HARMFUL EVENT equals 46, then RELATION TO TRAFFICWAY should not equal 01, 02, 05, 07, 11.
A801	If FIRST HARMFUL EVENT equals 12, then RELATION TO TRAFFICWAY must not equal 5.
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 LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
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 LAND USE AND FUNCTIONAL SYSTEM (b) should equal 01-03.
A850	If LAND USE AND FUNCTIONAL SYSTEM (b) equals 02, and ROUTE SIGNING equals 2, then NATIONAL HIGHWAY SYSTEM should equal 1.
A860	If NATIONAL HIGHWAY SYSTEM equals 1, then LAND USE AND FUNCTIONAL SYSTEM (b) should equal 01-03.
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 LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 01.
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.
A900	If SPEED LIMIT equals 60, 65 for every vehicle, then LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 04-07 or 96.
A910	If LAND USE AND FUNCTION SYSTEM (b) equals 04-07 or 96, then NATIONAL HIGHWAY SYSTEM should equal 0, 9.
A920	If NATIONAL HIGHWAY SYSTEM equals 0, 9, then LAND USE AND FUNCTIONAL SYSTEM (b) should not equal 02, 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 or 05 or 20, then TRAFFIC CONTROL DEVICE should not equal 01-03, 20, 23 or 65 for at least one vehicle involved in the first harmful event.
A940	If STATE NUMBER equals ***02***, 11, ***52***, 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.
A950	If STATE NUMBER equals 09, ***10, 25***, 34, 36, 41, 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, 17, 18, 19, 21, ***24***, 26, 27, 28, 29, 33, 37, 39, 42, 45, 47, 51, 53, 54, then maximum SPEED LIMIT (not including 98 or 99) should equal 70.
A960	If STATE NUMBER equals 04, 08, ***16, 20, 22, 23, 31, 35,*** 38, ***40, 48,*** 49, 56, then maximum SPEED LIMIT (not including 98 or 99) should equal 75.

Error Code	Error Test
A961	***If STATE NUMBER equals 30, 32, 46, then maximum SPEED LIMIT (not including 98 or 99) should equal 80.***
A965	If PSU equals ***MA, VT, NY, NJ, OR, WI,*** then maximum SPEED LIMIT (not including 98 or 99) should equal 65.
A970	If PSU equals ***AL, CA, FL, GA, IA, IL, KY, MD, MI, MN, NC, OH, PA, SC, TN, VA, WA,*** then maximum SPEED LIMIT (not including 98 or 99) should equal 70.
A975	If PSU equals ***AZ, CO, LA, ME, OK, TX, UT,*** then maximum SPEED LIMIT (not including 98 or 99) should equal 75.
A980	***If PSU equals SD, then maximum SPEED LIMIT (not including 98 or 99) should equal 80.***
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.
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.
AL3P	If UNIT TYPE equals 2-4, then MOST HARMFUL EVENT must not equal 54 for this vehicle.
AL4P	If there is one and only one parked vehicle (UNIT TYPE equals 2 or 3) in the crash, then MOST HARMFUL EVENT for the parked vehicle must not equal 14.
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 UNIT TYPE equals 2-4, then MOST HARMFUL EVENT should not equal 04-07, 16, 51, 72.
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.
AM1P	If FIRST HARMFUL EVENT equals 54 or 73, or SEQUENCE OF EVENTS equals 54, 73 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.

Error Code	Error Test
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, 10-12, 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, 10-12, 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***.
AT50	***The second ATMOSPHERIC CONDITIONS must not equal 01.***
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 or 9, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) must equal 00.
AZ2P	If FIRST HARMFUL EVENT does not equal 02-07, 16, 44, 51, 72, and CRITICAL EVENT-PRECRASH (EVENT) equals 14, and ATTEMPTED AVOIDANCE MANEUVER equals 01, then CRASH TYPE must equal 14 for the vehicle involved in the first harmful event.
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 0, 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 98 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 ***must*** 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.
AZDQ	If DRIVER MANEUVERED TO AVOID equals 04, then NUMBER OF VEHICLE FORMS SUBMITTED must be greater than 001.

Error Code	Error Test
AZEP	If any DRIVER MANEUVERED TO AVOID equals 01, then CRITICAL EVENT – PRECRASH (EVENT) should equal 90-92.

B Series

Error Code	Error Test
B10P	If PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) does not equal 17, and ATTEMPTED AVOIDANCE MANEUVER equals 01, then DRIVER MANEUVERED TO AVOID should equal 00.
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, and ATTEMPTED AVOIDANCE MANEUVER equals 01, and the vehicle is involved in the first harmful event, then CRASH TYPE should equal 12 or 15.
B17P	If CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 09 for this driver, then CRITICAL EVENT: PRECRASH (EVENT) should not equal 08 for this driver's vehicle.
BA0P	If EJECTION equals 0, 7, 8 or 9, then EJECTION PATH must equal 0.
BB0P	If EJECTION equals 1-3, then EJECTION PATH must equal 1-9.
BF0F	If PERSON TYPE equals 04-08, 10, 19, then EJECTION must equal 8.
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 17 or 18 or 19 or 92 or 93 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, 95, 97 and SEATING POSITION equals 11, 13, 18, 19 then AIRBAG DEPLOYED should not equal 00.

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Error Code	Error Test
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 DRUG TEST TYPE 1 must equal 6, and all DRUG TEST RESULT 1 must equal 095 and remaining DRUG TEST TYPES and DRUG TEST RESULTS must be 0 filled.
BT3P	If DRUG TEST STATUS equals 2, then at least one DRUG TEST TYPE must equal 1-8, <u>and one</u> corresponding DRUG TEST RESULT must equal 001, 095, 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 must equal 9, and 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, 095, 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 CONTACT POINT should not equal 12 for this vehicle.
BZ20	If CRITICAL EVENT-PRECRASH (EVENT) equals 51, 52, then AREAS OF IMPACT-INITIAL CONTACT POINT should not equal 06 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, and PRE-IMPACT LOCATION is not equal to 5, then at least one SEQUENCE OF EVENTS must equal 64 for this vehicle.
BZ60	If CRITICAL EVENT - PRECRASH (EVENT) equals 13, and PRE-IMPACT LOCATION is not equal to 5, 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 71 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, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5, then at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 63.
BZ91	If CRASH TYPE equals 06-10, and PRE-IMPACT LOCATION is not equal to ***0 or*** 5, then at least one SEQUENCE OF EVENTS prior to the first harmful event must equal 64.

C Series

Error Code	Error Test
CB0P	If REGISTERED VEHICLE OWNER equals 6, then DRIVER PRESENCE must equal 0.
CC0P	If COMMERCIAL MOTOR VEHICLE LICENSE STATUS equals 00, 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, 28, 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.
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.

D Series

Error Code	Error Test
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 MOVING VIOLATION CONVICTIONS should equal 99.
D060	If NON-CDL LICENSE STATUS equals 1-4, 6, or COMMERCIAL 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 01-06, 09, 31-69, 81-91, 98, then RELATED FACTORS-DRIVER LEVEL should not all equal 00, 99.

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Error Code	Error Test
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.
D092	If any DRIVER LICENSE NUMBER that does not equal 0s or 9s, then DRIVER LICENSE NUMBER must be unique within a crash.
D093	IF Any VEHICLE LICENSE PLATE NUMBER that does not equal 0000000000, 9999999999 or 9999999998, then VEHICLE LICENSE PLATE NUMBER must be unique within a crash.
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 MOVING VIOLATION 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.
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 99, 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 93-99, then DRIVER'S ZIP CODE should equal 9999 or 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.

2016 Consistency Checks

Error Code	Error Test
D390	If NON-CDL LICENSE STATUS equals 0, then LICENSE COMPLIANCE WITH CLASS OF VEHICLE should not equal 2, 3, 8, 9.
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, 28, 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.
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, 19.
D580	If VIOLATIONS CHARGED equals 85, then HM1 should equal 2.
D5A0	If VIOLATIONS CHARGED equals 21-25, 29, then SPEEDING RELATED must equal 2-5.
D5B0	If any VIOLATIONS CHARGED equals 11-13, 18, 19, then at least one CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) should 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.

Error Code	Error Test
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, 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.

E Series

Error Code	Error Test
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.

F Series

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 CONTACT POINT 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.

G Series

Error Code	Error Test
G01P	If STATE is ____ and GLOBAL POSITION - LATITUDE (degrees) is not equal to 77, 88, 99, 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).
G04P	If STATE is ____ and GLOBAL POSITION - LONGITUDE (degrees) is not equal to 777, 888, 999, 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 8s, then all parts of LATITUDE must be all 8s.
G08P	If any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 8s, then all parts of LONGITUDE must be all 8s.
G09P	If any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 9s, then all parts of LATITUDE must be all 9s.
G10P	If any part of GLOBAL POSITION - LONGITUDE (degrees, minutes or seconds) is all 9s, then all parts of LONGITUDE must be all 9s.
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 7s, then all parts of LONGITUDE must be all 7s.
G0BP	If any part of GLOBAL POSITION - LATITUDE (degrees, minutes or seconds) is all 7s, then all parts of LATITUDE must be all 7s.

P Series

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 998 or 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.

Error Code	Error Test
P071	If PERSON TYPE equals 02, 04-08, 10, and INJURY SEVERITY does not equal 4, then ALCOHOL TEST STATUS should not equal 9, and ALCOHOL TEST TYPE should not equal 99, and ALCOHOL TEST RESULT should not equal 999.
P072	If PERSON TYPE equals 02, 03, and INJURY SEVERITY equals 0, and ALCOHOL TEST RESULT equals 996, 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 995.
P075	If PERSON TYPE equals 02, 04-08, 10 or 19, 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.
P080	ALCOHOL TEST RESULTS should not equal 340-940.
P090	If INJURY SEVERITY equals 0, then TRANSPORTED TO FIRST MEDICAL FACILITY BY must equal 0.
P091	If TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 1, 3, 5, then EMS TIME AT HOSPITAL should not equal 8888, 9997, 9998.
P093	If all persons TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 2, 4, then NOTIFICATION TIME EMS, ARRIVAL TIME EMS, EMS TIME AT HOSPITAL must equal 8888.
P094	If EJECTION equals 8, then SEATING POSITION must equal 55, or BODY TYPE must equal 80-83, 88, 89.
P095	***If TRANSPORTED TO FIRST MEDICAL FACILITY BY equals 0 for every person in the case, then EMS TIME AT HOSPITAL must not equal 0000-2399, 9999.***
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 STATUS should not equal 0.
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 INJURY SEVERITY equals 4, then FATAL INJURY AT WORK should equal 0.
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.

Error Code	Error Test
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, 19, 29.
P320	If SEATING POSITION equals 22, 23, 31-53, then RESTRAINT SYSTEM/HELMET USE must not equal 05, 16, 17, 19, 29.
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 FIRST 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 FIRST MEDICAL FACILITY BY must equal 1-6.
P520	If CRASH DATE and DEATH DATE are the same, and CRASH TIME and DEATH TIME are the same, then TRANSPORTED TO FIRST 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 FIRST 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 FIRST MEDICAL FACILITY BY equals 9, then DIED AT SCENE/EN ROUTE must equal 0, 9.
P56P	If DIED AT SCENE/EN ROUTE equals 7, then DEATH TIME should be within 30 minutes of the CRASH TIME.
PB00	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 110-910, then at least one SEQUENCE OF EVENTS for the striking vehicle must equal 08 or 15.
PB02	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 111-980, then at least one SEQUENCE OF EVENTS for the striking vehicle must equal 09.
PB04	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN for a person involved in the first harmful event equals 211, 212, 461, 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).

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Error Code	Error Test
PB05	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN equals 730, then TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-03.
PB07	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLE for a person involved in the first harmful event equals 311, 312, 313, 321, 322 or 323, 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - BICYCLIST equals 151, 156, 157, 217 or 218, then TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04.
PB11	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 143 or 154, then TRAFFIC CONTROL DEVICE for the striking vehicle must equal 01-04, 08, 20, 21, 28 or 29.
PB12	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN equals 910, then NON-MOTORIST ACTION/CIRCUMSTANCES must equal 03.
PB16	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 318, 319 or 357, then at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 02.
PB17	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN for a person involved in the first harmful event equals 211-214 or 219, then PRE-EVENT MOVEMENT (PRIOR TO RECOG-NITION 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 - CRASH TYPE - PEDESTRIAN equals 742, then at least one NON-MOTORIST CONTRIBUTING CIRCUMSTANCES must equal 01.
PB19	If NON-MOTORIST ACTION/CIRCUMSTANCES equals 08, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN must not equal 510, 520, 590, 830 or 890.
PB20	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 510, 520 or 590, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 02.
PB21	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN should equal 342.
PB23	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 342, and PERSON TYPE equals 05 or 08, then SCHOOL BUS RELATED should equal 1.

Error Code	Error Test
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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN should equal 690, 710, 730, 741, 742, 760, 770, 781, 782, 791, 792, 794, 795 or 799.
PB26	If NON-MOTORIST CONTRIBUTING CIRCUMSTANCES equals 02, and PERSON TYPE equals 06 or 07, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST should equal 142, 144, 147, 153, 155, 156, 157, 159, 311, 312, 313, 318, 319 or 357.
PB27	If NON-MOTORIST ACTION/CIRCUMSTANCES equals 05, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 410 or 420.
PB28	If NON-MOTORIST ACTION/CIRCUMSTANCES equals 06, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 430 or 440.
PB29	If NON-MOTORIST ACTION/CIRCUMSTANCES equals 04, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 410, 420, 430, 440 or 459.
PB30	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN 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 01, and FIRST HARMFUL EVENT equals 08, and RELATION TO JUNCTION (b) equals 02, then PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN must equal 1.
PB36	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 250, then PERSON TYPE must equal 08.
PB37	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 311, 312 or 313, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 08 or 10.
PB38	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 410 or 420, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION does not equal 5, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 05.
PB39	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 430 or 440, and PEDESTRIAN/BIKE TYPING - PEDESTRIAN POSITION does not equal 5, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 06.

Error Code	Error Test
PB40	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST equals 610, 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 - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - BICYCLIST 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.
PB43	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - BICYCLIST 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 - CRASH TYPE - PEDESTRIAN equals 240, then EMERGENCY MOTOR VEHICLE USE should equal 2-6 for at least one vehicle.
PB45	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - BICYCLIST 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.
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 - CRASH TYPE - PEDESTRIAN 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 - CRASH TYPE - PEDESTRIAN should equal 460, 465, 510, 781, 782, 791, 792, 794, 795 or 799.
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 - CRASH TYPE - BICYCLIST should equal 610.
PB56	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN 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.
PB58	NON-MOTORIST ACTION/CIRCUMSTANCES must not equal 05, 06 or 16 in combination.
PB59	If NON-MOTORIST ACTION/CIRCUMSTANCES equals 16, and PERSON TYPE equals 05 or 08, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 459.

Error Code	Error Test
PB60	If PERSON TYPE equals 05 or 08, and DRIVER PRESENCE equals 0 for the motor vehicle which strikes the non-motorist, then PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN should equal 220.
PB61	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 220, then DRIVER PRESENCE should equal 0 for the motor vehicle striking the non-motorist.
PB62	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 220, then at least one NON-MOTORIST ACTION/CIRCUMSTANCES must equal 12.
PB63	If PEDESTRIAN/BIKE TYPING - CRASH TYPE - PEDESTRIAN equals 230, then at least one RELATED FACTOR - CRASH LEVEL should equal 19 or 23.
PB64	If any NON-MOTORIST ACTION/CIRCUMSTANCES equals 03 or 09, then the NON-MOTORIST ACTION/CIRCUMSTANCES must not also equal 05, 06 or 16 for this person.
PB66	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 1, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 03, 09, 16 or 22.
PB67	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 2, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20-25, 28, 98, 99.
PB68	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 3, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20-24, 28, 98, 99.
PB69	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 4, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24, 25, 98, 99.
PB70	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 9, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 16, 22, 24, 98 or 99.
PB71	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 1, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 03, 09, 16 or 22.
PB72	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 2, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20, 21, 22, 23, 24, 25, 28, 98, 99.
PB73	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 3, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 10, 11, 13, 14, 16, 20, 21, 22, 23, 24, 28, 98, 99.
PB74	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 4, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24, 25, 98, 99.
PB75	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 9, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 16, 22, 24, 98 or 99.
PB76	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 01, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 03 or 16.
PB77	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 02, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02 or 10.
PB78	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 03, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 11, 13.
PB79	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 04, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 14, 16, 20, 98 or 99.
PB80	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 05, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 21, 23, 24, 98 or 99.

Error Code	Error Test
PB81	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 06, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 20, 22, 28, 98 or 99.
PB82	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 07 or 08, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
PB83	If PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION equals 09, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 09, 20, 22, 28, 98 or 99.
PB84	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 1, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 03, 09, 11 or 13.
PB85	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 2, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 14, 16 or 20.
PB86	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 3, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 01, 02, 10, 21, 23, 98 or 99.
PB87	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 4, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 24.
PB88	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 5 or 6, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 25.
PB89	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 8, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 20, 22, 28, 98 or 99.
PB90	If PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION equals 9, then NON-MOTORIST LOCATION AT TIME OF CRASH must equal 22, 98 or 99.
PB91	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 1, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 01, 02 or 09.
PB92	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 2, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 03, 04, 05, 06, 07, 08 or 09.
PB93	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 3, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 02, 03, 04, 05, 06, or 09.
PB94	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 4, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 07, 08 or 09.
PB95	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - PEDESTRIAN equals 9, then PEDESTRIAN/ BIKE TYPING - PEDESTRIAN POSITION must equal 02, 05 or 09.
PB96	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 1, then PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 1, 2, 3, 8 or 9.
PB97	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 3, then PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 1, 2, 3, 4, 8 or 9.
PB98	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION - BICYCLE equals 4, then PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 4, 5, 6 or 9.
PB99	If PEDESTRIAN/ BIKE TYPING - CRASH LOCATION-BICYCLE equals 9, then PEDESTRIAN/ BIKE TYPING - BICYCLIST POSITION must equal 9.
PBA0	If PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 111, 211, 212, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 11.

Error Code	Error Test
PBA1	If PEDESTRIAN/ BIKE TYPING - CRASH TYPE - BICYCLE equals 112, 151, 213, 214, 217 or 218, and VEHICLE NUMBER - VEHICLE LEVEL equals NUMBER OF MOTOR VEHICLE STRIKING NON-MOTORIST, then PRE-EVENT MOVEMENT (PRIOR TO RECOGNITION OF CRITICAL EVENT) should equal 10.
PC30	If PRE-IMPACT LOCATION for a vehicle involved in the first harmful event equals 4, 5, and RELATION TO JUNCTION (b) does not equal 04, 05, 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.

U Series

Error Codes	Error Test
U010	UNLIKELY: SPECIAL JURISDICTION equals 02-04, 06.
U020	UNLIKELY: FIRST HARMFUL EVENT equals 02, 04, 06, 51, 72.
U030	UNLIKELY: FIRST HARMFUL EVENT equals 12, 55, and MANNER OF COLLISION equals 10, 11.
U040	UNLIKELY: REGISTRATION STATE equals 97.
U050	UNLIKELY: SPECIAL USE equals 04, 08.
U060	UNLIKELY: TRAVEL SPEED should equal 98 or 99.
U070	UNLIKELY: More than one vehicle with HIT-AND-RUN equal to 1.
U080	If BODY TYPE does not equal 21, 28, 29, 50-59, then UNLIKELY: SPECIAL USE equals 02 or 03.
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.
U210	UNLIKELY: PREVIOUS RECORDED CRASHES is greater than 8 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 8 and less than 98.
U240	UNLIKELY: PREVIOUS SPEEDING CONVICTIONS is greater than 8 and less than 98.
U250	UNLIKELY: PREVIOUS OTHER MOVING VIOLATION CONVICTIONS is greater than 8 and less than 98.
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.
U290	UNLIKELY: DRIVER WEIGHT is less than 50 lbs. or greater than 399 lbs., verify data.
U340	UNLIKELY: HIT-AND-RUN equals 0 or 9, and SEX equals 9.
U350	UNLIKELY: INJURY SEVERITY equals 1-6, and SEATING POSITION equals 98.
U360	UNLIKELY: HIT-AND-RUN equals 0 or 9, and AGE equals 999.
U370	UNLIKELY: EXTENT OF DAMAGE equals 8 if STATE NUMBER does not equal ***17, 34,*** 48, 49, or 53.
U390	UNLIKELY: LIGHT CONDITION equals 8.
U410	UNLIKELY: DRIVER'S LICENSE STATE equals 98.
U420	UNLIKELY: SPECIAL USE equals 98.

Error Codes	Error Test
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 and VEHICLE MODEL YEAR is greater than 1980 and not equal to 9998 or 9999 and VEHICLE IDENTIFICATION NUMBER does not equal 0s, 8s or 9s.
U510	UNLIKELY: VEHICLE MODEL YEAR equals 9998.
U520	UNLIKELY: RESTRAINT SYSTEM/HELMET USE equals 98.
U530	UNLIKELY: any CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) equals 03, 05 or 07.
U590	UNLIKELY: CONDITION (IMPAIRMENT) AT TIME OF CRASH (NM14) equals 05 or 07.
U640	UNLIKELY: FIRST HARMFUL EVENT equals 99.
U651	UNLIKELY: SEQUENCE OF EVENTS equals 62, 60 consecutively.
U652	UNLIKELY: SEQUENCE OF EVENTS equals 01, 58 or 58, 01 consecutively.
U680	UNLIKELY: MOTOR CARRIER IDENTIFICATION NUMBER (Identification Number) equals 999999997.
U681	UNLIKELY: METHOD OF ALCOHOL DETERMINATION BY POLICE equals 8.
U682	UNLIKELY: CRITICAL EVENT: PRECRASH (EVENT) equals 08 for this vehicle and CONDITION (IMPAIRMENT) AT TIME OF CRASH (D23) does not equal 01 for this vehicle's driver.
U683	UNLIKELY: LAND UE (a) equals 8.
U684	UNLIKELY: FUNCTIONAL SYSTEM (b) equals 98.
U685	UNLIKELY: LAND USE and FUNCTIONAL SYSTEM (a/b) equals 9, 99.
U687	***UNLIKELY: TRAILER VEHICLE IDENTIFICATION NUMBER equal 0s for any of the three sets.***
U689	***UNLIKELY: ALCOHOL TEST Subfield 3-Test Result equals 001-009.***

V Series

Error Codes	Error Test
V010	MODEL YEAR should not be less than 1940.
V011	If VEHICLE MODEL YEAR is less than 1950, then VEHICLE IDENTIFICATION NUMBER must equal 0s.
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, 19, 29, then BODY TYPE must equal 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.
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, 50-59.

Error Codes	Error Test
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 MOTOR VEHICLE USE equals 2-6, then SPECIAL USE should equal 04-08, 13.
V059	If BUS USE equals 01, then SPECIAL USE must equal 02.
V060	If SPECIAL USE equals 04, then REGISTRATION STATE should equal 94.
V061	If BUS USE equals 04-07, then SPECIAL USE must equal 03.
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 less than ***99***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 01-05, 07-09, 14, 15, 17, 19, 94, 95, 97, then NUMBER OF OCCUPANTS should not be greater than 8.
V180	If NUMBER OF OCCUPANTS is less than ***99***, 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 ***01-98***, and VEHICLE TRAILING equals 0, and BODY TYPE equals 12, then NUMBER OF OCCUPANTS should not be greater than 15.
V200	If NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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, ***01-98***, 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.
V290	If BODY TYPE equals 90, then NUMBER OF OCCUPANTS should equal 01.
V300	Possible error in VIN Production Number.
V310	***If SEATING POSITION equals 54 and VEHICLE TRAILING equals 1-4, then AIR BAG DEPLOYED must equal 00.***
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.

Error Codes	Error Test
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.
V340	If NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, and BODY TYPE equals 80-83, 88, 89, and VEHICLE TRAILING does NOT equal 0, then NUMBER OF OCCUPANTS should not be greater than 02.
V380	If NUMBER OF OCCUPANTS is ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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 ***01-98***, 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.
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, 96-98.
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.

Error Codes	Error Test
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 VIN Decoder 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 VIN Decoder 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 not equal 0 or 1.
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.
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 01-22, 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.
V59Q	If ATTEMPTED AVOIDANCE MANEUVER equals 99, then DRIVER MANEUVERED TO AVOID should equal 00, 98 or 99.
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.
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 unless it equals 9998 or 9999 (contact Coding Assistance).
V62P	If CARGO BODY TYPE equals 01-12, 97, 98, and VEHICLE IDENTIFICATION NUMBER does not equal Not Reported or Unknown, then GVWR/GCWR must equal 2, 3.

Error Codes	Error Test
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.
V74P	If UNIT TYPE equals 1, and ROLLOVER equals 1, 2, 9, or LOCATION OF ROLLOVER equals 1-7, 9, then at least one SEQUENCE OF EVENTS must equal 01 for this vehicle.
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 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 HIT-AND-RUN equals 0, and BODY TYPE equals 61-64, then VEHICLE CONFIGURATION should equal 01, 02, 04, and CARGO BODY TYPE should equal 01-10, 12, 96-98.
V870	If BODY TYPE equals 65, then VEHICLE CONFIGURATION should equal 00, and CARGO BODY TYPE should equal 00.
V880	If HIT-AND-RUN equals 0, and BODY TYPE equals 66, then VEHICLE CONFIGURATION should equal 05-08,19, and CARGO BODY TYPE should equal 01-04, 06-12, 96-98.

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Error Codes	Error Test
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.
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 00, 10, 19-21.
V986	If VEHICLE TRAILING equals 3, then PSU should equal ***OH, OK, SD, UT***
V990	If any SEQUENCE OF EVENTS equals 61, then CONTRIBUTING CIRCUMSTANCES, MOTOR VEHICLE should not equal 00.
V991	If VEHICLE TRAILING equals 0, then VEHICLE CONFIGURATION must not equal 04, 06-08.
V992	If VEHICLE TRAILING equals 1, then VEHICLE CONFIGURATION must not equal 01, 02, 05, 07 or 08.
V993	If VEHICLE TRAILING equals 2, then VEHICLE CONFIGURATION must not equal 01, 02, 05, 06 or 08.
V994	If VEHICLE TRAILING equals 3, then VEHICLE CONFIGURATION must not equal 01, 02, 05-07.

Error Codes	Error Test
V995	If VEHICLE TRAILING equals 4, then VEHICLE CONFIGURATION must not equal 01, 02, 05-08.
V997	If VEHICLE TRAILING equals 6, then VEHICLE CONFIGURATION must not equal 04, 06-08.
V998	If VEHICLE TRAILING equals 9, then VEHICLE CONFIGURATION must not equal 04-07 or 08.
VA00	If HM1 equals 1, then HM2, HM5 must equal 0, HM4 must equal 00 and HM3 must equal 0000.
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, then 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 0000, 8888, or HM4 does not equal 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.
VA80	***HM3 – 4-Digit Hazardous Materials Identification Number must contain 4 digits.***
VBA0	If PRE-IMPACT LOCATION equals 1, then PRE-IMPACT STABILITY should equal 1, 2 or 9.
VH06	If BODY TYPE equals 82, then RELATED FACTORS-VEHICLE LEVEL must not equal 30.
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.
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, 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.
VH81	If any DAMAGED AREAS equals 15 or 99, then only that one values must be coded.
VH82	If EXTENT OF DAMAGE for this vehicle equals 2, 4, 6, then DAMAGED AREAS must not equal 15.
VH83	If the only harmful SEQUENCE OF EVENTS for this vehicle equals 04-06, then DAMAGED AREAS should equal 15.
VH84	If the only harmful SEQUENCE OF EVENTS for this vehicle equals 01-03, 16, 44, 51, 72, then DAMAGED AREAS should not equal 15.
VH85	If AREAS OF IMPACT-INITIAL CONTACT POINT equals 61-63, then DAMAGED AREAS should include at least one of the codes 07-11, or DAMAGED AREAS should equal 15.
VH86	If AREAS OF IMPACT-INITIAL CONTACT POINT equals 81-83, then DAMAGED AREAS should include at least one of the codes 01-05, or DAMAGED AREAS should equal 15.

Error Codes	Error Test
VH87	If HIT-AND-RUN equals 0, and AREAS OF IMPACT-INITIAL CONTACT POINT equals 01-14, then the corresponding code should be included in DAMAGED AREAS or DAMAGED AREAS should equal 15.
VH88	If UNIT TYPE equals 1, and VEHICLE REMOVAL equals 2, and BODY TYPE equals 01-49 or 60-79, then STRATUM should not equal 4.
VH89	If UNIT TYPE equals 1, and VEHICLE REMOVAL equals 2, and BODY TYPE equals 01-49, then STRATUM should not equal 3.
VH90	If UNIT TYPE equals 1, and VEHICLE REMOVAL equals 2, and BODY TYPE equals 01-49 or 60-79, then FINAL STRATUM must not equal 4.
VH91	If UNIT TYPE equals 1, and VEHICLE REMOVAL equals 2, and BODY TYPE equals 01-49, then FINAL STRATUM must not equal 3.

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