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Tribal Crash Reporting Toolkit: Officer's Instruction Tool

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16. Abstract This Officer's Instruction Tool serves as a guide for law enforcement officers completing motor vehicle crash reports. The guide is broken into sections that correspond to the sections of the crash report. A motor vehicle crash report describes characteristics of the crash, the vehicles, and people (drivers, occupants, and nonmotorists) involved. Quality data are necessary for developing countermeasures to decrease motor vehicle injuries and fatalities. Decision-makers use the data to perform problem identification, establish goals and performance measures, allocate resources, and support the development and evaluation of highway and traffic safety countermeasures.			
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Abbreviations

A-injury	suspected serious injury
AADT	annual average daily traffic
AIAN	American Indian Alaskan Native
ANSI	American National Standards Institute
B-injury	suspected minor injury
C-injury	possible injury
CDL	commercial driver license
CMV	commercial motor vehicle
EMS	emergency medical services
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GDL	graduated driver license
GCWR	gross combination weight rating
GIS	geographic information system
GPS	global positioning system
GVWR	gross vehicle weight rating
HM	hazardous materials
HOT	high occupancy toll
HOV	high occupancy vehicle
ICD	International Classification of Diseases
IT	information technology
K	fatality (killed)
LRS	Linear Referencing System
MMUCC	Model Minimum Uniform Crash Criteria
O	no apparent injury (property damage only)
PII	personally identifying information

Introduction

A motor vehicle crash report describes characteristics of the crash, the vehicles, and people (drivers, occupants, and nonmotorists) involved. Motor vehicle traffic crash data systems provide the basic information necessary for effective highway and traffic safety efforts. Quality data are necessary for developing countermeasures to decrease motor vehicle injuries and fatalities. Decision makers use the data to perform problem identification, establish goals and performance measures, allocate resources, and support the development and evaluation of highway and traffic safety countermeasures. Funding decisions often depend on crash data.

This Officer's Instruction Tool serves as a guide for law enforcement officers completing the motor vehicle crash report. The guide is broken into sections that correspond to the sections of the crash report. These include the following.

- Crash Data Elements
- Vehicle Data Elements
- Person Data Elements
- Roadway Data Elements
- Fatal Crash Data Elements
- Large Vehicle and Hazardous Materials Data Elements
- Nonmotorist Data Elements

According to the Centers for Disease Control and Prevention's National Center for Injury Prevention and Control, motor vehicle crashes disproportionately affect the American Indian and Alaska Native (AIAN) population.[1]

- Unintentional injuries are the leading cause of death for AIAN age 1 to 44 and the third leading cause of death overall.
- Motor vehicle crashes are a leading cause of unintentional injury death for AIAN. Adult (20 years old and older) motor-vehicle-related death rates for AIAN are more than twice that of non-Hispanic whites or blacks.
- Among AIAN 1 to 19 years old, motor vehicle crashes are the leading cause of unintentional injury death, followed by drowning and poisoning.

Decision makers need to understand the details surrounding these crashes when developing appropriate countermeasures to reduce traffic fatalities and injuries. This information comes from officers completing the crash report. The instructions in this manual are designed to assist in reporting traffic crashes completely, accurately, and uniformly.

[1] Centers for Disease Control and Prevention. (n.d.). *Web-Based Injury Statistics Query and Reporting System* (Web page). National Vital Statistics Reports, Vol. 68, No. 6, June 24, 2019. www.cdc.gov/nchs/data/nvsr/nvsr68/nvsr68_06-508.pdf

How to Use This Manual

This manual accompanies the fillable PDF Tribal Crash Reporting Tool. Both are part of the Tribal Crash Reporting Toolkit. The data elements covered are a subset of the *Model Minimum Uniform Crash Criteria* (MMUCC) *5th Edition*.[2] Data definitions come from MMUCC and the American National Standards Institute's *D16 Standard on Classification of Motor Vehicle Crashes, 8th edition* (ANSI D.16-2017).[3]

As a law enforcement officer, your role in crash data collection is to collect accurate information about the circumstances, contributing factors, locations, people, and vehicles involved in crashes. This manual is designed to answer questions you may have about each of the selected data elements.

The manual is an aid to high-quality crash reporting. It is not a substitute for your agency's policies or direction from your supervisor. However, the information provided in this manual will help you to create a crash record that is useful for analysis and decision making. It is important that you stick to the definitions provided as closely as possible so that the data you collect can be compared to data from other officers and departments reporting crashes elsewhere. Based on the data collected, the Tribal government will compare crash experience throughout the Tribe's jurisdiction and work with State and National grant program managers to obtain more resources for transportation safety projects.

Remarks

The data elements included in this manual are those that will be collected using the Crash Reporting Tool from the *Tribal Crash Reporting Toolkit.*

The data elements are labeled with the corresponding items in the MMUCC data elements list. When there is a gap in sequence numbering, it is because not all MMUCC elements are included.

Specific instructions are added for a select few elements; however, in most cases the definitions suffice.

There are edit checks available for many elements, including elements that should not be left blank, and logical agreement errors. These are detailed in the Quality Control Tool of the Toolkit.

Copy of Crash Reporting Tool

Appendix A shows the Crash Reporting Tool. The data elements on the fillable PDF form exactly match the list of data elements included in these Officer's Instructions. Items with a link icon may be collected through data linkage rather than having the officer collect the information in the field. Their descriptions are retained in this document so that if field data collection is required, officers will have information on how to complete the data elements.

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[2] National Highway Traffic Safety Administration. (2017, July). *MMUCC guideline: Model minimum uniform crash criteria*, fifth edition, 2017 (Report No. DOT HS 812 433). https://crashstats.nhtsa.dot.gov/Api/Public/Publication/812433

[3] D.16 Committee on Classification of Motor Vehicle Traffic Crashes (2017). *ANSI D16.1 – 2017 American national standard manual on classification of motor vehicle traffic crashes*, 8th edition. Association of Transportation Safety Information Professionals. www.atsip.org/ANSI_Ver_2017_D16.pdf

Crash Data Elements

The crash data elements describe the overall characteristics of the crash.

C1. Crash Identifier

Definition: The unique identifier within a given year that identifies a single crash.

Rationale: Used to document a specific crash. If this identifier is available at the scene, it can also be recorded on the emergency medical services record for linkage purposes. Enables subfiles to be created for analyses and linked back to the crash data file.

Instructions: This is a unique number for each crash within the database. This identifier may or may not be assigned at the time of the crash. The full Tribal Crash Reporting Toolkit contains a crash database tool that will assign a unique number automatically when the crash is entered.

C2. Crash Classification

Definition: This element contains the classification of the crash based on ownership, characteristics, and if it was a secondary crash.

Subfield 1 of this element is used to identify ownership of the land where the crash occurred.

Subfield 2 of this element is used to identify the characteristics of the crash with respect to its location on or off a trafficway. Figure 1 provides examples of a trafficway.

Subfield 3 of this element includes a motor vehicle traffic crash within a traffic incident scene or within a traffic queue in either direction resulting from a prior traffic incident.

Rationale: The information this data element provides is used to classify the crash as being a motor vehicle traffic crash or not based on the location where it occurred. Collecting this data on the crash report allows research and resources to be targeted and countermeasures to be evaluated based on the characteristics of the crash.

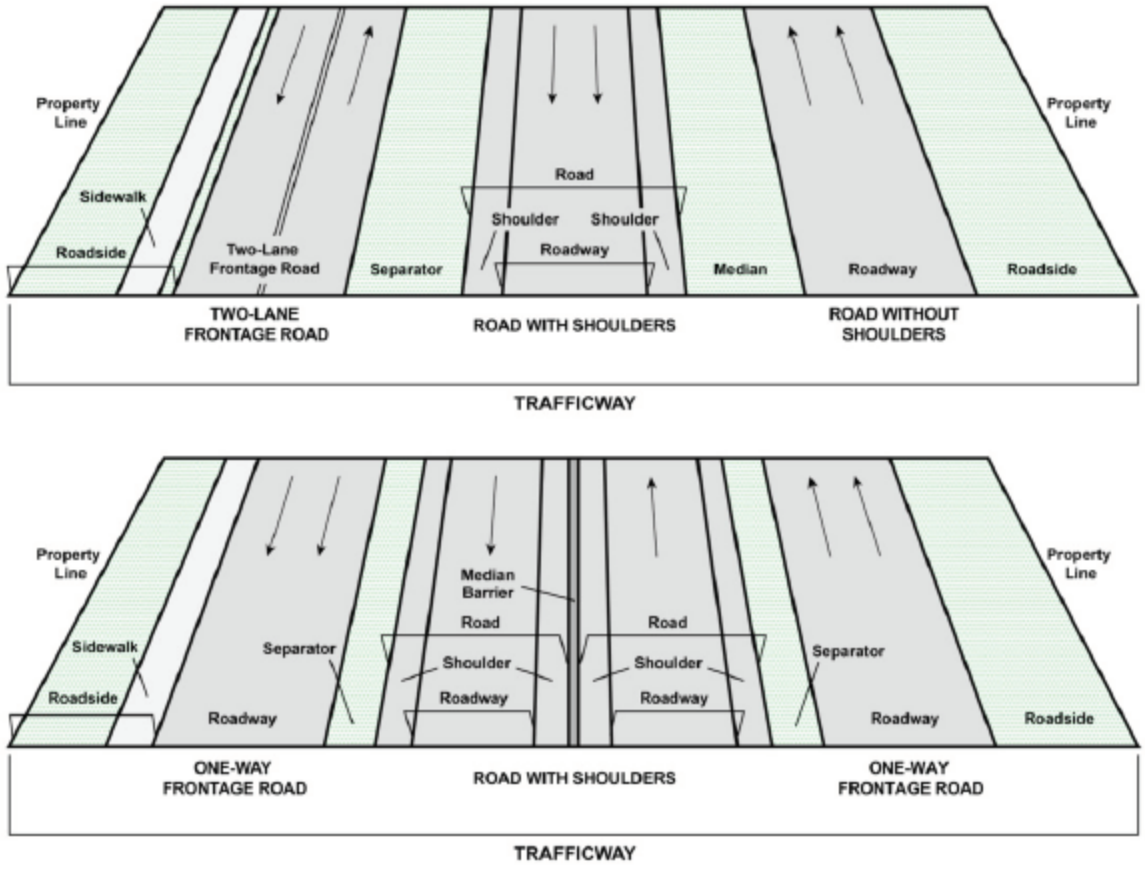


Figure 1. Diagram of the Trafficway

C3. Crash Date and Time

Definition: The date and time of the crash event.

Subfield 1: The date (year, month, and day) and time (00:00-23:59) at which the crash occurred, formatted as YYYYMMDDHHMM.

Subfield 2 provides the time that all lanes are available for traffic flow.

Rationale: Important for management/administration, evaluation, and linkage.

C4. Crash County

Definition: The county or equivalent entity in which the crash physically occurred.

Rationale: Important for analyses of local programs. Critical for linkage of the crash file to other data files (EMS, hospital, roadway, etc.). Important for intrastate comparisons.

C5. Crash City/Place

Definition: The city/place (political jurisdiction) in which the crash physically occurred.

Rationale: Important for analyses of local area programs or for linkage of the crash file to other data files (EMS, hospital, roadway, etc.).

C6. Crash Location

Definition: The exact location in the trafficway to document where the first harmful event of the crash occurred and contains two points. This can be reported one of three ways:

Latitude (degrees.minutes.seconds + compass direction)	dd.mm.ss D
Longitude (degrees.minutes.seconds + compass direction)	dd.mm.ss D
or	
Linear Referencing System (LRS)	LRS value 1 LRS value 2
or	
Link Node + Offset System (not recommended)	Link Node # Offset

Rationale: Critical for problem identification, prevention programs, engineering evaluations, mapping, and linkage purposes. The location information in a crash file should have the capability to be linked to location information in other traffic records systems to study site-specific safety issues.

Instructions

Latitude/Longitude (Lat/Long): The optimum method for recording crash locations is by Lat/Long coordinates, which are universal. Tribes can collect the GPS coordinates by one of three recommended methods: (1) directly through the use of GPS devices available on scene, (2) through the use of clickable maps integrated into electronic crash reporting software, or (3) through conversion of an LRS coordinate to Lat/Long coordinates. It should be noted that the use of GPS units requires data collection agencies to verify the relative accuracy of those units and to maintain them (regular calibration, etc.) to ensure quality data.

LRS: An LRS can create complex overlays of multiple events or occurrences along a route to support corridor planning, pavement rehabilitation, or other complex analysis. An LRS permits users to share information maintained by different data providers across different data layers. An LRS is not created by the geographic information system (GIS), it is replicated to model what is in the field. All linear data (traffic volumes, pavement types, speed limit zones, etc.) and point data (crashes, signs, etc.) collection efforts only need to specify the location or endpoint locations in terms of the LRS components.

C7. First Harmful Event

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

Rationale: Needed for uniformity in reported motor vehicle crash statistics, understanding crash causation, and identifying possible crash avoidance countermeasures. For analytic purposes, it may be desirable to collect and use information about subsequent events, some of which may be harmful. See V20. Sequence of Events.

Instructions: This element should not be confused with the *most* harmful event element that occurs at the vehicle level. Instead, this element asks for the first event that resulted in injury or property damage at the crash level.

There are three categories of events: Non-Collision Harmful Events; Collision With Person, Motor Vehicle, or Non-Fixed Object; and Collision With Fixed Object. Within each category are several types of events. This element is asking for what happened first.

> For example: A motor vehicle hits a stop sign then slides into and kills a pedestrian. The first harmful event is a collision with "Traffic Sign Support," not collision with pedestrian.

"Motor Vehicle in Transport" refers to a collision with another motor vehicle that is in transport, and not that *this* vehicle was in transport. This option is never used in a single-vehicle crash.

C8. Location of First Harmful Event Relative to the Trafficway

Definition: The location of the first harmful event as it relates to its position within or outside the trafficway. See Figure 1 for diagrams of the trafficway.

Rationale: Important to identify highway geometric deficiencies.

Instructions: This element should not be confused with the final resting place of the vehicles. This element asks for the location of the first event that resulted in injury or property damage at the crash level.

> For example: Motor vehicle one is rear-ended by another vehicle and the force sends vehicle one forward down an embankment and into the river. The location of the first harmful event is "On Roadway," even though the vehicle ended up off the roadway.

C9. Manner of Crash/Collision Impact

Definition: The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport. See Figure 2 for a diagram of the manner of collision.

Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with V18. Motor Vehicle Maneuver/Action to describe the crash.

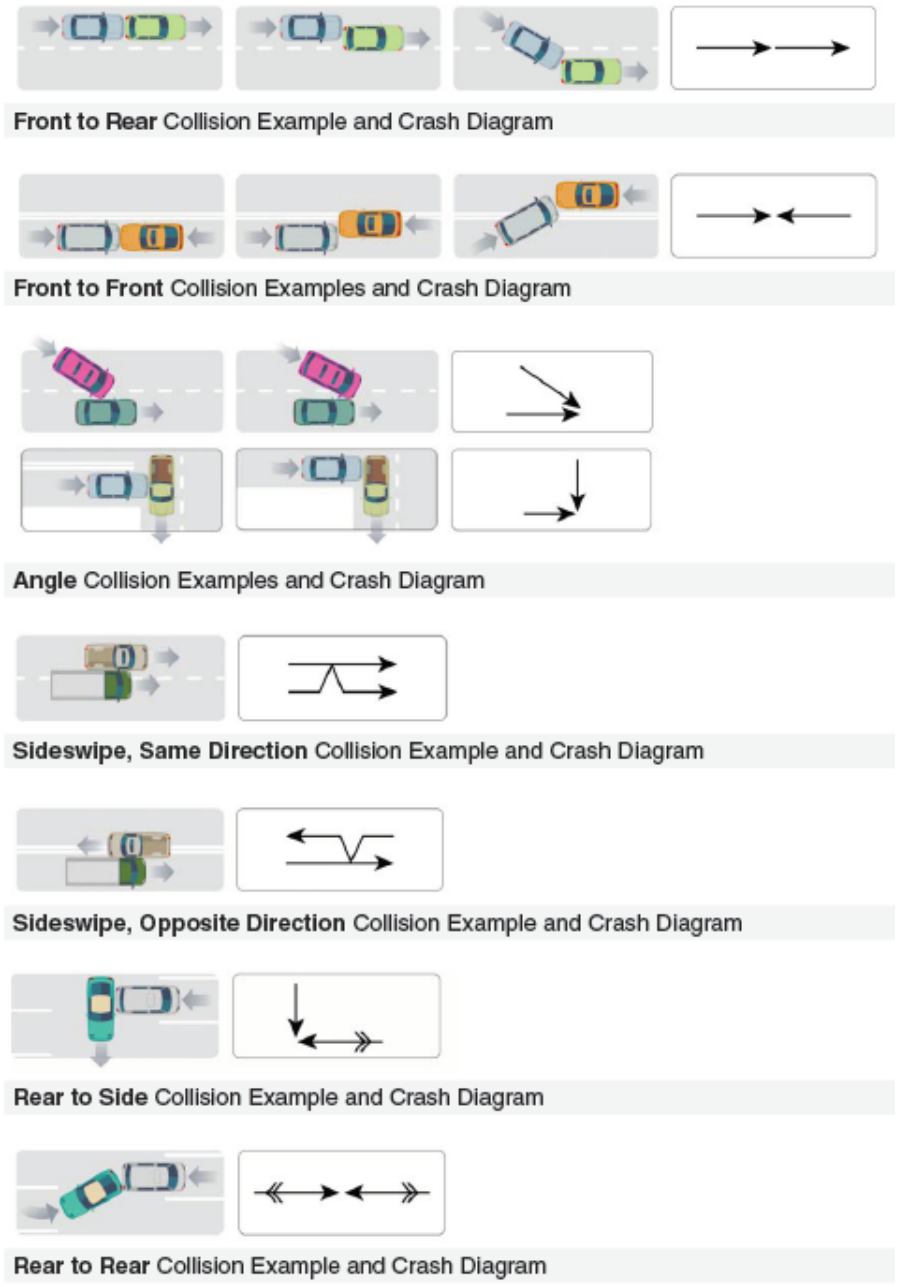


Figure 2. Manner of Collision and Associated Crash Diagrams

C10. Source of Information

Definition: Affiliation of the person completing the crash report.

Subfield 1: Identifies if the person filling out the report is affiliated with a law enforcement agency or a civilian.

Subfield 2: Notes the National Crime Information Center Originating Agency Identifier.

Rationale: Important for quality control and identification purposes. The Law Enforcement Agency Identifier is critical to report SAFETYNET crashes.

Instructions: If this is a civilian, Subfield 2 will use the code 999999997 for Not Applicable.

C11. Weather Conditions

Definition: The prevailing atmospheric conditions that existed at the time of the crash.

Rationale: Important for management/administration and evaluation. Critical for prevention programs and engineering evaluations.

C12. Light Condition

Definition: The type/level of light that existed at the time of the motor vehicle crash.

Rationale: Important for management/administration and evaluation. Critical for prevention programs and engineering evaluations.

C13. Roadway Surface Condition

Definition: The roadway surface condition at the time and place of the crash.

Rationale: Important to identify and correct high wet-surface crash locations and provide information for setting coefficient of pavement friction standards. Critical for prevention programs and engineering evaluations.

C14. Contributing Circumstances – Roadway Environment

Definition: Apparent environmental or roadway conditions that may have contributed to the crash.

Rationale: Important to identify existence of unusual conditions that could be useful in determining the need for additional traffic control devices or geometric improvements. (Nonmotorists are covered in traffic units.) Important to determine highway maintenance and possible engineering needs.

Instructions: The investigating officer will select the appropriate road conditions that contributed to the crash. At least one selection should be made, but a second selection may be entered.

C15. Relation to Junction

Definition: The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas. See Figure 3 and Figure 4 for examples.

Rationale: Important for site-specific safety studies to identify locations with actual or potential problems.

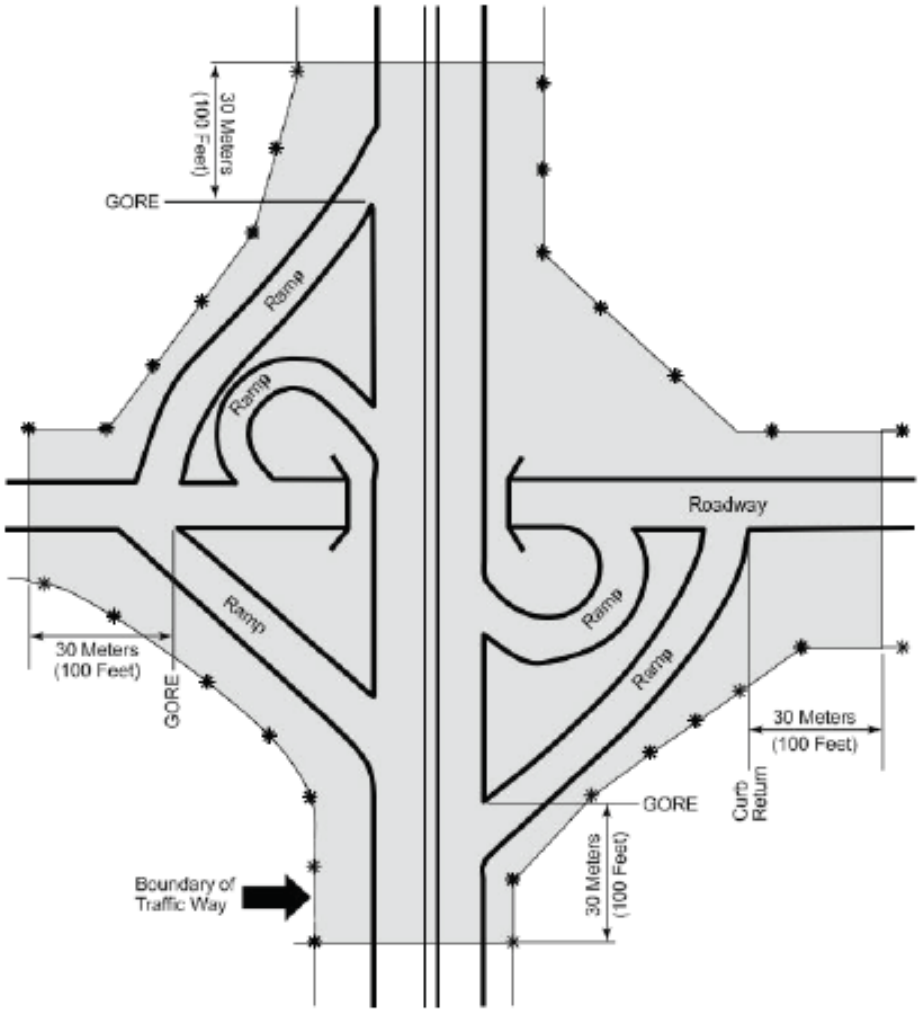


Figure 3. Diagram of an Interchange

Source: ANSI D16.2-2007 Manual on Classification of Motor Vehicle Traffic Accidents, Seventh Edition

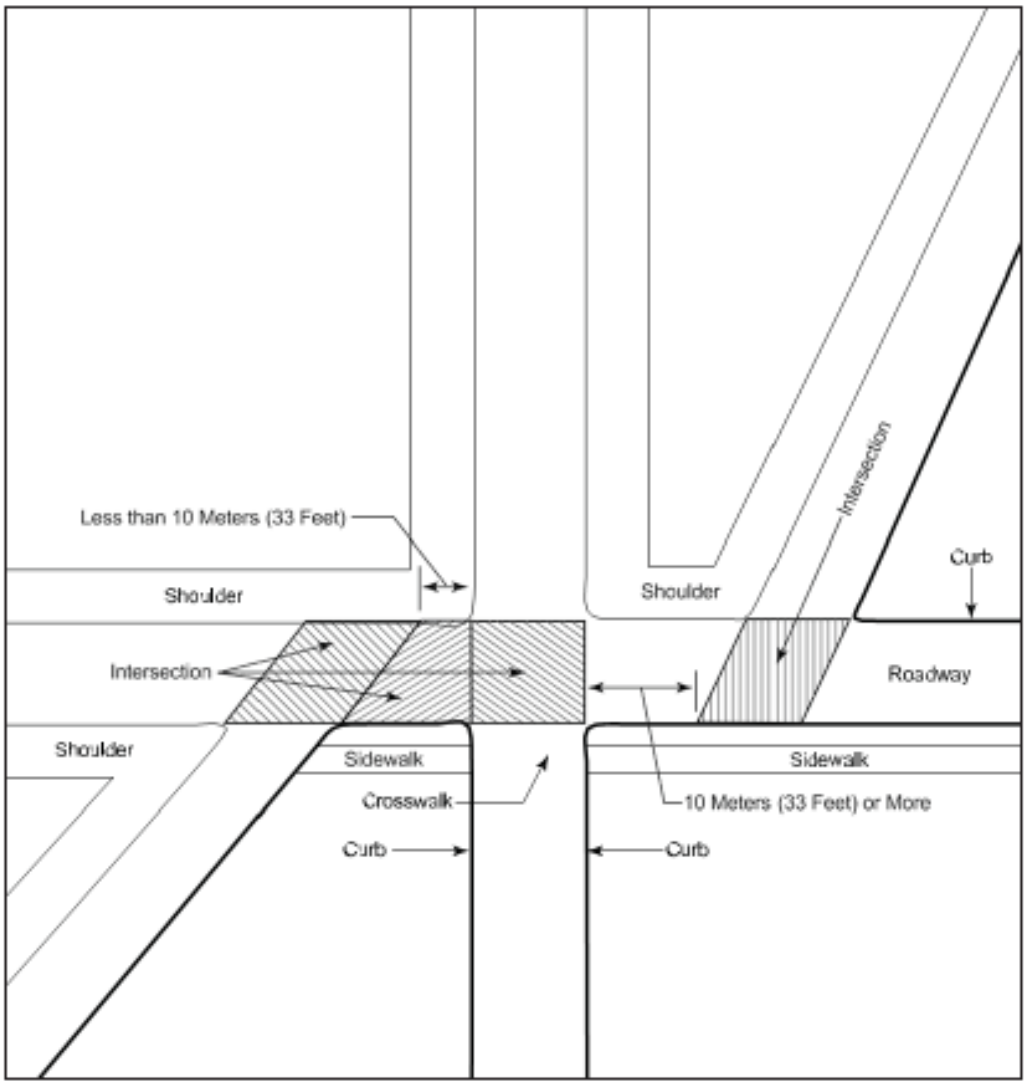


Figure 4. Diagram of an Intersection

Source: ANSI D16.2-2007 Manual on Classification of Motor Vehicle Traffic Accidents, Seventh Edition

C16. Type of Intersection

Definition: An intersection consists of two or more roadways that intersect at the same level.

Subfield 1: Total number of approaches of the intersection

Subfield 2: The geometry of the intersection. See Figure 5 for examples of overall intersection geometry.

Subfield 3: Identifies the type of traffic control device used at the intersection.

Rationale: Important for site-specific safety studies to identify actual or potential safety problem locations.

C17. School Bus-Related

Definition: Indicates whether a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. The "school bus," with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (children struck when boarding or alighting from the school bus, two vehicles colliding as the result of the stopped school bus, etc.).

Rationale: Importing in determining where and how school children are at the greatest risk of injury when being transported by a school bus and the extent to which school bus operations affect overall traffic safety.

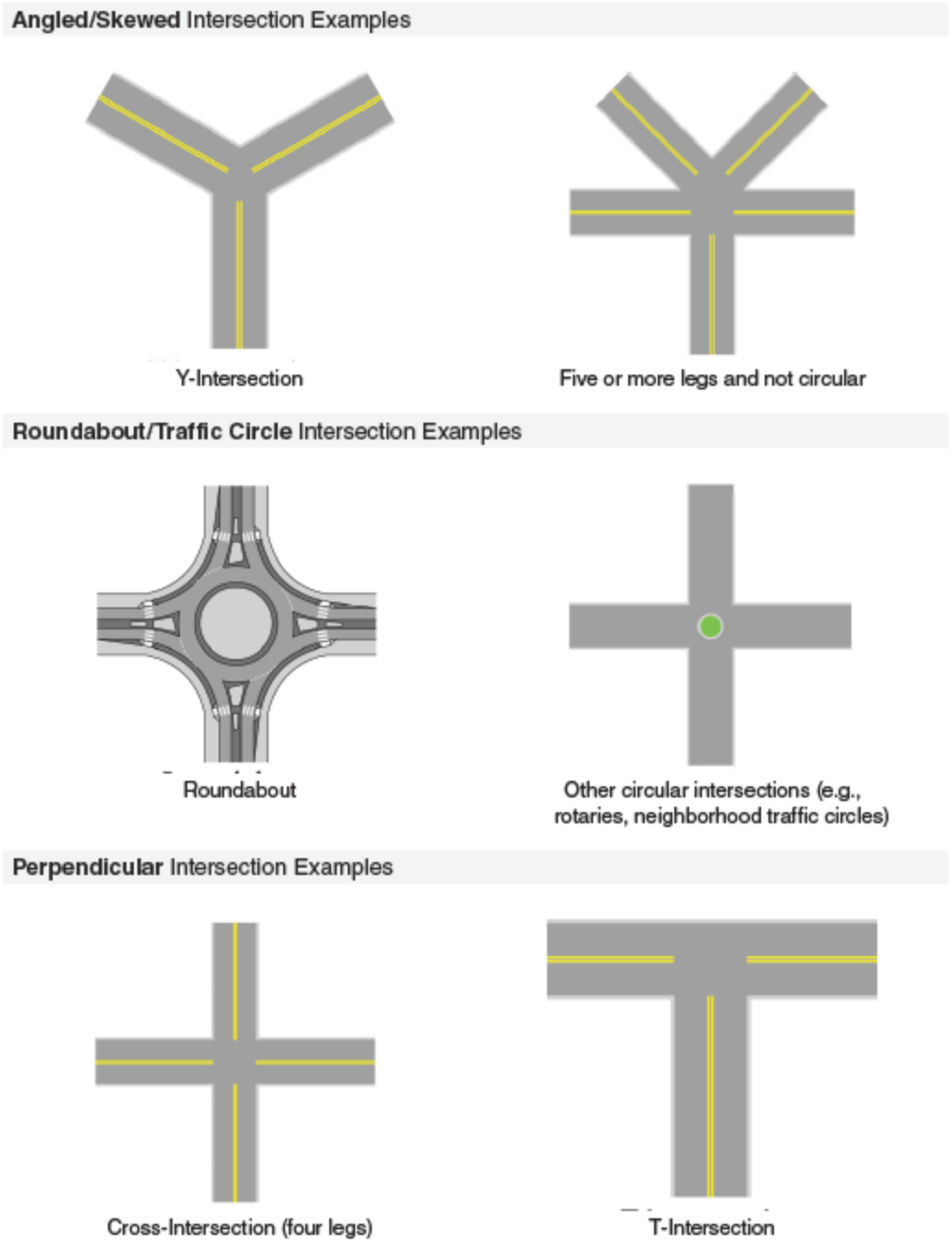


Figure 5. Overall Intersection Geometry Examples

Source: Model Inventory of Roadway Elements, Version 1.0

C19. Crash Severity

Definition: The severity of a crash based on the most severe injury to any person involved in the crash.

Rationale: Provides a classification of the severity of the crash for the user without having to search through the person level records. This simplifies the use of the crash data file for producing reports by crash severity.

C20. Number of Motor Vehicles Involved

Definition: The total number of motor vehicles (automobiles, single-unit trucks, truck combinations, motorcycles, etc.) that are involved in the crash.

Rationale: Provides a count of the number of motor vehicles involved in the crash without having to count the number of motor vehicle records. This simplifies the use of the crash data file for producing reports in which the number of involved motor vehicles is needed.

C21. Number of Motorists

Definition: The total number of motorists refers to the count of occupants of motor vehicles involved in the crash.

Rationale: Provides a count of the number of occupants of motor vehicles involved in the crash without having to count the number of person level records. This simplifies the use of the crash data file for producing reports or carrying out analyses in which the number of motorists is needed or in identifying crashes involving motorists.

C22. Number of Nonmotorists

Definition: The total number of nonmotorists refers to the count of people who are not occupants of motor vehicles (pedestrians, pedalcyclists, etc.).

Rationale: Provides the total count of nonmotorists involved in the crash without having to manually count the number of nonmotorist records. This should be derived when possible.

Instructions: Enter the total number of persons that are not occupants of the motor vehicles that were involved in the crash.

C23. Number of Non-Fatally Injured People

Definition: The total number of people injured, excluding fatalities within 30 days of the crash.

Rationale: Provides a count of the number of people injured in the crash without having to search through the person level records. This simplifies the use of the crash data file for producing reports in which the number of injured people is needed.

C24. Number of Fatalities

Definition: The total number of fatalities (motorists and nonmotorists) that resulted from injuries sustained as the result of a specific motor vehicle crash. In reporting fatality statistics, a 30-day counting rule is generally used (only deaths that occur within thirty 24-hour periods of a crash are counted).

Rationale: Provides a count of the number of people fatally injured in the crash without having to search through the person level records. This simplifies the use of the crash data file for producing reports in which the number of fatalities is needed or in identifying crashes involving a fatality.

C25. Alcohol Involvement

Definition: Law enforcement suspected or documented that at least one driver or nonmotorist involved in the crash had used alcohol, regardless of the legal limit.

Rationale: Provides a way to easily identify alcohol-related crashes without having to search through the person level records.

C26. Drug Involvement

Definition: Law enforcement suspected or documented that at least one driver or nonmotorist involved in the crash had used drugs.

Rationale: Provides a way to easily identify drug-related crashes without having to search through the person level records.

C27. Day of Week

Definition: The day of the week on which the crash occurred.

Rationale: Permits the user to quickly obtain this information for crash analyses without having to translate the date.

Crash Description (Narrative)

The narrative section of the crash report is for documenting the circumstances of the crash. It is used for several purposes including checking the report for consistency and identifying any important contributing factors—especially those that are not already coded elsewhere on the form. Tips for creating a useful narrative are:

1. Write simply and follow a logical sequence.
2. Avoid including personally identifying information in the narrative unless instructed differently by your department. This makes it easier to share the narrative with analysts. You can refer to people by their role "the driver of V1" or "the pedestrian" or "witness 2," for example, rather than by name. Do not include people's addresses or phone numbers unless otherwise instructed to do so by your department.
3. Do not include references to historically or culturally sensitive sites unless there is a need to do so (to record damage caused by the crash). This makes it easier to share the narrative with analysts without the risk of disclosing locations the Tribe does not want release.
4. Be as consistent as possible with what you code in the rest of the form and in the crash scene diagram.
5. Include a narrative based on your best understanding of the crash event. Do not write "vehicles moved prior to arrival" and do not leave the narrative space blank. If you have

no information at all and there is no one available to interview, please check with your supervisor on how to proceed.

Below is an example narrative:

The driver of V1 states that he was driving NB on County Rte 20 approaching the intersection with Apex St. The driver of V1 reported that he was distracted by his cell phone and that he did not notice V2 stopped at the intersection. V1 rear-ended V2. The driver of V2 agreed with this description.

Your department may have additional or different requirements for what belongs in a narrative.

Crash Diagram

The diagram is a drawing of the crash scene and should include all the involved vehicles, people (especially nonmotorists—pedestrians and pedalcyclists), and important situations as well as show the general layout and location of the crash. The diagram is used for several purposes including checking the consistency of the crash report, helping analysts categorize the crash, and assigning a location code so the crash can be matched to other data describing the roadways involved.

Tips for creating a useful diagram include:

1. Show the location of the crash and label the roadways using the standard naming conventions used by your department.
2. Avoid using landmarks or names for culturally sensitive sites if possible. An exception may be required if the site was damaged.
3. Indicate vehicle type using a simple drawing and mark each vehicle with a number that corresponds to its number in the remainder of the report.
4. Depict the important points of the crash (e.g., the position of the first harmful event) as directed by your department.
5. Indicate pedestrians, animals, roadside infrastructure, and other circumstances with simple drawings and appropriate labels.
6. Follow your department's directions for also including the vehicle's ending positions in the diagram.
7. Include a diagram based on your best understanding of the crash event. Do not leave the diagram space blank or write "vehicles moved prior to arrival."
8. Make the diagram simple but with enough detail to show the circumstances of the crash.

The crash report includes a diagramming feature using the *Stamps Tool.* You do not have to use this feature. You could create a diagram in a different drawing package or hand-draw and later scan your diagram. However, the built-in diagramming feature gives you a simple way to create the diagram that will keep it stored along with the rest of your crash report. Appendix B provides instructions for using the diagramming feature.

Figure 6 shows an example diagram. We created this diagram using the *Stamps* and *Comment Tools* as described in the steps above. Notice that the streets are labeled, the two vehicles are labeled, and there is an indicator for which way is North. The crash diagram is simple—only

showing the roadways, relevant signs, and the vehicles involved. Note also that the diagram agrees with the example narrative from the previous section. Comparing the two shows how you might use both the narrative and diagram to tell a consistent story about the crash circumstances.

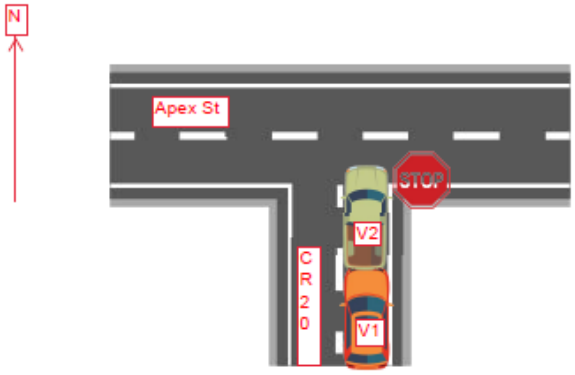


Figure 6. Example Crash Diagram

It is worth considering a few items about what makes a useful diagram. When safety engineers use individual crash reports, they very often use the diagram to verify the location and check the circumstances to see what happened. Engineers may want to focus on a particular type of crash and so they will need to know the details like how many vehicles were involved, which vehicle hit which other vehicle, where were the vehicles are in relation to the roadway, and what movements were happening prior to and during the crash. A good diagram will demonstrate what happened without adding irrelevant details. Diagrams in the typical crash report do not need to be accurately scaled and measurements are usually not necessary. More serious crashes may require a greater level of detail, including crash reconstruction analyses. For most crashes, however, showing the relevant features of the location, the vehicles, people, and other circumstances involved is sufficient.

If you need time to draw a good diagram, you can take pictures or draw something on paper, and then create the diagram later, perhaps back in the office. If you *can,* complete the diagram at the scene. That is a good practice because you will be able to refer to the scene while it is right in front of you.

Vehicle Data Elements

V2. Motor Vehicle Unit Type and Number

Definition: Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. This number is not assigned to nonmotorists.

Subfield 1: Identifies the status of the motor vehicle at the time of the crash.

Subfield 2: Identifies the unique number of the vehicle unit in the crash.

Rationale: Uniquely identifies each motor vehicle unit involved in the crash. Permits occupants to be assigned to the appropriate motor vehicle.

V3. Motor Vehicle Registration State and Year

Definition: The State, Commonwealth, Territory, Indian Nation, U.S. Government, foreign country, etc., issuing the registration plate and the year of registration as indicated on the registration plate displayed on the motor vehicle. For foreign countries, MMUCC requires only the name of the country.

Rationale: This element is critical in providing linkage between the crash and motor vehicle registration files.

Instructions: Enter the appropriate identifier for the State, Indian Nation, U.S. Government, foreign country, etc., issuing the plate in S1. For S2, enter the 4-digit year of the vehicle registration.

V5. Motor Vehicle Make

Definition: The manufacturer-assigned, coded name applied to a group of motor vehicles.

Rationale: Important for use in identifying motor vehicle make, for evaluation, research, and crash comparison purposes.

V6. Motor Vehicle Model Year

Definition: The year that is assigned to a motor vehicle by the manufacturer.

Rationale: Important for use in identifying motor vehicle model year for evaluation, research, and crash comparison purposes.

V7. Motor Vehicle Model

Definition: The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc.

Rationale: Important for use in identifying the motor vehicle model for evaluation, research, and crash comparison purposes.

V8. Motor Vehicle Body Type Category

Definition: The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line.

Personal conveyances—such as skateboards, motorized toy cars, and wheelchairs—are not considered motor vehicles.

Subfield 1: Identifies the general category the motor vehicle.

Subfield 2: Identifies the total number of trailing units.

Subfield 3: Identifies the gross vehicle weight rating for the vehicle.

Note: GVWR is used for single-unit trucks and other body types. GCWR is used for combination trucks or any vehicle with a trailing unit.

Subfield 4: Identifies if the motor vehicle displays a hazardous materials placard.

Rationale: Important to identify the specific type of motor vehicle involved in the crash for evaluation and comparison purposes.

V9. Total Occupants in Motor Vehicle

Definition: The total number of injured and uninjured occupants in this motor vehicle involved in the crash, including people in or on the motor vehicle at the time of the crash.

Rationale: Important for the officer at the scene to indicate how many people (injured and uninjured) are involved for reporting purposes. Useful for evaluating the effectiveness of countermeasures that prevent or reduce injury and injury severity.

V18. Motor Vehicle Maneuver/Action

Definition: The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

Rationale: Important for crash evaluation, particularly when combined with sequence of events.

V20. Sequence of Events

Definition: The sequence of events are events in sequence related to this motor vehicle, including non-harmful events, non-collision harmful events and collision events.

Rationale: Important for use in conjunction with V21. Most Harmful Event for this Motor Vehicle and V18. Motor Vehicle Maneuver/Action to generate complete information about the crash.

Instructions: Enter the events in the order they happened. Some of these events do not cause injury or property damage but are important to record to understand what happened in the crash. This is especially true for complex incidents. Up to four events can be recorded.

"Motor Vehicle in Transport" refers to a collision with another motor vehicle that is in transport, and not that *this* vehicle was in transport. This option is never used in a single-vehicle crash.

V21. Most Harmful Event for this Motor Vehicle

Definition: Event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

Rationale: Important for use in conjunction with V20. Sequence of Events to generate complete information about the crash.

Instructions: Enter the most harmful event for the motor vehicle. The Most Harmful Event must be one of the events in the sequence of events.

V22. Hit and Run

Definition: Refers to cases where the vehicle or the driver of the vehicle in transport is a contact vehicle in the crash and departs the scene without stopping to render aid or report the crash.

Rationale: Important for uniformity, quality control, and identification purposes in reported motor vehicle crash statistics.

V23. Towed Due to Disabling Damage

Definition: Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed or carried from the scene. V23. Towed Due to Disabling Damage identifies whether a vehicle involved in a crash is removed from the scene. Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be "towed" for the purposes of this element.

Rationale: Towed Due to Disabling Damage is important for identifying non-injury, "tow-away" crashes due to damage sustained in the crash. This information is vital to Federal Motor Carrier Safety Administration in its selection criteria for truck and bus crashes.

V24. Contributing Circumstances, Motor Vehicle

Definition: Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

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.

Person Data Elements

The person data elements describe the characteristics, actions, and consequences to each person involved in the crash.

P1. Name of Person Involved

Definition: The full name of the person involved in the crash.

Rationale: This data element should be collected to facilitate linkage when names are available in the health and insurance files and to corroborate the driver license number of drivers. When possible, obtain this information from the driver license.

P2. Date of Birth

Definition: The year, month, and day of birth (or age to be used only when date of birth cannot be obtained) of the person involved in a crash.

Subfield 1: Identifies the person's date of birth.

Subfield 2: Is the age of the person involved.

Rationale: Accurate reporting of date of birth is used to assess the effectiveness of occupant protection systems for specific age groups, and to identify the need for safety programs directed toward them. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Instructions: For Subfield 1, enter the date of birth in 4-digit year (YYYY), 2-digit month (MM), and 2-digit day (DD). For Subfield 2, enter the age of the person involved.

P3. Sex

Definition: The sex of the person involved in the crash.

Rationale: Necessary, for example, to evaluate the effect of sex of the person involved on occupant protection systems and motor vehicle design characteristics.

P4. Person Type

Definition: Type of person involved in a crash.

Subfield 1: Identifies if the person was a motorist or nonmotorist.

Subfield 2: Identifies the incident responder.

Rationale: Person type and presence of incident responders allows classification to evaluate specific countermeasures designed for specific groups of people.

P5. Injury Status

Definition: The injury severity level for a person involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal Injuries.

Fatal Injury (K): 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 "Fatal Injury."

Suspected Serious Injury (A): A suspected serious injury is any injury other than fatal that 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.

Suspected Minor Injury (B): A 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).

Possible Injury (C): A possible injury is any injury reported or claimed that is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

No Apparent Injury (O): 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.

Rationale: Necessary for injury outcome analysis and evaluation. This element is also critical in providing linkage between the crash, EMS, and hospital records.

P6. Occupant's Motor Vehicle Unit Number

Definition: The unique number assigned for this crash to the motor vehicle in which this person was an occupant. A person ejected or who falls from a vehicle is still considered an occupant.

Rationale: Important to link occupants back to motor vehicles in which they were riding. Necessary, for example, to evaluate the effect motor vehicle type and specific make/ model have on occupant protection effectiveness and injury status.

P11. Driver License Jurisdiction

Definition: The geographic or political entity issuing a driver license. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Rationale: Necessary to evaluate the effectiveness of various licensing laws. This element is also critical in providing linkage between the crash and driver license files.

Instructions: For Subfield 1, enter the type of jurisdiction that issued the license. For Subfield 2, provide the name of the jurisdiction.

P12. Driver License Number, Class, CDL and Endorsements

Definition: A unique set of alphanumeric characters assigned by the authorizing agent issuing a driver license to the person. See Figure 7 and Figure 8 for reference.

- Class indicates the type of driver license issued by the State and the type of motor vehicle the driver is qualified to drive.
- Class A: Any combination of vehicles with a GCWR of 26,001 pounds or more provided the GVWR of the vehicles being towed is in excess of 10,000 pounds.
- Class B: Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.
- Class C: Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is used in the transportation of materials found to be hazardous, which require the motor vehicle to be placarded.
- Class M: Motorcycles, Mopeds, Motor-Driven Cycles.
- Regular Driver License Class: Any regular or standard driver license issued for the operation of automobiles and light trucks by States that separate these vehicles from Class C. Other class designation codes such as “D,” “R” and others may be used by States to indicate a regular driver license class.
- Commercial Driver License: This indicates whether the driver license is a CDL. In addition, this information is important to separate the non-commercial licenses included by some States in Class C with the commercial licenses.
- Endorsements: This indicates any endorsements to the driver license, both commercial and non-commercial.

Rationale: This information is mandated by the Federal Motor Carrier Safety Administration for commercial drivers. This element is critical to providing linkage between the crash and driver license files.

Instructions: For Subfield 1, enter the driver license number. For Subfield 2, enter the appropriate code for the class of driver license number. For Subfield 3, enter the code to identify if the driver license is a CDL. For Subfield 4, enter the code corresponding to the endorsements.

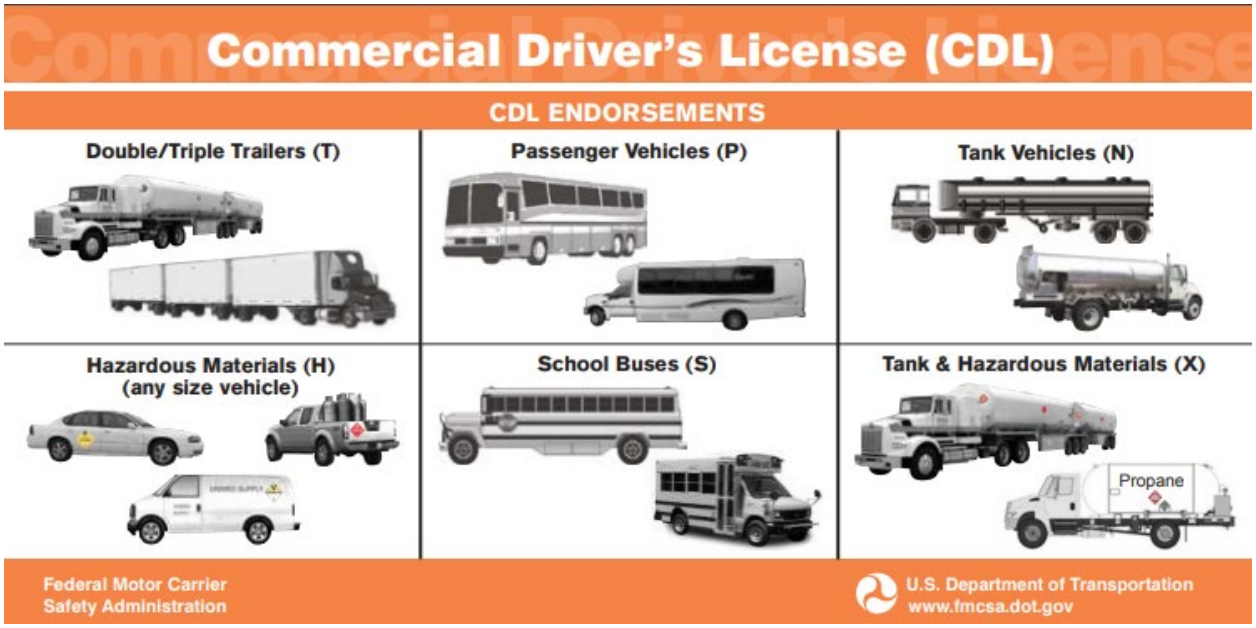


Figure 7. FMCSA CDL Endorsements, Visor Card (Front)

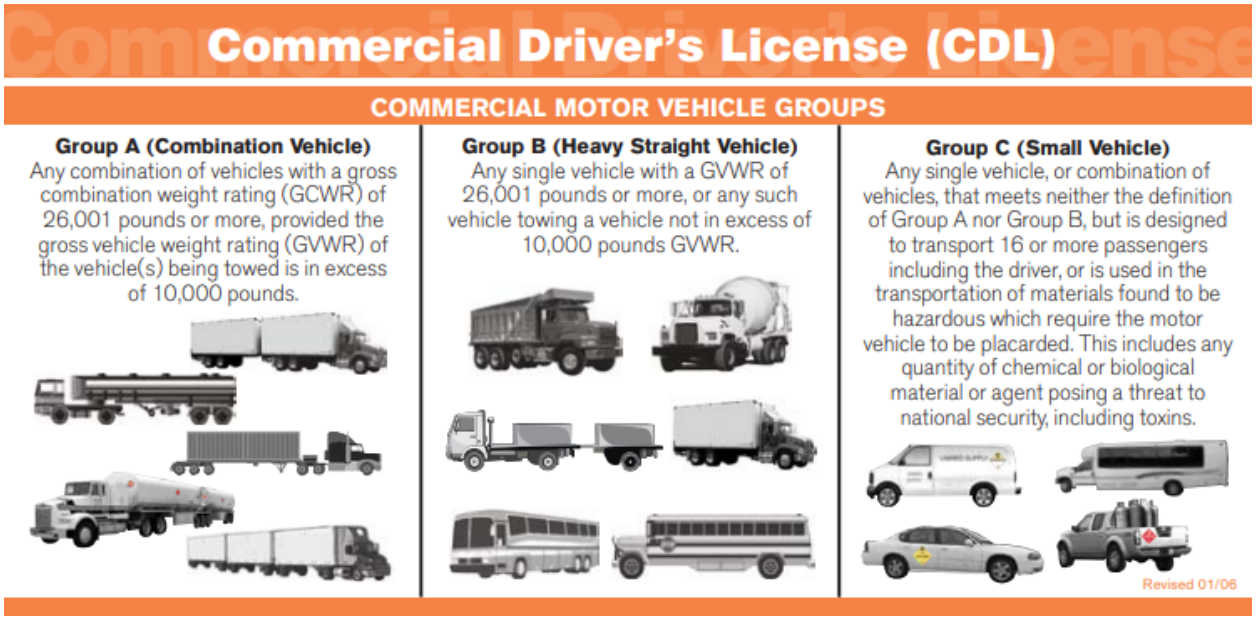


Figure 8. FMCSA CDL Commercial Motor Vehicle Groups, Visor Card (Back)

P13. Speeding-Related

Definition: Indication of whether the investigating officer suspects that the driver involved in the crash was speeding based on verbal or physical evidence and not on speculation alone.

Rationale: Important for evaluating preventive programs and engineering assessments.

P14. Driver Actions at Time of Crash

Definition: The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

Rationale: Important for evaluating the effect that dangerous driver behavior has on crashes.

Instructions: Enter (up to 4) codes that correspond to actions of the driver prior to and at the time of the crash event.

P16. Driver License Restrictions

Definition: Restrictions assigned to a person's driver license by the license examiner.

Subfield 1: Identifies any driver license restrictions.

Subfield 2: Identifies if an alcohol interlock device was present.

Rationale: Used to identify if a driver involved in crash has limitations on that person's driver license.

Instructions: For Subfield 1, enter (up to 3) codes related to restrictions on the driver license. For Subfield 2, enter the code identifying if an alcohol interlock device was present in the vehicle.

P17. Driver License Status

Definition: The current status of a person's driver license at the time of the crash.

Subfield 1: Identifies the type of license applicable for this person.

Subfield 2: Identifies the status of the license at the time of the crash.

Rationale: Used to identify if a driver involved in crash is in compliance with the limitations of that person's driver license.

P18. Distracted By

Definition: Distractions that may have influenced driver/nonmotorist performance, involving both an action taken by the driver/nonmotorist and the source of the distraction.

Subfield 1: Identifies the distracted action of the person involved.

Subfield 2: Identifies the source of the distraction

Rationale: Important to identify specific driver behavior during a crash and understand and mitigate the effects of distracting activities.

P19. Condition at the Time of the Crash

Definition: Any relevant condition of the person (driver or nonmotorist) who is directly related to the crash.

Rationale: Important for evaluating the effect that fatigue, medications/alcohol/drugs, or other conditions have on the crash.

P20. Law Enforcement Suspects Alcohol Use

Definition: Driver or nonmotorist involved in the crash suspected by law enforcement to have used alcohol.

Rationale: Alcohol-related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol may have been involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or to identify problem areas.

P21. Alcohol Test

Definition: Indication of the presence of alcohol by test, type, and result.

Subfield 1: Identifies the test status.

Subfield 2: Identifies the test type.

Subfield 3. Identifies the BAC Test Result

Rationale: Alcohol remains the most prevalent drug involved in motor vehicle crashes. Capturing alcohol concentration whenever a driver or nonmotorist is tested will provide an accurate assessment of the role of alcohol involvement. The type of test used to obtain the alcohol concentration also is important information to collect.

P22. Law Enforcement Suspects Drug Use

Definition: Driver or nonmotorist involved in the crash suspected by law enforcement to have used drugs.

Rationale: Drug-related crashes remain a serious traffic safety problem. Identifying crashes in which drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of driving while under the influence of drugs.

P23. Drug Test

Definition: Indication of the presence of drug test, type, blood alcohol concentration, and overall result. Excludes drugs administered post-crash.

Subfield 1: Identifies the test status.

Subfield 2: Identifies the type of test.

Subfield 3: Identifies the drug test result.

Rationale: Identifying drug-related crashes help develop and evaluate programs directed at reducing their involvement. Whenever evidence of other drug use is available, it should be captured.

P24. Transported to First Medical Facility By

Definition: Type and identity of unit providing transport to the first medical facility receiving the patient.

Subfield 1: Identifies the source of transport to the first medical facility from the scene of the crash.

Subfield 2: Identifies the EMS response agency by unique identifier.

Subfield 3: Identifies the EMS run number.

Subfield 4: Identifies the medical facility receiving the patient from the crash scene.

Rationale: Important to trace victim from the scene of crash through the health care system. Facilitates linkage of injured crash victims with EMS data files.

P27. Injury Severity

Definition: The injury severity for a person involved in a crash as determined through linkage of crash and injury outcome records.

Rationale: Necessary for more precise injury outcome analysis and evaluation. Clinically derived crash injury assessments are critical to improve behavioral and roadway safety investments.

Instructions: This element differs from P5. Injury Status in that this uses linkage to bring in the injury severity as determined by a medical provider other than the officer at the scene.

Note: Attributes for this element may differ by Tribe depending on which clinical health dataset crash records are linked to and the system of injury classification Tribes choose. Tribes may opt to collect a clinically derived score, such as the Injury Severity Score or the Maximum Abbreviated Injury Scale or develop a taxonomy similar to that of Injury Status (P5). The options provided are only as an example of a list of attributes Tribes may choose.

Roadway Data Elements

Roadway data elements are generated by linking crash to roadway inventory and highway data. The data elements used for linkage include C6. Crash Location and others as necessary, depending upon the type of roadway inventory system implemented by the Tribe. When a Tribe does not have a roadway inventory, as many of the data elements as possible should be collected at the scene.

R1. Bridge/Structure Identification Number

Definition: A unique Federal inspection/inventory identifier assigned to a bridge, underpass, overpass, or tunnel bridge/structure that is also linkable to the National Bridge Inventory.

Rationale: Important to link specific geometric data describing the bridge/structure for problem identification analysis and for determining the relationship between bridge/structure characteristics and crashes.

Note: Can be obtained by linking C6. Crash Location to the National Bridge Inventory file.

R2. Roadway Curvature

Definition: The measurement of the curvature in the roadway expressed in terms of its radius, length, and superelevation. The unit of measurement is feet.

Rationale: Curve data are used in searching for and diagnosing high-crash locations. Important for determining relationship between horizontal alignment-related crashes to guide future highway design, speed limits, and driver skill training (motorcycle curve entering speed, etc.).

R3. Grade

Definition: The inclination of the roadway expressed in the rate of rise or falls in feet per 100 feet (percent) of horizontal distance.

Subfield 1: Identifies the direction of the slope.

Subfield 2: Identifies the percent of slope.

Rationale: Used to identify possible causes and countermeasures for a high crash location.

R4. Part of the National Highway System

Definition: Designation as part of the National Highway System.

Rationale: Important to monitor highway safety on the National Highway System.

R5. Roadway Functional Class

Definition The character of service or function of streets or highways. The classification of rural and urban is determined by State and local officials in cooperation with each other and approved by the FHWA.

Rationale Important for comparing crash rates/safety experience of highways of similar design characteristics so as to identify those highways or highway sections that have abnormal rates/experience for future improvements as well as generalized study of the highways in a region. Knowledge of the land use is needed in analyzing crashes as part of a network analysis.

R6. Annual Average Daily Traffic

Definition: The average number of motor vehicles passing a point on a trafficway in a day, for all days of the year, during a specified calendar year.

Subfield 1: Identifies the year of the annual average daily traffic calculation.

Subfield 2: Identifies the AADT value.

Subfield 3: Truck (over 10,000 lbs.) count or percentage.

Subfield 4: Motorcycle count or percentage.

Rationale: Important to normalize crash data to account for exposure.

R7. Widths of Lanes and Shoulders

Definition: Widths (in feet) of the lanes and of the shoulders where crash occurred.

Subfield 1: Lane width in feet.

Subfield 2: Left shoulder width in feet.

Subfield 3: Right shoulder width in feet.

Rationale: Important to monitor the association of lane/shoulder widths and the frequency of crashes.

R8. Width of Median

Definition: Width from travel lane edge to travel lane edge of the portion of divided highway separating the road for traffic in opposing directions where the crash occurred. If a crash occurs at a mid-block section, the median width is based on the mid-block section. If the crash occurs at an intersection, the median width is based on the median widths at the intersection.

Rationale: Important to monitor the need for medians to protect motorists from oncoming traffic.

R9. Access Control

Definition: The degree that access to abutting land is fully, partially, or not controlled by a public authority. **Full access control** – Preference given to through traffic movements by providing interchanges with selected public roads, and by prohibiting crossing at-grade and direct driveway connections (i.e., limited access to the facility). **Partial access control** – Preference given to through traffic movement. In addition to interchanges, there may be some crossings at-grade with public roads, but direct private driveway connections have been minimized through the use of frontage roads or other local access restrictions. Control of curb cuts is not access control. **No access control** – No degree of access control exists (i.e., full access to the facility is permitted).

Rationale: Highly correlated with crash rates and, therefore, useful in identifying high hazard locations. Important to guide future highway design and traffic control.

R10. Railway Crossing ID

Definition: A unique U.S. DOT/AAR number assigned for identification purposes to a railroad crossing by a State highway agency in cooperation with the Federal Railroad Administration.

Rationale: The data are used in high crash locations as well as high-risk corridors. Important for determining the need for additional controls and evaluating the efficacy of various types of controls.

Obtained by linking C6. Crash Location to State or Federal Railway Administration data.

R11. Roadway Lighting

Definition: Type of roadway illumination.

Rationale: Recognized as having a benefit to safe highway operations. Information about the presence of lighting is an important element in analysis of a spot location, a section of highway, or a network analysis. Important for determining the effects of highway illumination on nighttime crashes to guide future installations.

R12. Pavement Markings, Longitudinal

Definition: The longitudinal markings (paint, plastic, or other) used on the roadway surface to guide or control the path followed by drivers.

Subfield 1: Edgeline presence/type.

Subfield 2: Centerline presence/type.

Subfield 3: Lane line markings.

Rationale: Important to know about the existence of pavement markings for the analysis of crash data. Useful for determining the effects of various types of longitudinal markings on various types of crashes to guide future applications.

R13. Presence/Type of Bicycle Facility

Definition: Any road, path, or way that is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Subfield 1: Facility.

Subfield 2 Signed bicycle route.

Rationale: Needed to determine usage and safety of bicycle facilities. Needed to determine the location of bicycle crashes in relation to a bicycle facility. Important for ascertaining the relative safety performance of various types/classes of bike paths to guide future design/operation decisions.

R14. Mainline Number of Lanes at Intersection

Definition: Number of through lanes on the mainline approaches of an intersection, including all lanes with through movement (through and left-turn, or through and right-turn) but not exclusive turn lanes.

Rationale: Important to describe the intersection.

R15. Cross-Street Number of Lanes at Intersection

Definition: Number of through lanes on the side-road approaches at intersection including all lanes with through movement (through and left-turn, or through and right-turn) but not exclusive turn lanes.

Rationale: Important to describe the intersection.

R16. Total Volume of Entering Vehicles

Definition: Total entering vehicles for all approaches of an intersection.

Subfield 1: AADT (Year).

Subfield 2: AADT.

Rationale: Important to understand volume of crashes as a measure of exposure for the mainline approaches.

Fatal Section Data Elements

F1. Attempted Avoidance Maneuver

Definition: This element identifies movements/actions taken by the driver after the driver realizes there is an impending danger. This element assesses what the driver action was in response to his/her realization.

Rationale: Attempted avoidance maneuvers occur after the driver has realization of an impending danger. This element assesses what the driver's action was in response to his/her realization.

Instructions: This element assesses the driver's reaction to danger and not that person's normal driving at the time. For example: steering to the left due to a curve in the road or making a left turn is not an avoidance maneuver, but steering to the left around an object in the roadway would be an avoidance maneuver.

F2. Alcohol Test Type and Results

Definition: This element identifies the alcohol test type and results for this person.

Subfield 1: Identifies the test type.

Subfield 2: Identifies the results.

F3. Drug Test Type and Results

Definition: This element identifies the drug test type and results for this person.

Subfield 1: Identifies the test type.

Subfield 2: Identifies the test result.

Large Vehicles and Hazardous Materials Data Elements

LV1. Commercial Motor Vehicle License Status and Compliance With CDL Endorsements

Definition: CDL Status indicates the status for a driver's CDL if applicable. Compliance with CDL Endorsements indicates whether the vehicle driven at the time of the crash requires endorsements on a CDL and whether this driver is complying with the CDL endorsements.

Subfield 1: Identifies the license status for a CDL holder operating the vehicle.

Subfield 2: Identifies the compliance with the CDL endorsements.

Rationale: Used to identify if a driver involved in a crash is in compliance with the limitations and endorsements of that person's commercial driver's license.

LV7. Motor Carrier Identification

Definition: The identification number, name and address of a person, partnership, or corporation responsible for the transportation of people or property as indicated on the shipping manifest. See Figure 9, FMCSA Visor Card (Front) and Figure 10 for reference.

Subfield 1: Identifies if the commercial motor vehicle has a U.S. DOT or State Number.

Subfield 2: Identifies the Country or State code.

Subfield 3: Identifies the identification number.

Subfield 4: States the name of the motor carrier.

Subfield 5: Provides the address information for the motor carrier.

Rationale: *Required by the FMCSA 49 CFR 13902. The FMCSA has the authority to fine and sanction unsafe interstate (and some intrastate) truck and bus companies. A key way to identify potentially unsafe motor carriers is to collect crash data by the identification number, name, and address of the company. The street address allows FMCSA to visit carriers and conduct reviews of compliance with the Federal Motor Carrier Safety Regulations and provides a crosscheck for the correct identity of the carrier. The identification number (found on the truck tractor, and assigned by the U.S. DOT or by a State) is a key element for carrier identification in the FMCSA databases for crash and other carrier information. This data element is collected at the scene to meet FMCSA 90-day reporting requirements.

Hierarchy: When Identification Numbers are available from more than one source (Issuing Authority), the order of reporting priority follows.

1. U.S. DOT number
2. MC/MX (ICC) number
3. Mexican or Canadian issued number
4. State issued numbers

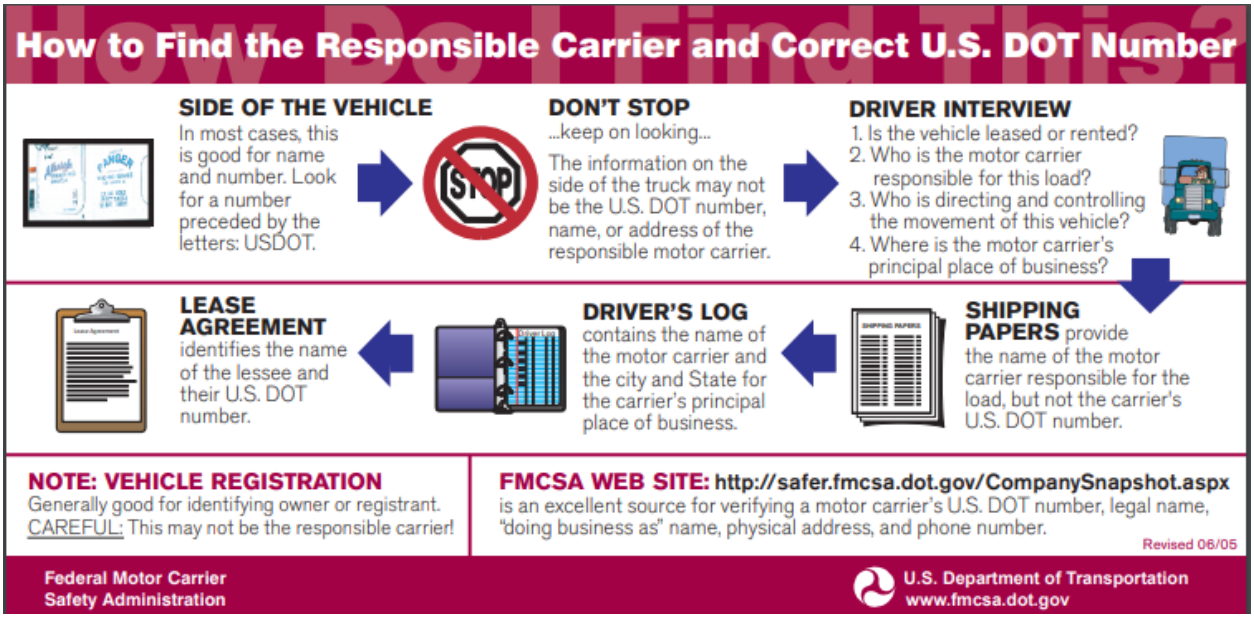


Figure 9. Determining Responsible Carrier, FMCSA Visor Card (Front)

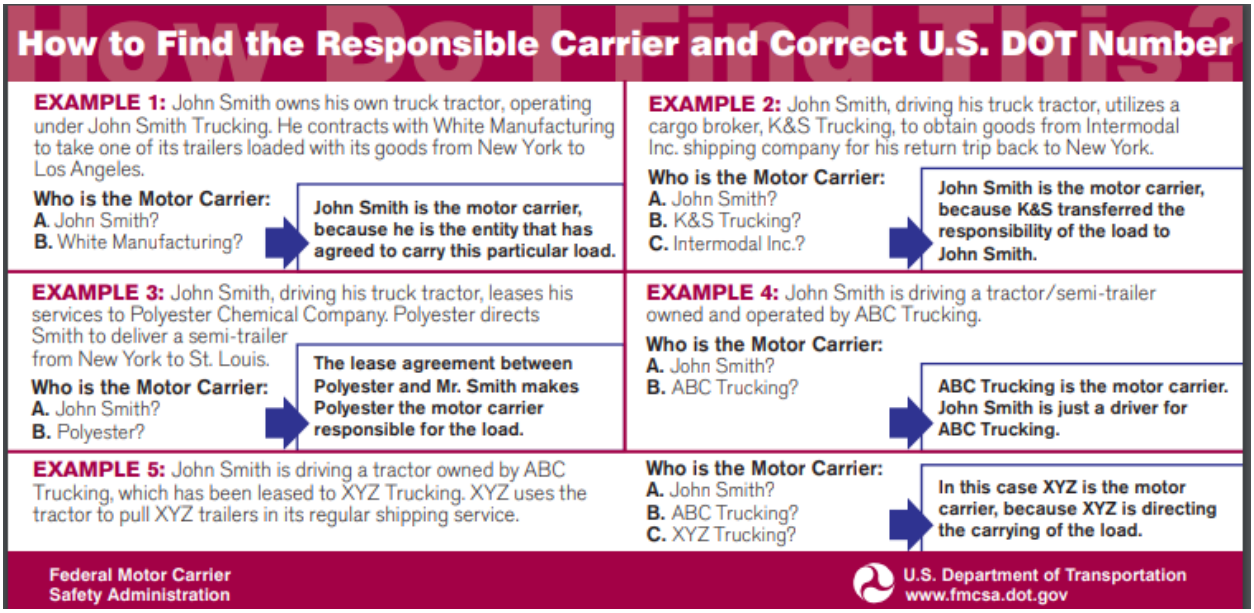


Figure 10. Determining Responsible Carrier, FMCSA Visor Card (Back)

LV8. Vehicle Configuration

Definition: Indicates the general configuration of this motor vehicle.

Subfield 1: Identifies the general vehicle configuration.

Subfield 2: Identifies any special sizing of the vehicle.

Subfield 3: Identifies if the load is permitted on the roadway.

Rationale: *Required by FMCSA CFR 350.201. This data element provides information about the general configuration of the motor vehicle that is important to evaluate the types of motor

vehicles that have the most crashes and the effectiveness of various safety countermeasures. This data element is collected at the scene because FMCSA requires reporting within 90 days.

LV9. Cargo Body Type

Definition: The type of body for buses and trucks more than 10,000 GVWR. Refer to Figure 11 for chart displaying types of cargo body types.

Rationale: *Required by FMCSA CFR 350.201. This data element provides additional information about the motor vehicle, including all major cargo body types. The information it provides can be important in helping FMCSA make decisions on regulatory strategies for different types of motor vehicles. This data element is collected at the scene because FMCSA requires reporting within 90 days.

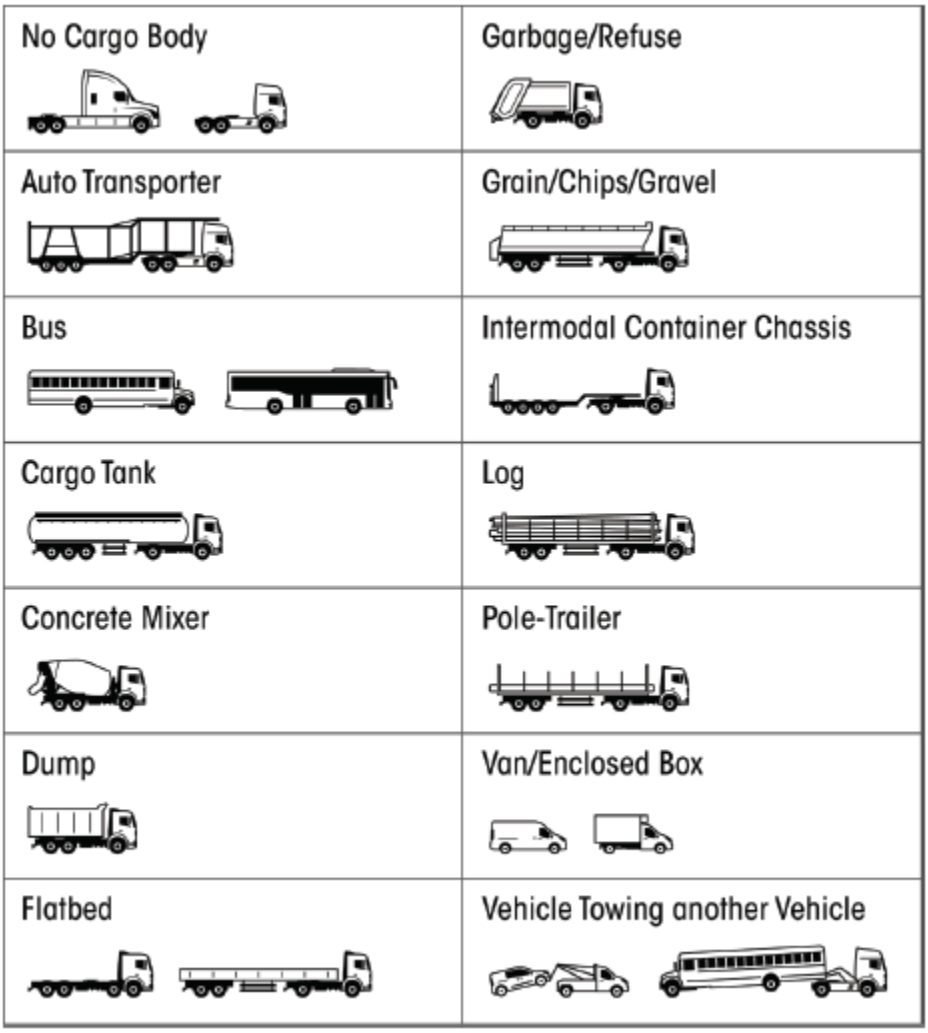


Figure 11. FMCSA Cargo Body Types

LV10. Hazardous Materials (Cargo Only)

Definition: Indication of the hazardous materials identification and class being transported by the motor vehicle, and whether or not hazardous materials were released. (Refer to Figure 12 and Figure 13 for charts displaying hazardous materials classes and reporting information.)

Rationale: *Required by FMCSA CFR 350.201. FMCSA devotes special attention to motor carriers that transport HM, including calculating risk assessments, determining response methods, imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting useful data on crashes involving trucks carrying HM and whether HM are spilled during the crashes helps FMCSA focus law enforcement efforts. This data element is collected at the scene because FMCSA requires reporting within 90 days.

Guideline for recording multiple HMs:

- If a HM spill has occurred and you know which material was released, always record that material;
- If 2 HMs at different classes (1 to 9), report the material from the DOT Hazmat Table 1 and its associated 4-digit UN number before materials in Table 2. Table 1 includes Hazard Class/Divisions 1.1, 1.2, 1.3, 2.3, 4.3, 5.2, 6.1, 7 (these are presented in Figure 14);
- If 2 HMs of the same class, report the material in greatest quantity if information is available, or the first material listed on report if not.

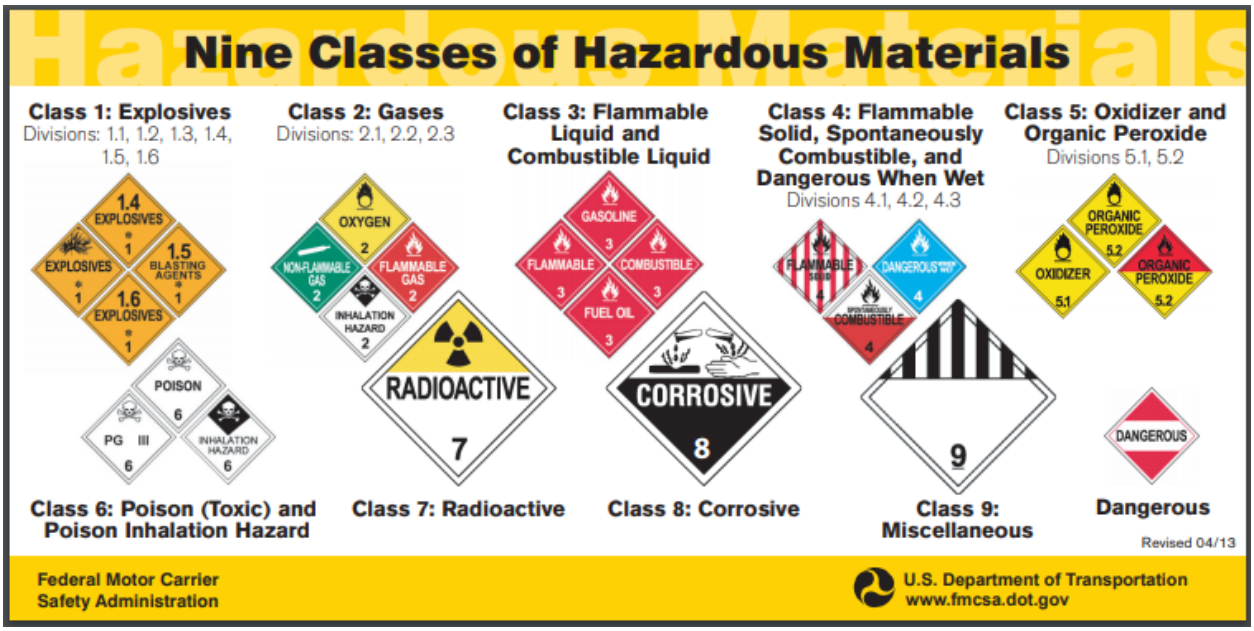


Figure 12. Nine Classes of Hazardous Materials, FMCSA Visor Card (Front)

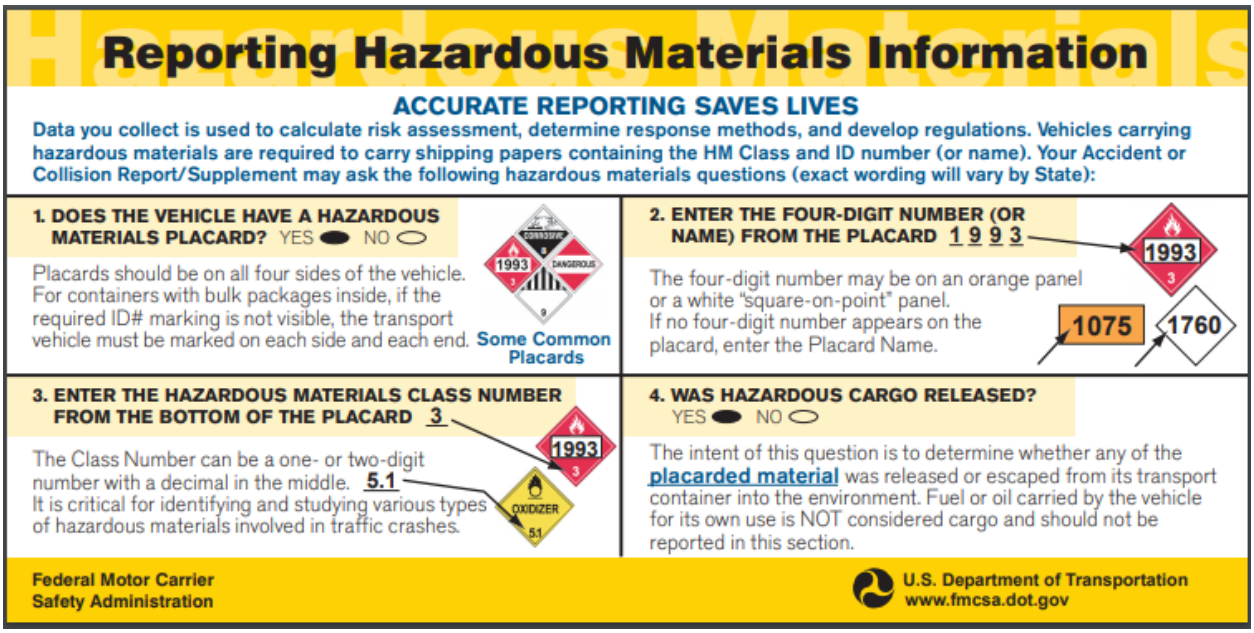


Figure 13. Reporting Hazardous Materials Information, FMCSA Visor Card (Back)

Table 1

Category of material (Hazard class or division number and additional description, as appropriate)	Placard name	Placard design section reference (§)
1.1	EXPLOSIVES 1.1	172.522
1.2	EXPLOSIVES 1.2	172.522
1.3	EXPLOSIVES 1.3	172.522
2.3	POISON GAS	172.540
4.3	DANGEROUS WHEN WET	172.548
5.2 (Organic peroxide, Type B, liquid or solid, temperature controlled)	ORGANIC PEROXIDE	172.552
6.1 (material poisonous by inhalation (see § 171.8 of this subchapter))	POISON INHALATION HAZARD	172.555
7 (Radioactive Yellow III label only)	RADIOACTIVE[1]	172.556

[1] RADIOACTIVE placards are also required for: All shipments of unpackaged LSA-I material or SCO-I; all shipments required by §§ 173.427, 173.441, and 173.457 of this subchapter to be operated under exclusive use; and all closed vehicles used in accordance with § 173.443(d).

Table 2

Category of material (Hazard class or division number and additional description, as appropriate)	Placard name	Placard design section reference (§)
1.4	EXPLOSIVES 1.4	172.523
1.5	EXPLOSIVES 1.5	172.524
1.6	EXPLOSIVES 1.6	172.525
2.1	FLAMMABLE GAS	172.532
2.2	NON-FLAMMABLE GAS	172.528
3	FLAMMABLE	172.542
Combustible liquid	COMBUSTIBLE	172.544
4.1	FLAMMABLE SOLID	172.546
4.2	SPONTANEOUSLY COMBUSTIBLE	172.547
5.1	OXIDIZER	172.550
5.2 (Other than organic peroxide, Type B, liquid or solid, temperature controlled)	ORGANIC PEROXIDE	172.552
6.1 (other than material poisonous by inhalation)	POISON	172.554
6.2	(None)	
8	CORROSIVE	172.558
9	Class 9 (see § 172.504(f)(9))	172.560
ORM-D	(None)	

Figure 14. Category of Material
(Hazard Class or Division Number and Additional Description, as Appropriate)

Nonmotorist Data Elements

NM1. Unit Number of Motor Vehicle Striking Nonmotorist

Definition: Number assigned to identify the motor vehicle that struck the nonmotorist in the crash.

Rationale: Used for tracking. Important when multiple motor vehicles are involved in the crash.

NM2. Nonmotorist Action/Circumstance Prior to Crash

Definition: The action of the nonmotorist immediately prior to the crash and an indication of whether the nonmotorist was walking/cycling to/from school.

Subfield 1: Identifies the action of the nonmotorist prior to the crash.

Subfield 2. Identifies the origin or destination for the nonmotorist's action.

Rationale: The development of effective roadway design and operation, education, and enforcement measures to accommodate pedestrians and bicyclists and prevent crashes with motor vehicles is enhanced by the collection of the actions and circumstances prior to the crash.

NM3. Nonmotorist Contributing Actions/Circumstances

Definition: The actions/circumstances of the nonmotorist that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

Rationale: The development of effective roadway design and operation, education, and enforcement measures to accommodate pedestrians and cyclists and prevent crashes with motor vehicles is enhanced by the collection of the actions and circumstances at the time of the crash.

NM4. Nonmotorist Location at Time of Crash

Definition: The location of the nonmotorist with respect to the roadway at the time of the crash.

Rationale: The development of effective roadway design and operation, education, and enforcement measures to accommodate pedestrians and cyclists and prevent crashes with motor vehicles is enhanced by the collection of the location of the nonmotorist at the time of crash.

NM5. Nonmotorist Safety Equipment

Definition: The safety equipment used by the nonmotorist.

Rationale: Used to evaluate effectiveness of nonmotorist safety equipment. Important to calculate usage statistics for the development and evaluation of the effectiveness of educational countermeasures.

Appendix A: Crash Reporting Tool

Appendix A shows the Tribal crash report based on the MMUCC 5th Edition created by the National Highway Traffic Safety Administration. The grayed-out portions of the form are MMUCC data elements that are not active on the form. The active data elements are in dark type and, in the fillable PDF form, can be clicked on for entering data into each field and subfield.

CRASH DATA ELEMENTS

C1. Crash Identifier

C2. Crash Classification

S1 Ownership
01 Public Property
02 Private Property

S2 Characteristics
01 Trafficway, On Road
02 Trafficway, Not on Road
03 Non-Trafficway

S3 Secondary Crash?
01 No
02 Yes

C3. Crash Date and Time

S1 Crash Date and Time *(YYYYMMDDHHMM)*

S2 Time of Roadway Clearance *(HHMM)*

C4. Crash County

C5. Crash City/Place *(Political Jurisdiction)*

C6. Crash Location

Latitude *(degrees.minutes.seconds + compass direction)*

Longitude *(degrees.minutes.seconds + compass direction)*

C7. First Harmful Event

Non-Collision Harmful Events
01 Cargo/Equipment Loss or Shift
02 Fell/Jumped From Motor Vehicle
03 Fire/Explosion
04 Immersion, Full or Partial
05 Jackknife
06 Other Non-Collision
07 Overturn/Rollover
08 Thrown or Falling Object

Collision With Person, Motor Vehicle, or Non-Fixed Object
09 Animal *(live)*
10 Construction Equipment *(backhoe, bulldozer, etc.)*
11 Farm Equipment *(tractor, combine harvester, etc.)*
12 Motor Vehicle in Transport
13 Other Non-Fixed Object
14 Other Non-motorist
15 Parked Motor Vehicle
16 Pedalcycle
17 Pedestrian
18 Railway Vehicle *(train, engine)*
19 Strikes Object at Rest from MV in Transport
20 Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle

Collision With Fixed Object
21 Bridge Overhead Structure
22 Bridge Pier or Support
23 Bridge Rail
24 Cable Barrier
25 Concrete Traffic Barrier
26 Culvert
27 Curb
28 Ditch
29 Embankment
30 Fence
31 Guardrail End Terminal
32 Guardrail Face
33 Impact Attenuator/Crash Cushion
34 Mailbox
35 Other Fixed Object *(wall, building, tunnel, etc.)*
36 Other Post, Pole, or Support
37 Other Traffic Barrier
38 Traffic Sign Support
39 Traffic Signal Support
40 Tree *(standing)*
41 Utility Pole/Light Support

99 Unknown

C8. Location of First Harmful Event Relative to the Trafficway
01 Gore
02 In Parking Lane or Zone
03 Median
04 Off-Roadway, Location Unknown
05 On Roadway
06 On Shoulder, Left Side
07 On Shoulder, Right Side
08 Outside Road/Right-of-Way
09 Roadside
10 Separator/Traffic Island

99 Unknown

C9. Manner of Crash/ Collision Impact
00 Not a Collision Between Two Motor Vehicles

01 Angle
02 Front to Front
03 Front to Rear
04 Rear to Rear
05 Rear to Side
06 Sideswipe, Opposite Direction
07 Sideswipe, Same Direction

98 Other
99 Unknown

C10. Source of Information

S1 Source of Information
01 Law Enforcement Agency
02 Civilian

S2 Law Enforcement Agency Identifier
9 characters NCIC Originating Agency Identifier (OAI)

999999997 Not Applicable

C11. Weather Conditions *(choose up to 2)*
01 Blowing Sand, Soil, Dirt
02 Blowing Snow
03 Clear
04 Cloudy
05 Fog, Smog, Smoke
06 Freezing Rain or Freezing Drizzle
07 Rain
08 Severe Crosswinds
09 Sleet or Hail
10 Snow

98 Other
99 Unknown

C12. Light Condition
01 Daylight
02 Dawn/Dusk
03 Dark – Lighted
04 Dark – Not Lighted
05 Dark – Unknown Lighting

98 Other
99 Unknown

C13. Roadway Surface Condition
01 Dry
02 Ice/Frost
03 Mud, Dirt, Gravel
04 Oil
05 Sand
06 Slush
07 Snow
08 Water *(standing, moving)*
09 Wet

98 Other
99 Unknown

C14. Contributing Circumstances – Roadway Environment *(choose up to 2)*
00 None

01 Animal(s)
02 Debris
03 Glare
04 Non-Highway Work
05 Obstructed Crosswalks
06 Obstruction in Roadway
07 Prior Crash
08 Prior Non-Recurring Incident
09 Regular Congestion
10 Related to a Bus Stop
11 Road Surface Condition *(wet, icy, snow, slush, etc.)*
12 Ruts, Holes, Bumps
13 Shoulders *(none, low, soft, high)*
14 Toll Booth/Plaza Related
15 Traffic Control Device
16 Traffic Incident
17 Visual Obstruction(s)
18 Weather Conditions
19 Work Zone *(construction/ maintenance/utility)*
20 Worn, Travel-polished Surface

98 Other
99 Unknown

C15. Relation to Junction

S1 Within Interchange Area?
01 No
02 Yes

99 Unknown

S2 Specific Location
00 Not an Interchange Area

01 Acceleration/Deceleration Lane
02 Crossover-Related
03 Driveway Access or Related
04 Entrance/Exit Ramp or Related
05 Intersection or Related
06 Non-Junction
07 Railway Grade Crossing
08 Shared-Use Path or Trail
09 Through Roadway

10 Other Location Not Listed Above Within an Interchange Area *(median, shoulder and roadside)*

99 Unknown

C16. Type of Intersection

S1 Number of Approaches
01 Not an Intersection
02 (2) Two
03 (3) Three
04 (4) Four
05 (5+) Five or more

S2 Overall Intersection Geometry
01 Angled/Skewed
02 Roundabout/Traffic Circle
03 Perpendicular

97 Not Applicable/Not an Intersection

S3 Overall Traffic Control Device
01 Signalized
02 Stop – All Way
03 Stop – Partial
04 Yield
05 No Controls

97 Not Applicable/Not an Intersection

C17. School Bus-Related
01 No
02 Yes, School Bus Directly Involved
03 Yes, School Bus Indirectly Involved

CRASH DATA ELEMENTS (Cont.)

C18. Work Zone-Related (Construction/Maintenance/Utility)

S1 Was the crash in a construction, maintenance, or utility work zone or was it related to activity within a work zone?

01 No
02 Yes

99 Unknown

S2 Location of the Crash

01 Before the First Work Zone Warning Sign
02 Advance Warning Area
03 Transition Area
04 Activity Area
05 Termination Area

98 Not Applicable/Not Within or Related to a Work Zone

S3 Type of Work Zone

01 Lane Closure
02 Lane Shift/ Crossover
03 Work on Shoulder or Median
04 Intermittent or Moving Work
05 Other Type of Work Zone

98 Not Applicable/Not Within or Related to a Work Zone

S4 Workers Present

01 No
02 Yes

98 Not Applicable/Not Within or Related to a Work Zone
99 Unknown

S5 Law Enforcement Present

01 No
02 Yes

98 Not Applicable/Not Within or Related to a Work Zone

C19. Crash Severity 🔑

01 (K) Fatal Injury**
02 (A) Suspected Serious Injury
03 (B) Suspected Minor Injury
04 (C) Possible Injury
05 (O) Property Damage-Only

99 Unknown

**If attribute is selected the Fatal Crash Section must be completed.

C20. Number of Motor Vehicles Involved 🔑

C21. Number of Motorists 🔑

C22. Number of Non-Motorists 🔑

C23. Number of Non-Fatally Injured Persons 🔑

C24. Number of Fatalities 🔑

C25. Alcohol Involvement 🔑

01 No
02 Yes

99 Unknown

C26. Drug Involvement 🔑

01 No
02 Yes

99 Unknown

C27. Day of Week 🔑

01 Sunday
02 Monday
03 Tuesday
04 Wednesday
05 Thursday
06 Friday
07 Saturday

CRASH DESCRIPTION:

CRASH DATA ELEMENTS (Cont.)

C18. Work Zone-Related (Construction/Maintenance/Utility)

S1 Was the crash in a construction, maintenance, or utility work zone or was it related to activity within a work zone?

01 No
02 Yes

99 Unknown

S2 Location of the Crash

01 Before the First Work Zone Warning Sign
02 Advance Warning Area
03 Transition Area
04 Activity Area
05 Termination Area

98 Not Applicable/Not Within or Related to a Work Zone

S3 Type of Work Zone

01 Lane Closure
02 Lane Shift/ Crossover
03 Work on Shoulder or Median
04 Intermittent or Moving Work
05 Other Type of Work Zone

98 Not Applicable/Not Within or Related to a Work Zone

S4 Workers Present

01 No
02 Yes

98 Not Applicable/Not Within or Related to a Work Zone
99 Unknown

S5 Law Enforcement Present

01 No
02 Yes

98 Not Applicable/Not Within or Related to a Work Zone

C19. Crash Severity 🔑

01 (K) Fatal Injury**
02 (A) Suspected Serious Injury
03 (B) Suspected Minor Injury
04 (C) Possible Injury
05 (O) Property Damage-Only

99 Unknown

**If attribute is selected the Fatal Crash Section must be completed.

C20. Number of Motor Vehicles Involved 🔑

C21. Number of Motorists 🔑

C22. Number of Non-Motorists 🔑

C23. Number of Non-Fatally Injured Persons 🔑

C24. Number of Fatalities 🔑

C25. Alcohol Involvement 🔑

01 No
02 Yes

99 Unknown

C26. Drug Involvement 🔑

01 No
02 Yes

99 Unknown

C27. Day of Week 🔑

01 Sunday
02 Monday
03 Tuesday
04 Wednesday
05 Thursday
06 Friday
07 Saturday

CRASH DESCRIPTION:

CRASH DATA ELEMENTS (Cont.)

CRASH DIAGRAM:

ROADWAY DATA ELEMENTS

R1. Bridge/Structure Identification Number

R2. Roadway Curvature *(specify up to 3)*

Curve Radius | Length | Superelevation

☐ Not Applicable

R3. Grade

S1 Direction of Slope — Up (+) or Down (-)

S2 Percent of Slope — Nearest Percent of Slope

R4. Part of National Highway System

01 No
02 Yes

99 Unknown

R5. Roadway Functional Class

Rural
01 Interstate
02 Principal Arterial - Other Freeway or Expressway
03 Principal Arterial – Other
04 Minor Arterial
05 Major Collector
06 Minor Collector
07 Local
08 Unknown Rural

Urban
09 Interstate
10 Principal Arterial – Other Freeway or Expressway
11 Principal Arterial – Other
12 Minor Arterial
13 Collector
14 Local
15 Unknown Urban

99 Unknown

R8. Width of Median

Width of Median *(feet)*

R9. Access Control

01 No Access Control
02 Partial Access Control
03 Full Access Control

R6. Annual Average Daily Traffic

S1 AADT (Year)

S2 AADT

S3 Truck *(over 10,000 lbs.)* Count or Percentage

S4 Motorcycle Count or Percentage

R7. Widths of Lane(s) and Shoulder(s)

S1 Lane Width *(Width in feet)*

S2 Left Shoulder Width *(Width in feet)*

S3 Right Shoulder Width *(Width in feet)*

R11. Roadway Lighting

01 Continuous Lighting on Both Sides
02 Continuous Lighting on One Side
03 No Lighting
04 Spot Illumination on Both Sides
05 Spot Illumination on One Side

R10. Railway Crossing ID

R12. Pavement Markings, Longitudinal

S1 Edgeline Presence/Type
01 No Marked Edgeline
02 Standard Width Edgeline
03 Wide Edgeline

98 Other

S2 Centerline Presence/Type
01 No Marked Centerline
02 Centerline With Centerline Rumble Strip
03 Standard Centerline Markings

S3 Lane Line Markings
01 No Lane Markings
02 Standard Lane Line
03 Wide Lane Line

R13. Presence/Type of Bicycle Facility

S1 Facility
00 None

01 Marked Bicycle Lane
02 Separate Bicycle Path/Trail
03 Unmarked Paved Shoulder
04 Wide Curb Lane

99 Unknown

S2 Signed Bicycle Route
01 No
02 Yes

97 Not Applicable
99 Unknown

R14. Mainline Number of Lanes at Intersection

00 Not an Intersection or Interchange

01 One Lane
02 Two Lanes
03 Three Lanes
04 Four to Six Lanes
05 Seven or More Lanes

99 Unknown

R15. Cross-Street Number of Lanes at Intersection

00 Not an Intersection or Interchange

01 One Lane
02 Two Lanes
03 Three Lanes
04 Four to Six Lanes
05 Seven or More Lanes

99 Unknown

R16. Total Volume of Entering Vehicles

S1 AADT (Year)

S2 AADT

Add Vehicle | Add Person | Clear Form | Remove All Added Sections

VEHICLE DATA ELEMENTS

V1. Vehicle Identification Number *(VIN)*

V2. Motor Vehicle Unit Type and Number

S1 Type
01 Motor Vehicle in Transport
02 Parked Motor Vehicle
03 Working Vehicle/Equipment

S2 Number

V3. Motor Vehicle Registration State and Year

S1 Identifier
00 No Driver Present

Appendix E State Identifier
Appendix F *State, foreign country, U.S. government, Indian Nation, etc.)*

99 Unknown

S2 Motor Vehicle Registration

Year of Motor Vehicle Registration *(YYYY)*

V4. Motor Vehicle License Plate Number

V5. Motor Vehicle Make

V6. Motor Vehicle Model Year *(YYYY)*

V7. Motor Vehicle Model

V8. Motor Vehicle Body Type Category

S1 Body Type Category
01 All-Terrain Vehicle/ All-Terrain Cycle *(ATV/ATC)*
02 Golf Cart
03 Snowmobile
04 Low Speed Vehicle
05 Moped or motorized bicycle
06 Recreational Off-Highway Vehicles *(ROV)*
07 2-Wheeled Motorcycle
08 3-Wheeled Motorcycle
09 Autocycle

10 Passenger Car
11 Passenger Van *(< 9 seats)*
12 (Sport) Utility Vehicle
13 Pickup
14 Cargo Van**
15 Construction Equipment *(backhoe, bulldozer, etc.)*
16 Farm Equipment *(tractor, combine harvester, etc.)*

17 Single-Unit Truck**
18 Truck Tractor**

19 Motor Home
20 9- or 12-Passenger Van**
21 15-Passenger Van**
22 Large Limo**
23 Mini-bus**
24 School Bus**
25 Transit Bus**
26 Motorcoach**

27 Other Bus Type**
28 Other Trucks

98 Other

S2 Number of Trailing Units
01-03 Number of trailers

97 Not Applicable *(vehicle with no trailing units)*

S3 Vehicle Size
Note: GVWR is used for single-unit trucks and other body types. GCWR is used for combination trucks or any vehicle with a trailing unit
01 Light *(Less than 10,000 lbs. GVWR/GCWR)*
02 Medium *(10,001 – 26,000 lbs. GVWR/GCWR)***
03 Heavy *(Greater than 26,000 lbs. GVWR/GCWR)***

S4 Did this motor vehicle display a hazardous materials (HM) placard?
01 No
02 Yes**

**If attribute is selected from Subfield 1, 3 or 4, the Large Vehicle/Hazardous Materials Section must be completed.

V9. Total Occupants in Motor Vehicle

V10. Special Function of Motor Vehicle in Transport

00 No Special Function

01 Bus – School *(Public or Private)*
02 Bus – Childcare/Daycare
03 Bus – Transit/Commuter
04 Bus – Charter/Tour
05 Bus – Intercity
06 Bus – Shuttle
07 Bus – Other

08 Farm Vehicle
09 Fire Truck
10 Highway/Maintenance
11 Mail Carrier
12 Military

13 Ambulance
14 Police
15 Public Utility
16 Non-Transport Emergency Services Vehicle
17 Safety Service Patrols – Incident Response
18 Other Incident Response

19 Rental Truck *(Over 10,000 lbs.)*
20 Towing – Incident Response
21 Truck Acting as Crash Attenuator

22 Taxi
23 Vehicle Used for Electronic Ride-hailing *(transportation network company)*

98 Other
99 Unknown

V11. Emergency Motor Vehicle Use

01 Non-Emergency, Non-Transport
02 Non-Emergency Transport
03 Emergency Operation, Emergency Warning Equipment Not in Use
04 Emergency Operation, Emergency Warning Equipment in Use

97 Not Applicable
99 Unknown

V12. Motor Vehicle Posted/ Statutory Speed Limit

xx *Posted/Statutory Value (miles per hour)*

97 Not Applicable
99 Unknown

V13. Direction of Travel Before Crash

00 Not on Roadway

01 Northbound
03 Eastbound
06 Southbound
09 Westbound

99 Unknown

V14. Trafficway Description

S1 Travel Directions
01 One-Way
02 Two-Way

S2 Divided?
00 Not Divided

01 Not Divided, With a Continuous Left-Turn Lane
02 Divided, Flush Median *(greater than 4ft wide)*
03 Divided, Raised Median *(curbed)*
04 Divided, Depressed Median

99 Unknown

S3 Barrier Type
00 No Barrier

01 Cable Barrier
02 Concrete Barrier *(e.g. Jersey Barrier)*
03 Earth Embankment
04 Guardrail

98 Other

S4 HOV/HOT Lanes
00 None present

01 Separated, Barrier, Flush *(greater than 4ft wide)*, Raised or Depressed Median
02 Not Separated, Painted Pavement Markings, Post-Mounted Delineators

S5 Crash Related to HOV/HOT Lane?
01 No
02 Yes

VEHICLE DATA ELEMENTS (Cont.)

V15. Total Lanes in Roadway

Undivided Trafficways
(specify 2 values)
xx Enter the total through lanes in both directions, excluding auxiliary lanes
yy Enter the total through lanes in both directions, excluding auxiliary lanes

97 Not Applicable

Divided Trafficways
(specify 2 values)
xx Enter the total through lanes in the vehicle's direction, excluding auxiliary lanes
yy Enter the total auxiliary lanes in the vehicle's direction

97 Not Applicable

V16. Roadway Alignment and Grade

S1 Horizontal Alignment
01 Straight
02 Curve Left
03 Curve Right

S2 Grade
01 Level
02 Uphill
03 Hillcrest
04 Downhill
05 Sag *(bottom)*

V17. Traffic Control Device Type

S1 TCD Type(s)
(choose up to 4)
00 No Controls
01 Person *(including flagger, law enforcement, crossing guard, etc.)*

Signs
02 Bicycle Crossing Sign
03 "Curve Ahead" Warning Sign
04 "Intersection Ahead" Warning Sign
05 Other Warning Sign
06 Pedestrian Crossing Sign
07 Railroad Crossing Sign
08 "Reduce Speed Ahead" Warning Sign
09 School Zone Sign
10 Stop Sign
11 Yield Sign

Signals
12 Flashing Railroad Crossing Signal *(may include gates)*
13 Flashing School Zone Signal
14 Flashing Traffic Control Signal
15 Lane Use Control Signal
16 Other Signal
17 Ramp Meter Signal
18 Traffic Control Signal

Pavement Markings
19 Bicycle Crossing
20 Other Pavement Marking *(excluding edgelines, centerlines, or lane lines)*
21 Pedestrian Crossing
22 Railroad Crossing
23 School Zone

98 Other
99 Unknown

S2 Are any Inoperative or Missing? *(choose up to 4)*
00 None inoperative or missing

01–99 *See attributes from Subfield 1*

V18. Motor Vehicle Maneuver/Action

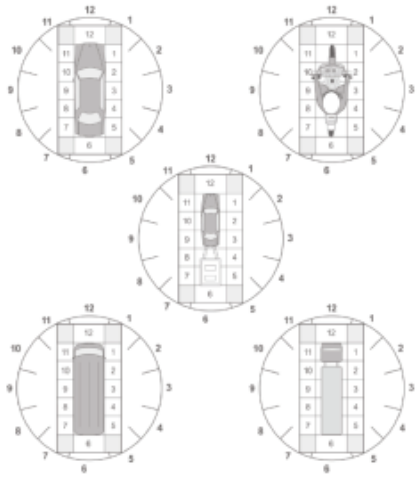
01 Backing
02 Changing Lanes
03 Entering Traffic Lane
04 Leaving Traffic Lane
05 Making U-Turn
06 Movements Essentially Straight Ahead
07 Negotiating a Curve
08 Overtaking/Passing
09 Parked
10 Slowing
11 Stopped in Traffic
12 Turning Left
13 Turning Right

98 Other
99 Unknown

V19. Vehicle Damage

S1 Initial Point of Contact
00 Non-Collision

01
02
03
04
05
06
07
08
09
10
11
12



13 Top
14 Undercarriage
15 Cargo Loss

16 Vehicle Not at Scene

99 Unknown

S2 Location of Damaged Area(s)
(choose up to 13)
00 No Damage

01–12 12-Point Clock Diagram *(See clock diagrams from Subfield 1)*

13 Top
14 Undercarriage

15 All areas

16 Vehicle Not at Scene

S3 Resulting Extent of Damage
00 No Damage

01 Minor Damage
02 Functional Damage
03 Disabling Damage

04 Vehicle Not at Scene

VEHICLE DATA ELEMENTS (Cont.)

V20. Sequence of Events *(choose up to 4)*

Non-Harmful Events
01 Cross Centerline
02 Cross Median
03 End Departure *(T-intersection, dead-end, etc.)*
04 Downhill Runaway
05 Equipment Failure *(blown tire, brake failure, etc.)*
06 Ran Off Roadway Left
07 Ran Off Roadway Right
08 Reentering Roadway
09 Separation of Units
10 Other Non-Harmful Event

Non-Collision Harmful Events
11 Cargo/Equipment Loss or Shift
12 Fell/Jumped From Motor Vehicle
13 Fire/Explosion
14 Immersion, Full or Partial
15 Jackknife
16 Other Non-Collision Harmful Event
17 Overturn/Rollover
18 Thrown or Falling Object

Collision With Person, Motor Vehicle, or Non-Fixed Object
19 Animal *(live)*
20 Motor Vehicle in Transport
21 Other Non-Fixed Object
22 Other Non-Motorist
23 Parked Motor Vehicle
24 Pedalcycle
25 Pedestrian
26 Railway Vehicle *(train, engine)*
27 Strikes Object at Rest from MV in Transport
28 Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
29 Work Zone/Maintenance Equipment

Collision With Fixed Object
30 Bridge Overhead Structure
31 Bridge Pier or Support
32 Bridge Rail
33 Cable Barrier
34 Concrete Traffic Barrier
35 Culvert
36 Curb
37 Ditch
38 Embankment
39 Fence
40 Guardrail End Terminal
41 Guardrail Face
42 Impact Attenuator/Crash Cushion
43 Mailbox
44 Other Fixed Object *(wall, building, tunnel, etc.)*
45 Other Post, Pole, or Support
46 Other Traffic Barrier
47 Traffic Sign Support
48 Traffic Signal Support
49 Tree *(standing)*
50 Utility Pole/Light Support
51 Unknown Fixed Object

V21. Most Harmful Event for this Motor Vehicle

Non-Collision Harmful Events
01 Cargo/Equipment Loss or Shift
02 Fell/Jumped From Motor Vehicle
03 Fire/Explosion
04 Immersion, Full or Partial
05 Jackknife
06 Other Non-Collision Harmful Event
07 Overturn/Rollover
08 Thrown or Falling Object

Collision With Person, Motor Vehicle, or Non-Fixed Object
09 Animal *(live)*
10 Motor Vehicle in Transport
11 Other Non-Fixed Object
12 Other Non-Motorist
13 Parked Motor Vehicle
14 Pedalcycle
15 Pedestrian
16 Railway Vehicle *(train, engine)*
17 Strikes Object at Rest from MV in Transport
18 Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle
19 Work Zone/Maintenance Equipment

Collision With Fixed Object
20 Bridge Overhead Structure
21 Bridge Pier or Support
22 Bridge Rail
23 Cable Barrier
24 Concrete Traffic Barrier
25 Culvert
26 Curb
27 Ditch
28 Embankment
29 Fence
30 Guardrail End Terminal
31 Guardrail Face
32 Impact Attenuator/Crash Cushion
33 Mailbox
34 Other Fixed Object *(wall, building, tunnel, etc.)*
35 Other Post, Pole, or Support
36 Other Traffic Barrier
37 Traffic Sign Support
38 Traffic Signal Support
39 Tree *(standing)*
40 Utility Pole/Light Support
41 Unknown Collision With Fixed Object

V22. Hit and Run
01 No, Did Not Leave Scene
02 Yes, Driver or Car and Driver Left Scene

V23. Towed Due to Disabling Damage
00 Not towed
01 Towed, But Not Due to Disabling Damage
02 Towed Due to Disabling Damage

V24. Contributing Circumstances, Motor Vehicle
00 None
01 Brakes
02 Exhaust System
03 Body, Doors
04 Steering
05 Power Train
06 Suspension
07 Tires
08 Wheels
09 Lights *(head, signal, tail)*
10 Windows/Windshield
11 Mirrors
12 Wipers
13 Truck Coupling/Trailer Hitch/ Safety Chains
98 Other
99 Unknown

DYNAMIC DATA ELEMENTS

DV1. Motor Vehicle Automated Driving System(s)

S1 Automation System or Systems in Vehicle
01 Yes
02 No

99 Unknown

S2 Automation System Levels in Vehicle
00 No Automation
01 Driver Assistance
02 Partial Automation
03 Conditional Automation
04 High Automation
05 Full Automation

06 Automation Level Unknown

99 Unknown

S3 Automation System Levels Engaged at Time of Crash
00 No Automation
01 Driver Assistance
02 Partial Automation
03 Conditional Automation
04 High Automation
05 Full Automation

06 Automation Level Unknown

99 Unknown

LARGE VEHICLES AND HAZARDOUS MATERIAL SECTION

Level 3: All Drivers

LV1. CMV License Status and Compliance with CDL Endorsements

S1 CMV License Status
00 No CDL
01 Cancelled or Denied
02 Disqualified
03 Expired

04 Revoked
05 Suspended
06 Learner's Permit
07 Valid

98 Other – Not Valid
99 Unknown License Status

S2 Compliance with CDL Endorsement(s)
00 No Endorsement(s) Required for the Vehicle
01 Endorsement(s) Required, Complied With
02 Endorsement(s) Required, Not Complied With
03 Endorsement(s) Required, Compliance Unknown

99 Unknown if Required

All LVHM Vehicle(s)

LV2. Trailer License Plate Number

S1 First Trailer Behind Tractor

License Plate 1

☐ Not Applicable (Bus or truck with no trailing units)

S2 Second Trailer Behind Tractor

License Plate 2

☐ Not Applicable (Bus or truck with no trailing units)

S3 Third Trailer Behind Tractor

License Plate 3

☐ Not Applicable (Bus or truck with no trailing units)

LV3. Trailer VIN(s)

S1 First Trailer Behind Tractor

VIN 1

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S2 Second Trailer Behind Tractor

VIN 2

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S3 Third Trailer Behind Tractor

VIN 3

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

LV4. Trailer Make(s)

S1 First Trailer Behind Tractor

Make 1

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S2 Second Trailer Behind Tractor

Make 2

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S3 Third Trailer Behind Tractor

Make 3

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

LV5. Trailer Model(s)

S1 First Trailer Behind Tractor

Model 1

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S2 Second Trailer Behind Tractor

Model 2

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S3 Third Trailer Behind Tractor

Model 3

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

LV6. Trailer Model Year(s)

S1 First Trailer Behind Tractor

Year 1

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S2 Second Trailer Behind Tractor

Year 2

☐ Not Applicable (Bus or truck with no trailing units)
☐ Unknown (information unavailable)

S3 Third Trailer Behind Tractor

Year 3

☐ Not Applicable (Bus or truck with no trailing units))
☐ Unknown (information unavailable)

LV7. Motor Carrier Identification

S1 Identification Type
01 US DOT Number
02 State Number

97 Not Applicable
99 Unknown/Unable to Determine

S2 Country/State Code
Non-US Country Code (e.g. Mexico or Canada)
US State Code

S3 Identification Number
US DOT Number – up to 7 digits, right justified

If not a US DOT Number, include State issued Identification Number and State

S4 Name

Motor Carrier Name

S5 Motor Carrier Address

Street Address 1

Street Address 2

City, State Zip

Country

S6 Type of Carrier
01 Interstate Carrier
02 Intrastate Carrier
03 Not in Commerce/Government
04 Not in Commerce/Other Truck or Bus

LARGE VEHICLES AND HAZARDOUS MATERIAL SECTION (Cont.)

LV8. Vehicle Configuration

S1 Vehicle Configuration

01 Vehicle 10,000 lbs. or less placarded for hazardous materials
02 Bus/Large Van *(seats for 9–15 occupants, including driver)*
03 Bus *(seats more than 15 occupants, including driver)*
04 Single-Unit Truck *(2-axle and GVWR more than 10,000 lbs.)*
05 Single-Unit Truck *(3 or more axles)*
06 Truck Pulling Trailer(s)
07 Truck Tractor *(bobtail)*
08 Truck Tractor/Semi-Trailer
09 Truck Tractor/Double
10 Truck Tractor/Triple
11 Truck More Than 10,000 lbs., cannot classify

99 Unknown

S2 Special Sizing *(choose up to 4)*

00 No special sizing

01 Over-height
02 Over-length
03 Over-weight
04 Over-width

S3 Permitted?

01 Non-permitted Load
02 Permitted Load

LV9. Cargo Body Type

00 No Cargo Body *(bobtail, light MV with hazardous materials [HM] placard, etc.)*
01 Bus
02 Auto Transporter
03 Cargo Tank
04 Concrete Mixer
05 Dump
06 Flatbed
07 Garbage/Refuse
08 Grain/Chips/Gravel
09 Intermodal Container Chassis
10 Log
11 Pole-Trailer
12 Van/Enclosed Box
13 Vehicle Towing Another Vehicle

97 Not Applicable *(MV 10,000 lbs. or less, not displaying HM placard)*
98 Other
99 Unknown

LV10. Hazardous Materials (Cargo Only)

S1 Hazardous Materials ID

0000 No HM Placard Displayed

xxxx *4-digit Hazardous Materials ID number or name taken from the middle of the diamond or from rectangular box*

0999 Unknown

S2 Hazardous Materials Class

00 No HM Placard Displayed

x *1-digit Hazardous Materials Class number from the bottom of diamond*

99 Unknown

S3 Release of hazardous materials from a cargo compartment (e.g. trailer), cargo container (e.g. tank) or from a package?

01 No
02 Yes

97 Not Applicable
99 Unknown if Released

LV11. Total Number of Axles

S1 Truck Tractor
xx *Number of Axles*

99 Unknown *(information unavailable)*

S2 First Trailer Behind Tractor
xx *Number of Axles*

97 Not Applicable *(Bus or truck with no trailing units)*
99 Unknown *(information unavailable)*

S3 Second Trailer Behind Tractor
xx *Number of Axles*

97 Not Applicable *(Bus or truck with no trailing units)*
99 Unknown *(information unavailable)*

S4 Third Trailer Behind Tractor
xx *Number of Axles*

97 Not Applicable *(Bus or truck with no trailing units)*
99 Unknown *(information unavailable)*

Remove Vehicle Section

PERSON DATA ELEMENTS

Level 1: All Persons Involved

P1. Name of Person Involved

P2. Date of Birth

Date of Birth *(YYYY/MM/DD)*

Age *if*

☐ Unknown

P3. Sex

01 Female
02 Male

99 Unknown

P5. Injury Status

01 (K) Fatal Injury**
02 (A) Suspected Serious Injury
03 (B) Suspected Minor Injury
04 (C) Possible Injury
05 (O) No Apparent Injury

**If attribute is selected, the Fatal Crash Section must be completed

P4. Person Type

S1 Person Type

Motorist
01 Driver
02 Passenger
03 Occupant of MV Not in Transport

Non-Motorist
04 Bicyclist**
05 Other Cyclist**
06 Pedestrian**
07 Other Pedestrian *(wheelchair, person in a building, skater, personal conveyance, etc.)***
08 Occupant of a Non-Motor Vehicle Transportation Device**
09 Unknown Type of Non-Motorist**

99 Unknown

**If attribute is selected, the Non-Motorist Crash Section must be completed.

S2 Incident Responder?

01 No

Yes, Type of Incident Responder
02 EMS
03 Fire
04 Police
05 Tow Operator
06 Transportation *(i.e. maintenance workers, safety service patrol operators, etc.)*

98 Other
99 Unknown

Level 2: All Occupants

P6. Occupant's Motor Vehicle Unit Number

Number to indicate in which motor vehicle the occupant was located

P7. Seating Position *(choose up to 2)*

Row
01 Front
02 Second
03 Third
04 Fourth
05 Other Row *(bus, 15 passenger van, etc.)*
06 Unknown Row

Seat
07 Left *(usually the motor vehicle or motorcycle driver except for postal vehicles and some foreign vehicles)*
08 Middle
09 Right
10 Unknown Seat

Other Location
11 Other Enclosed Cargo Area
12 Riding on Motor Vehicle Exterior *(non-trailing unit)*
13 Sleeper Section of Cab *(truck)*
14 Trailing Unit
15 Unenclosed Cargo Area

98 Not Applicable
99 Unknown

P8. Restraint Systems/ Motorcycle Helmet Use

Restraint Systems
01 Booster Seat
02 Child Restraint System – Forward Facing
03 Child Restraint System – Rear Facing
04 Child Restraint – Type Unknown
05 Lap Belt Only Used
06 None Used – Motor Vehicle Occupant
07 Restraint Used – Type Unknown
08 Shoulder and Lap Belt Used
09 Shoulder Belt Only Used
10 Stretcher
11 Wheelchair

Motorcycle Helmet Use
12 DOT-Compliant Motorcycle Helmet
13 Not DOT-Compliant Motorcycle Helmet
14 Unknown If DOT-Compliant Motorcycle Helmet
15 No Helmet

97 Not Applicable
98 Other
99 Unknown

S2 Any Indication of Improper Use?

01 No
02 Yes

P9. Air Bag Deployed *(choose up to 4)*

00 Not Deployed

Deployment
01 Curtain
02 Front
03 Side
04 Other *(knee, air belt, etc.)*
05 Deployment Unknown

97 Not Applicable

P10. Ejection

00 Not Ejected
01 Ejected, Partially
02 Ejected, Totally

97 Not Applicable
99 Unknown

PERSON DATA ELEMENTS

Level 3: All Drivers

P11. Driver License Jurisdiction

S1 Type
00 Not Licensed

01 Canada
02 Indian Nation
03 International License *(other than Mexico or Canada)*
04 Mexico
05 State
06 U.S. Government

97 Not Applicable
99 Unknown

S2 Name of Jurisdiction (ANSI Code)

Provide the specific State, Province or Nation indicated on the Driver's License *(see Appendix E: ANSI State FIPS and USPS Codes or Appendix F: ISO 3166-2 Codes for Canada and Mexico)*

P12. Driver License Number, Class, CDL and Endorsements

S1 License Number

S2 Class
00 None

01 Class A
02 Class B
03 Class C
04 Class M
05 Regular Driver License Class

97 Not Applicable

S3 Commercial Driver License (CDL)
01 No
02 Yes

S4 Endorsements
00 None/Not Applicable

01 H - Hazardous Materials
02 N - Tank Vehicle
03 P - Passenger
04 S - School
05 T - Double/Triple Trailers
06 X - Combination of Tank Vehicle and Hazardous Materials
07 Other non-commercial license endorsements *(e.g., motorcycle, etc.)*

P13. Speeding-Related

01 No
02 Exceeded Speed Limit
03 Racing
04 Too Fast for Conditions

99 Unknown

P14. Driver Actions at Time of Crash *(choose up to 4)*

00 No Contributing Action

01 Disregarded Other Road Markings
02 Disregarded Other Traffic Sign
03 Failed to Keep in Proper Lane
04 Failed to Yield Right-of-Way
05 Followed Too Closely
06 Improper Backing
07 Improper Passing
08 Improper Turn
09 Operated Motor Vehicle in Inattentive, Careless, Negligent, or Erratic Manner
10 Operated Motor Vehicle in Reckless or Aggressive Manner
11 Over-Correcting/Over-Steering
12 Ran Off Roadway
13 Ran Red Light
14 Ran Stop Sign
15 Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway, etc.
16 Wrong Side or Wrong Way

98 Other Contributing Action
99 Unknown

P15. Violation Codes *(choose up to 2)*

00 No Violation

State Violation Code(s)

99 Unknown

P16. Driver License Restrictions

S1 Driver License Restrictions *(choose up to 3)*
00 None

01 Alcohol Interlock Device
02 CDL Intrastate Only
03 Corrective Lenses
04 Farm Waiver
05 Except Class A Bus
06 Except Class A and Class B Bus
07 Except Tractor-Trailer
08 Intermediate License Restrictions
09 Learner's Permit Restrictions
10 Limited to Daylight Only
11 Limited to Employment
12 Limited-Other
13 Mechanical Devices *(special brakes, hand controls, or other adaptive devices)*
14 Military Vehicles Only
15 Motor Vehicles Without Air Brakes
16 Outside Mirror
17 Prosthetic Aid

98 Other

S2 Alcohol Interlock Present?
01 No
02 Yes

99 Unknown

P17. Driver License Status

S1 Type Applicable for This Person
01 Non-CDL Driver license
02 Non-CDL Restricted Driver license *(Learner's permit, Temporary/Limited, Graduated Driver license, etc.)*
03 Commercial Driver License (CDL)

S2 Status
00 Not Licensed

01 Canceled or Denied
02 Disqualified (CDL)
03 Expired
04 Revoked
05 Suspended
06 Valid License

99 Unknown

PERSON DATA ELEMENTS

Level 4: All Drivers and Non-Motorists

P18. Distracted By

S1 Action
00 Not Distracted

01 Talking/listening
02 Manually Operating *(texting, dialing, playing game, etc.)*
03 Other Action *(looking away from task, etc.)*

99 Unknown

S2 Source
01 Hands-Free Mobile Phone
02 Hand-Held Mobile Phone
03 Other Electronic Device
04 Vehicle-Integrated Device
05 Passenger/Other Non-Motorist
06 External *(to vehicle/non-motorist area)*
07 Other Distraction *(animal, food, grooming)*

97 Not Applicable *(Not Distracted)*
99 Unknown

P19. Condition at Time of the Crash *(choose up to 2)*

00 Apparently Normal

01 Asleep or Fatigued
02 Emotional *(depressed, angry, disturbed, etc.)*
03 Ill *(sick)*, Fainted
04 Physically Impaired
05 Under the Influence of Medications/ Drugs/Alcohol

97 Not Applicable
98 Other
99 Unknown

P20. Law Enforcement Suspects Alcohol Use

01 No
02 Yes

99 Unknown

P21. Alcohol Test

S1 Test Status
00 Test Not Given

01 Test Given
02 Test Refused

99 Unknown if Tested

S2 Type of Test
01 Blood
02 Breath
03 Urine

97 Not Applicable *(Test Not Given)*
98 Other

S3 BAC Test Result 🔗
Value Value (%)

96 Pending
97 Not Applicable *(Test Not Given)*
99 Unknown

P22. Law Enforcement Suspects Drug Use

01 No
02 Yes

99 Unknown

P23. Drug Test

S1 Test Status
00 Test Not Given

01 Test Given
02 Test Refused

99 Unknown if Tested

S2 Type of Test
01 Blood
02 Saliva
03 Urine

97 Not Applicable *(Test Not Given)*
98 Other

S3 Drug Test Result 🔗 *(choose up to 4)*
01 Negative

Positive Test Results
02 Amphetamine
03 Cocaine
04 Marijuana
05 Opiate
06 Other Controlled Substance
07 PCP
08 Other Drug *(excludes post-crash drugs)*

97 Not Applicable *(Test Not Given)*
99 Unknown

Level 5: All Injured

P24. Transported to First Medical Facility By

S1 Source of Transport to First Medical Facility
00 Not Transported

01 EMS Air
02 EMS Ground
03 Law Enforcement

98 Other
99 Unknown

S2 EMS Response Agency Identifier

S3 EMS Response Run Number

S4 Medical Facility Receiving Patient

P25. Injury Area 🔗

01 Head
02 Face
03 Neck
04 Upper Extremity
05 Thorax (chest)
06 Spine
07 Abdomen and Pelvis
08 Lower Extremity
09 Unspecified

P27. Injury Severity 🔗

01 Fatal
02 Serious
03 Moderate
04 Minor
05 No Injury

99 Unknown

P26. Injury Diagnosis 🔗

Description of the injury according to data elements included in the files being linked such as the body areas and types of injuries listed on the crash and EMS records and/or the ICD-10 codes listed on the hospital discharge records.

NON-MOTORIST SECTION DATA ELEMENTS

NM1. Unit Number of Motor Vehicle Striking Non-Motorist

NM2. Non-Motorist Action/Circumstance Prior to Crash

S1 Action/Circumstance

00 None

01 Adjacent to Roadway *(e.g., Shoulder, Median)*
02 Crossing Roadway
03 In Roadway – Other
04 Waiting to Cross Roadway
05 Walking/Cycling Along Roadway Against Traffic *(In or Adjacent to Travel Lane)*
06 Walking/Cycling Along Roadway with Traffic *(In or Adjacent to Travel Lane)*
07 Walking/Cycling on Sidewalk
08 Working in Trafficway *(Incident Response)*

98 Other
99 Unknown

S2 Origin/Destination

01 Going to or from School *(K-12)*
02 Going to or from Transit

97 Not Applicable
99 Unknown

NM3. Non-Motorist Contributing Action(s)/Circumstance(s) *(choose up to 2)*

00 None *(No Improper Action)*

01 Dart/Dash
02 Disabled Vehicle Related *(Working on, Pushing, Leaving/Approaching)*
03 Entering/Exiting Parked/Standing Vehicle
04 Failure to Obey Traffic Signs, Signals, or Officer
05 Failure to Yield Right-Of-Way
06 Improper Passing
07 Improper Turn/Merge
08 Inattentive *(Talking, Eating, etc.)*
09 In Roadway Improperly *(Standing, Lying, Working, Playing)*
10 Not Visible *(Dark Clothing, No Lighting, etc.)*
11 Wrong-Way Riding or Walking

98 Other
99 Unknown

NM4. Non-Motorist Location at Time of Crash

Roadway Facility
01 Intersection – Marked Crosswalk
02 Intersection – Unmarked Crosswalk
03 Intersection – Other
04 Median/Crossing Island
05 Midblock – Marked Crosswalk
06 Shoulder/Roadside
07 Travel Lane – Other Location

Bicycle Facility
08 Signed Route *(no pavement marking)*
09 Shared Lane Markings
10 On-Street Bike Lanes
11 On-Street Buffered Bike Lanes
12 Separated Bike Lanes
13 Off-Street Trails/Sidepaths

Other Facility
14 Driveway Access
15 Non-Trafficway Area
16 Shared-Use Path or Trail
17 Sidewalk

98 Other
99 Unknown

NM5. Non-Motorist Safety Equipment *(choose up to 5)*

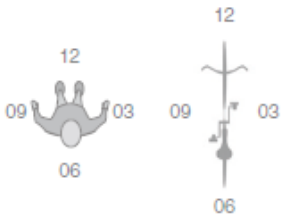
00 None
01 Helmet
02 Protective Pads Used *(elbows, knees, shins, etc.)*
03 Reflective Wear *(backpack, triangles, etc.)*
04 Lighting
05 Reflectors

98 Other
99 Unknown

NM6. Initial Contact Point on Non-Motorist

12 Front
03 Right
06 Rear
09 Left

99 Unknown



FATAL SECTION DATA ELEMENTS

Level 3: All Drivers

F1. Attempted Avoidance Maneuver

00 No Driver Present/ Unknown if Driver Present

01 Accelerating
02 Accelerating and Steering Left
03 Accelerating and Steering Right
04 Braking and Steering Left
05 Braking and Steering Right
06 Braking *(Lockup)*
07 Braking *(Lockup Unknown)*
08 Braking *(No Lockup)*
09 No Avoidance Maneuver
10 Releasing Brakes
11 Steering Left
12 Steering Right

98 Other Actions
99 Unknown

Level 4: All Drivers and Non-Motorists

F2. Alcohol Test Type and Results

S1 Test Type

00 Test Not Given
01 Breath Test (AC)
02 Blood
03 Blood Clot
04 Blood Plasma/Serum
05 Liver
06 Preliminary Breath Test (PBT)
07 Unknown if Tested
08 Urine
09 Vitreous

98 Other Test Type
99 Unknown Test Type

S2 Test Result

000-939 Actual Value
940 0.94 or Greater
996 Test Not Given
997 AC Test Performed, Results Unknown
998 Positive Reading with No Actual Value

999 Unknown if Tested

F3. Drug Test Type and Results

S1 Test Type

00 Test Not Given
01 Blood
02 Both Blood and Urine
03 Unknown Test Type
04 Urine

98 Other Test Type
99 Unknown if Tested

S2 Test 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
999 Unknown if Tested

*See specific drug listings in Appendix I: FARS Coding Manual – Alphabetical Drug Listing or Appendix J: FARS Coding Manual – Drugs By Category Type.

Remove Person Section

Appendix B: Instructions for Using the Diagramming Feature

A. Prepare to use Adobe Acrobat Stamps

1. Locate the image files your supervisor supplied. These will be a series of PDFs with names like “Category_Animals.pdf” and “Category_Vehicles.pdf.” Each file contains several images that are ready to be loaded into Acrobat Reader for use as stamps.
2. WINDOWS Users: Copy the image files to the following directory (or an alternate directory your IT support staff identifies):
   C:\Users\<your user name>\AppData\Roaming\Adobe\Acrobat\DC\Stamps
   (NOTE: <your user name> will be a short name such as “BSmith” or “User001”)
   ALL OTHERS: check with IT support for where to copy the image files.
3. Start Adobe Acrobat Reader. You can load the crash report now.
4. Find the *Tools* menu. Click on it and select *Stamp* as shown in Figure B-1.

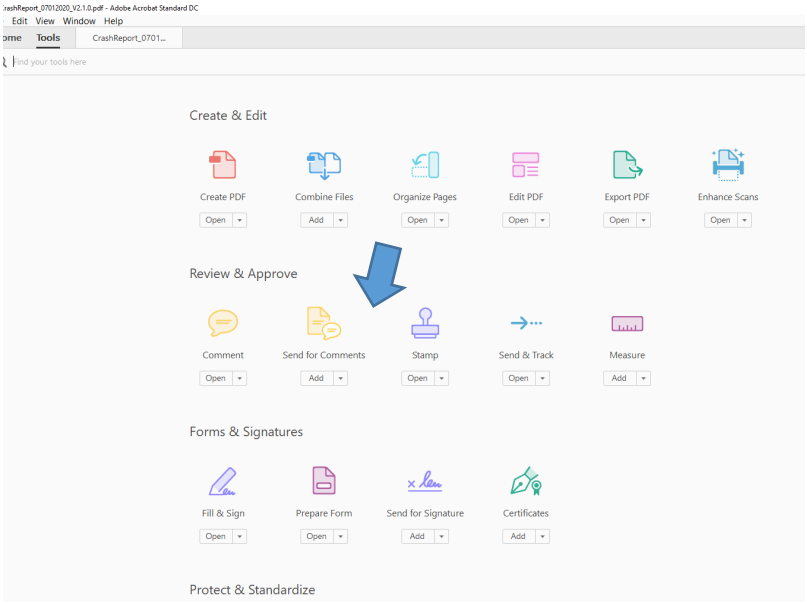


Figure B-1. Open the Menu to Select the Stamp Tool

This will add the *Stamp* tool bar to your window as shown in Figure B-2.

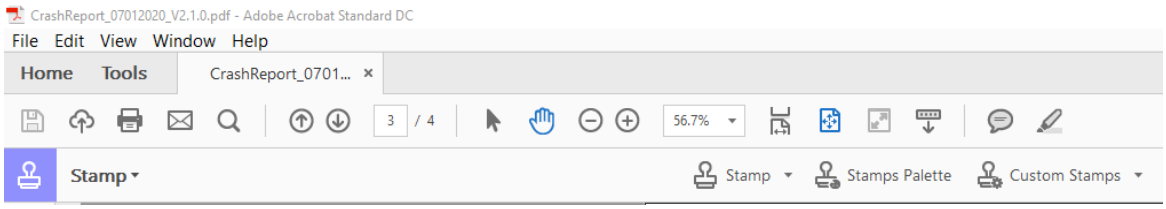


Figure B-2. Showing the Stamp Tool Bar Is Active

5. Check to see that the files you copied appear on the list of available stamps. It should look like the pop-up window in Figure B-3.

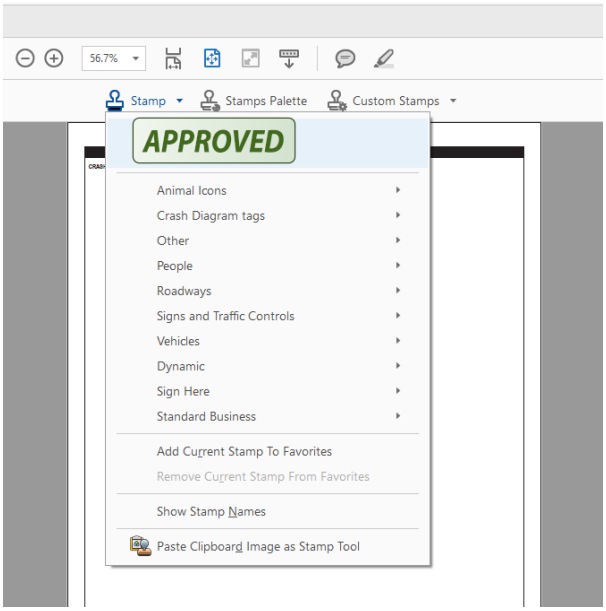


Figure B-3. Pop-Up List of Stamp Categories

If not, please contact your IT support staff for assistance. There is an alternate way to point to the images and it will take a few minutes to set up.

6. Note that you can always add images to your "library" of stamps. Please check with your IT support staff to learn how to manage Custom Stamps. If you want to include a crash diagram from another source (such as Microsoft Paint or a scanned image of your free-hand drawing) you can also use Custom Stamps to bring that image into your Crash Diagram page.

B. Diagram the crash scene, participants, and circumstances

1. With the crash report open, make sure you have also selected the *Stamp Tool*. You can tell the *Stamp Tool* is active if you see the Stamp toolbar as in Figure B-2.
2. Select the roadway stamp that most closely matches the location as shown in Figure B-4. You can scroll through the list to see all the pre-defined items.

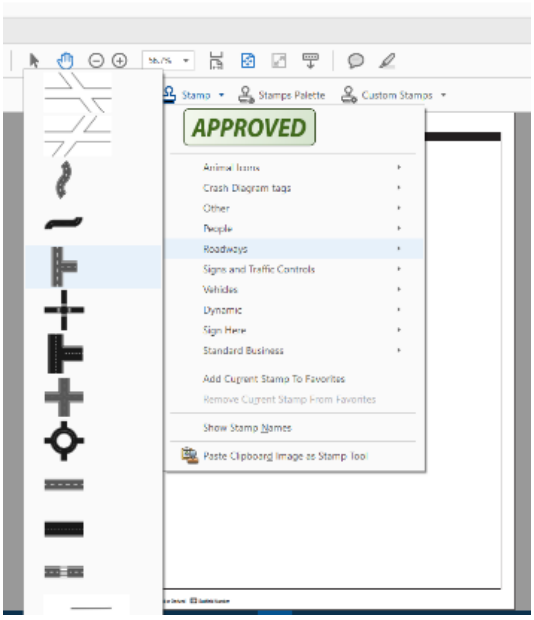


Figure B-4. Selecting a Roadway Stamp from the List

3. Place the stamp in an open space on the crash diagram page.
4. Resize and rotate the image as needed. Figure B-5 shows a T-intersection from the Roadway Stamp category. When you drop the stamp onto the diagram, it will be small. You will want to resize it. Notice the blue box around the image as shown in Figure B-5. You can resize it by clicking any of the corners (shaded in green) and dragging toward or away from the center of the image. If you want to rotate it, you can click the rotation handle (shaded in yellow) and then move your pointer clockwise or counterclockwise.

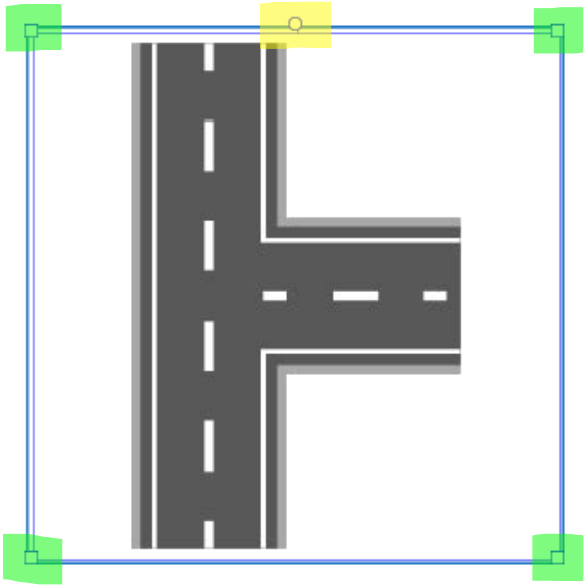


Figure B-5. Adding a Roadway to the Diagram

(NOTE: It is useful to place the roadway first because then all other stamps you select will appear *on top of* the roadway). Otherwise, the roadway may cover other images you have already added.

5. Select the other components you want to add to the diagram. There are images available for vehicles, pedestrians, bicyclists, animals, signs and traffic control devices, and more. Place each item where you want it. Resize and rotate as needed.
6. You can also label your diagram. To do this, you can use the *Comment Tool* in Adobe Acrobat. If you open the *Tools* menu and click on *Comment*, this will activate the *Comment* toolbar. The *Stamp Tool* stays active as well. Your screen should look something like Figure B-6.

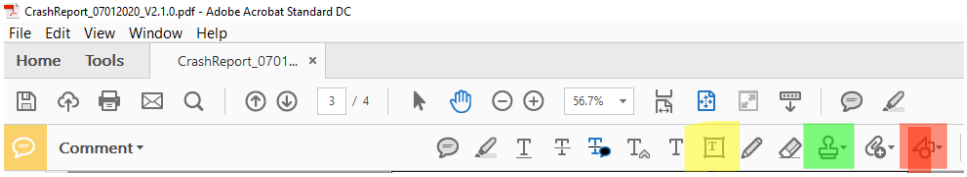


Figure B-6. Comment Toolbar is Active

7. To add a label, click on the text box (highlighted in yellow in Figure B-6) and then click on the diagram—usually it is a good idea to click in an empty space, create the text you want, resize it, and drag it to the position you want it on the diagram. To add arrows or other shapes, click on the graphic shape tool (highlighted in red in Figure B-6), select the shape you want to use, and add it to the diagram by clicking and dragging. If you want to add more stamps, you can use the Stamp button (highlighted in green in Figure B-6).
8. Save frequently. It is a good idea to save periodically while using the diagramming tool so that you don't lose anything.
9. You can make images more or less see-through by right-clicking on the image, selecting "properties" from the pop-up menu, and then changing Opacity by typing in a value or dragging the indicator to the desired level as shown in Figure B-7.

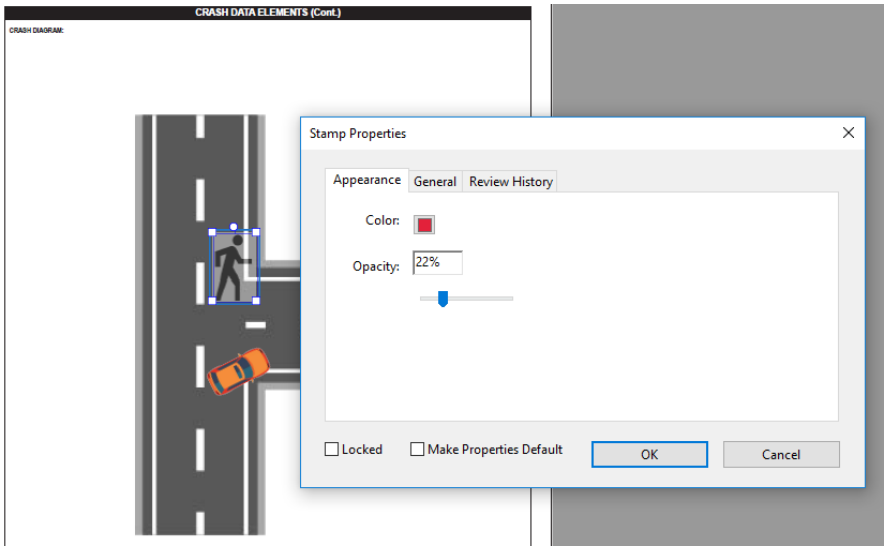


Figure B-7. Change the Opacity of a Stamp

Appendix C: MMUCC Data Element Attribute Definitions

Acceleration/Deceleration Lane – A lane in the roadway that is designated for vehicles to either increase vehicle speed to reach traffic speed, or to reduce speed.

Access Control – The degree that access to abutting land in connection with a highway is fully, partially, or not controlled by public authority.

Activity Area – Located adjacent to actual work area, whether workers and equipment were present or not.

Advance Warning Area – Located after the first warning sign but before the work area.

Age – Years of age for the person involved in the crash.

Air Bag Deployed – Deployment status of an air bag relative to position of the occupant.

Alcohol Involvement – Law enforcement suspected or documented that at least one driver or nonmotorist involved in the crash had used alcohol. Includes both alcohol use under the legal limit and at or over the legal limit.

Alcohol Test – Indication of presence of alcohol test, type, and result.

Alcohol Test Type and Results – This element identifies the alcohol test type and results for this person.

Alignment – The geometric characteristics or layout of a roadway. Alignment is usually subdivided into horizontal and vertical alignment. Includes straight, curve left, curve right.

Alphanumeric Identifier – Consisting of alphabetic and numerical symbols.

Angle – 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.

Annual Average Daily Traffic – The average number of motor vehicles passing a point on a roadway in a day, for all days of the year, during a specified calendar year.

Asleep or Fatigued – Driver experienced a temporary loss of consciousness, was drowsy or asleep, or was operating in a reduced physical or mental capacity due to weariness, medication, or other drugs.

At Intersection but No Crosswalk – Person at an area that contains a crossing or connection of two or more roadways not classified as a driveway access but without the street crossing distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

Attempted Avoidance Maneuver – This element identifies movements/actions taken by the driver after the driver realizes there is an impending danger. This element assesses what the driver action was in response to his/her realization.

ATV – All-terrain vehicle

Autocycle – A large motorcycle with one rear wheel and two front wheels, with either a saddle and handlebars or seats and a steering wheel, that can be fully enclosed, partially enclosed, or unenclosed.

Auto Transporter – Describes a cargo body type that is specifically designed to transport multiple, fully assembled automobiles. Single-unit flatbed tow-trucks hauling cars DO NOT qualify. Auto transporters are typically configured as truck-trailers.

BAC – Blood alcohol concentration

Backing – A start from a parked or stopped position in the direction of the rear of the motor vehicle.

Back-up – An accumulation of traffic caused by vehicles slowing or stopping the traffic flow.

Presence/Type of Bicycle Facility – Any road, path, or way that is specifically designated as being open to bicycle travel regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Bicycle Lane – (M4) A bikeway adjacent to travel lanes that has been designated for preferential or exclusive use by pedalcyclists through striping, signage or pavement markings.

A portion of roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs.

Bicycle Reflector – Reflectors used to enhance the nighttime visibility of the bicyclist. Reflectors are typically placed as follows: white – front, red – rear, amber/yellow – pedal, white or amber/yellow – wheels.

Bicycle Violation – The disregard, intentionally or unintentionally, of the rules or laws governing the operation of a bicycle as a transport device in the location where the violation occurred.

Blowing Sand, Soil, Dirt – Earthen particles being blown about by the wind, reducing visibility.

Blowing Snow – Wind-driven snow that reduces visibility. Blowing snow can be falling snow or snow that has already accumulated but is picked up and blown by strong winds.

Booster Seat – 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.

Bridge – A structure, including supports, carrying a roadway, railroad etc. over an obstruction such as water, a railway, or another roadway, having an opening of 20 feet or more measured along the center of the structure.

Bridge Overhead Structure – Any part of a bridge that is over the reference or subject roadway. In crash reporting, this typically refers to the beams or other structural elements supporting a bridge deck.

Bridge Pier or Support – Support for a bridge structure including the ends (abutments).

Bridge/Structure Identification Number – A unique Federal inspection/inventory identifier assigned to a bridge, underpass, overpass, or tunnel that is also linkable to the national bridge inventory.

Bridge Rail – A barrier attached to a bridge deck or a bridge parapet to restrain motor vehicles, pedestrians or other users.

Bus – A motor vehicle with seating for transporting nine or more people, including the driver.

Cable Barrier – Refers to a flexible barrier system that uses several cables typically supported by steel posts. These can be used on the roadside or as a median barrier. These barriers are designed to help lessen impact or keep vehicles within the confines of the road.

Cargo Body Type – The type of body for buses and trucks more than 10,000 GVWR. Refer to "Figure 11. FMCSA Cargo Body Types" (p. 40) for chart displaying types of cargo *body types*.

Cargo/Equipment Loss or Shift – As a non-collision event in First Harmful Event or Most Harmful Event, the loss or shift would have to cause damage to the motor vehicle or occupants that is transporting the cargo/equipment or the cargo or equipment itself. If cargo/equipment is lost and strikes another vehicle that is a collision event. As a non-collision event in the Sequence of Events, a cargo/equipment loss or shift is not necessarily harmful. For example, the loss or release of the goods being transported from the cargo compartment of the truck, or the shifting off position of the load affecting its balance.

Cargo Loss – Is used for a vehicle when its initial harmful event involves striking another vehicle, person, or property (a collision event) by virtue of a load/cargo that falls from or is propelled by the vehicle. For example, "Cargo Loss" would be selected for a log truck if, in the initial harmful event, logs fall from a log truck onto the top of a vehicle in an adjacent lane.

Cargo Tank – A single-unit truck, truck/trailer, or tractor semi-trailer having a cargo body designed to transport dry bulk (fly, ash, etc.), liquid bulk (gasoline, milk, etc.) or gas bulk (propane, etc.).

Cargo Van – A cargo van is any van where the area behind the driver or cab is designed for transporting cargo or operated for general commercial use.

Changing Lanes – Shift from one traffic lane to another traffic lane while moving in the same direction.

Charter/Tour – A company providing transportation on a for-hire basis and demand-response basis, usually round-trip service for a tour group or outing.

Child Safety Seat Used – Child passenger seated in a forward or rear facing child safety seat. This does not imply correct use or placement of the seat.

Class – Class indicates the type of driver's license issued by the State and the type of motor vehicle the driver is qualified to drive.

Class A – Any combination of vehicles with a gross combination weight rating of 26,001 pounds or more provided the GVWR of the vehicles being towed is in excess of 10,000 pounds.

Class B – Any single vehicle with a GVWR of 26,001 or more pounds, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.

Class C – Any single vehicle, or combination of vehicles, that does not meet the definition of Class A or Class B, but is either designed to transport 16 or more passengers, including the driver, or is used in the transportation of materials found to be hazardous that require the motor vehicle to be placarded.

Class M – Motorcycles, Mopeds, Motor-Driven Cycles.

CMV License Status and Compliance With CDL Endorsements – CDL Status indicates the status for a driver's CDL if applicable. Compliance with CDL Endorsements indicates whether the vehicle driven at the time of the crash requires endorsements on a CDL and whether this driver is complying with the CDL endorsements.

Collision Event – Harmful events that involve the collision of a motor vehicle in transport with another motor vehicle, other property, animal or pedestrian.

Collision With Fixed Object – A motor vehicle in transport strikes an impact attenuator/crash cushion, bridge overhead structure, bridge pier or support, bridge rail, culvert, curb, ditch, embankment, guardrail face or end, concrete traffic barrier, standing tree, utility pole/light support, traffic sign or signal support, fence, mailbox, or other fixed object.

Collision With Person, Motor Vehicle, or Non-Fixed Object – A motor vehicle in transport strikes a pedestrian, pedal cycle, railway vehicle, animal, motor vehicle in transport, parked motor vehicle, struck by falling, shifting cargo or anything set in motion by motor vehicle, work zone/maintenance equipment, or other moveable object.

Commercial Driver License Class – This indicates whether the driver license is a CDL. In addition, this information is important to separate the non-commercial licenses included by some States in Class C with the commercial licenses.

Commercial Motor Vehicle – A commercial motor vehicle is any motor vehicle used for the transportation of goods, property or people in interstate or intrastate commerce.

Concrete Traffic Barrier – Refers to the longitudinal traffic barriers constructed of concrete and located on the outside of the road surface, in a median, or in gore areas. This includes all temporary concrete barriers regardless of location (i.e., temporary barrier on a bridge being used to control traffic during bridge repair/construction).

Condition at Time of the Crash – Any relevant condition of the person (driver or nonmotorist) that is directly related to the crash.

Construction Zone – See Work Zone.

Contributing Circumstances, Motor Vehicle – Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

Contributing Circumstances – Roadway Environment – Apparent environmental or roadway conditions that may have contributed to the crash.

Crash City/Place (Political Jurisdiction) – The city/place (political jurisdiction) in which the crash physically occurred.

Crash Classification – (Subfield 1) Ownership is used to identify ownership of the land where the crash occurred.

(Subfield 2) Characteristics is used to identify the characteristics of the crash with respect to its location on or off a trafficway. Refer to Figure 1 through Figure 4 for examples.

(Subfield 3) Secondary Crash? includes a motor vehicle traffic crash within a traffic incident scene or within a traffic queue in either direction resulting from a prior traffic incident.

Crash County – The county or equivalent entity in which the crash physically occurred.

Crash Cushion – See Impact Attenuator.

Crash Date and Time – (Subfield 1) Crash Date and Time The date (year, month, and day) and time (00:00-23:59) at which the crash occurred, formatted as YYYYMMDDHHMM.

(Subfield 2) Time of Roadway Clearance provides the time that all lanes are available for traffic flow.

Crash Identifier – The unique identifier within a given year that identifies a given crash within a State.

Crash Location – The exact location in the trafficway to document where the first harmful event of the crash occurred.

Crash Severity – The severity of a crash based on the most severe injury to any person involved in the crash.

Crossover – Area in the median of a divided trafficway where motor vehicles are permitted to cross the opposing lanes of traffic or do a U-turn.

Crossover-Related – A crash on approach to or exit from a crossover related to the movement of traffic units through the crossover.

Cross-Street Number of Lanes at Intersection – Number of through lanes on the side-road approaches at intersection including all lanes with through movement (through and left-turn, or through and right-turn) but not exclusive turn lanes.

Culvert – An enclosed structure providing free passage of water under a roadway with a clear opening of less than twenty feet measured along the center of the roadway.

Curb – A raised edge or border to a roadway. Curbs may be constructed of concrete, asphalt or wood typically have a face height of less than 9 inches.

Date of Birth – The year, month, and day of birth, (or age to be used only when date of birth cannot be obtained), of the person involved in a crash.

Dark – Lighted – The scene of the crash is illuminated at night, or another period of darkness, by street lamps or other man-made light sources.

Dark – Not Lighted – The scene of the crash is not illuminated at night, or another period of darkness, by street lamps or other man-made light sources.

Dark – Unknown if Lighted – It is known that the crash occurred at night or during another period of darkness, but it is not known if the crash scene was illuminated by a man-made light source.

Dart/Dash – Nonmotorist entering from off the roadway, including running, jogging, or stumbling, etc.

Dawn – The time that marks the beginning of the twilight before sunrise.

Day of Week – The day of the week on which the crash occurred.

Daylight – Whenever the sun is above the horizon at a given location.

Debris – Objects in the roadway that may have contributed to the crash, such as cardboard boxes, trash, or vehicle parts or other materials that have fallen from another vehicle.

Deployed Air Bag – Front – Driver or front seat passenger air bag is out of its cover and protruding into driver compartment. Bag is fully or partially deflated or inflated. Refer to "Figure 9. Air Bag Diagram" (p. 68) [of the MMUCC 5th Edition].

Deployed Air Bag – Curtain – Curtain air bag is out of its cover and protruding into driver or passenger compartment. Bag is fully or partially deflated or inflated. Refer to "Figure 9. Air Bag Diagram" (p. 68) [of the MMUCC 5th Edition].

Deployed Air Bag – Side – Air bag on side of motor vehicle is out of its cover and protruding into occupant compartment. Bag is fully or partially deflated or inflated. Refer to "Figure 9. Air Bag Diagram" (p. 68).

Deployed Air Bag – Other – A knee air bag, air belt, or other new air bag technology is deployed. Refer to "Figure 9. Air Bag Diagram" (p. 68) [of the MMUCC 5th Edition].

Deployment Unknown – Not known if air bag is out of its cover and protruding into occupant compartment.

Direction of Travel Before Crash – The direction of a motor vehicle's travel on the roadway before the crash. Notice that this is not a compass direction, but a direction consistent with the designated direction of the road. For example, the direction of a State-designated North-South highway must be either northbound or southbound even though a motor vehicle may have been traveling due east as a result of a short segment of the highway having an east-west orientation.

Disabling Damage – Damage that precludes departure of the motor vehicle from the scene of the crash in its usual daylight-operating manner after simple repairs. As a result, the motor vehicle had to be towed, or carried from crash scene, or assisted by an emergency motor vehicle.

Distracted By – Distractions that may have influenced driver/nonmotorist performance, involving both an action taken by the driver/nonmotorist and the source of the distraction.

Divided Highway – Roadway travel in opposite directions that is physically separated by a median that is painted, raised, suppressed, etc. Excludes two-way continuous left-turn lanes.

Divided Trafficways – A divided trafficway is one on which two-directional roadways are physically separated by a median.

DOT-Compliant Motorcycle Helmet – 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. A DOT sticker alone is not sufficient evidence to indicate that the helmet is DOT-compliant, as counterfeit stickers have been found affixed to non-compliant helmets.

Driver – An occupant who is in actual physical control of a motor vehicle or, for an out- of-control motor vehicle, an occupant who was in control until control was lost.

Driver Actions at Time of Crash – The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash and need not match "P15. Violation Codes."

Driver License Jurisdiction – The geographic or political entity issuing a driver license. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Driver License Number, Class, CDL and Endorsements – A unique set of alphanumeric characters assigned by the authorizing agent issuing a driver license to the person.

Driver License Restrictions – Restrictions assigned to a person's driver license by the license examiner.

Driver License Status – The current status of a person's driver license at the time of the crash.

Driveway – A driveway is a private way that provides vehicular access to the public from a trafficway to property, parking, or loading areas outside the boundaries of the trafficway, but is considered to be not open to the public for transportation purposes as a trafficway. A driveway is outside the trafficway and is typically not provided an official identification name or number.

Driveway Access or Related – A traffic crash that (l) occurs adjacent to a driveway, (2) is not a driveway access crash, and (3) results from an activity, behavior, or control related to the movement of traffic units onto or out of a driveway.

Drug Involvement – Law enforcement suspected or documented that at least one driver or nonmotorist involved in the crash had used drugs.

Drug Test – Indication of the presence of drug test, type, BAC result, and overall result. Excludes drugs administered post-crash.

Drug Test Type and Results – This element identifies the drug test type and results for this person.

Dump – A cargo body type that can be tilted or otherwise manipulated to discharge its load by gravity.

Ejection – Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Electronic Communication Device – Includes cell phone, smart phone, pager, two-way radio, and other devices enabling the driver and/or occupants of the vehicle to communicate with others not located in the vehicle.

Embankment – Earthen structure used to support a channel or roadway.

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.

Emergency Operation, Emergency Warning Equipment in Use – 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. 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.

EMS Response Agency Identifier – Identifier for EMS agency that responds to the crash.

EMS Response Run Number – Usually documented on EMS Run Report.

Endorsements – Issued to drivers after successfully completing a specialized test that qualifies them to operate that specific type of vehicle.

Entrance/Exit Ramp or Related – Crash occurs on an approach to or exit from a roadway or results from an activity, behavior or control related to the movement of traffic units entering or exiting a ramp.

Exceeded Speed Limit – 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.).

Extent of Damage – Estimation of total damage to the motor vehicle caused by the crash. Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed or carried from the scene.

External Distraction – Driver distractions that occur outside the vehicle, such as a crash in the next lane or on the other side of the median, automated highway signs, interesting objects in the sky, fire off the roadway, etc.

Failed to Keep in Proper Lane – Driver did not maintain position in appropriate travel lane.

Failed to Yield Right-of-Way – Driver failed to yield right-of-way to another motor vehicle or nonoccupant as required.

Fatal Injury (K) – 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 "Fatal Injury."

Fell/Jumped From Motor Vehicle – Motor vehicle occupant either involuntarily fell or intentionally leapt from the vehicle.

Fire/Explosion – A fire or explosion that was the cause or result of the crash. A fire/explosion is a non-collision harmful event.

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

Flagger – A traffic control person controlling traffic with a flag applicable to the motor vehicle at the crash location.

Flashing Traffic Control Signal – A traffic control signal that is flashing or a single light flashing red or yellow.

Flatbed – A single-unit truck, truck/trailer, or tractor/semi-trailer whose body is without sides or roof, with or without readily removable stakes that may be tied together with chains, slats, or panels. This includes trucks transporting containerized loads.

Followed Too Closely – Driver was positioned at a distance behind another motor vehicle or nonoccupant that was too close to permit safe response to any change in movement or behavior by the other motor vehicle or nonoccupant.

Four-Way Intersection – Where two roadways cross or connect.

Freezing Rain or Freezing Drizzle – A fine mist or rain passing from a liquid to a solid state due to temperature drop.

Front-to-Front – The front end of one vehicle collides with the front end of another vehicle, while the two vehicles are traveling in opposite directions.

Front to Rear – The front end of one vehicle collides with the back of another vehicle, while the two vehicles are traveling in the same direction.

Full Access Control – Preference given to through traffic movements by providing interchanges with selected public roads, and by prohibiting crossing at-grade and direct driveway connections (i.e., limited access to the facility).

Functional Damage – Damage that is not disabling, but affects operation of the motor vehicle or its parts.

Geographic Information System (GIS) – Computerized system that associates information with specific geographic locations, for example roadway characteristics by latitude/longitude.

Glare – A very harsh, bright, dazzling light that impairs vision.

Global Positioning System, GPS – A system of satellites that transmit geographic locations in terms of latitude and longitude.

Going to or From School (K-12) – The nonmotorist was walking or cycling to school during normal arrival time or from school during normal dismissal time.

Golf Cart – A self-propelled vehicle not designed primarily for operation on roadways. A golf cart has a design speed of less than 20 miles per hour, at least three wheels in contact with the ground, and an empty weight of not more than 1,300 lbs.

Gore – 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 sides of these roadways. The area includes shoulders or marked pavement, if any, between the roadways.

Grade – The inclination of a roadway, expressed in the rate of rise or fall in feet (meters) per 100 feet (meters) of horizontal distance. Includes level, hillcrest, uphill, downhill, sag (bottom).

Grain/Chips/Gravel Truck – Describes a cargo body type used for hauling these or other similar bulk commodities. They may be referred to as "open hoppers" or "belly dumps."

Gross Combination Weight Rating– The value specified by the manufacturers as the recommended maximum loaded weight of a combination (articulated) motor vehicle.

This is for truck tractors and single-unit trucks pulling trailers. GCWR is the sum of the GVWR of all units, power unit, and their trailers. Thus, for single-unit trucks there is no difference between the GVWR and the GCWR.

Gross Vehicle Weight Rating – The value specified by the manufacturer as the recommended maximum loaded weight of a single motor vehicle. This rating includes the maximum rated capacity of a vehicle, including the base vehicle, mounted equipment and any cargo and passengers. Most of the time, the GVWR is the sum of the maximum rated capacity of the axles of the vehicle.

Guardrail – A longitudinal barrier consisting of posts and rails.

Guardrail End Terminal – The end of the guardrail.

Guardrail Face – Surface area of the guardrail other than the end.

Harmful Event – Occurrence of injury or damage.

Hazardous Materials – Any substance or material that has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and that has been so designated under regulations of the U.S. DOT.

Hazardous Materials (Cargo Only) – Indication of the hazardous materials identification and class being transported by the motor vehicle, and whether or not hazardous materials were released. (Refer to "Figure 12. Nine Classes of Hazardous Materials, FMCSA Visor Card (Front)" (p. 42) and "Figure 13. Reporting Hazardous Materials Information, FMCSA Visor Card (Back)" (p. 42) for charts displaying hazardous materials classes and reporting information.)

Hazardous Materials Placard – A Hazardous Materials Placard is a sign required to be affixed to any motor vehicle transporting quantities of hazardous materials in quantities above the thresholds established by the U.S. DOT, or other authorized entity. This placard identifies the hazard class division number, 4-digit hazardous material identification number or name of the hazardous material being transported.

Helmet – Safety helmet worn by nonmotorist (bicyclist, skateboarder, etc.).

High Occupancy Toll Lane – HOT lanes allow drivers to pay a toll and still use the lanes if they do not have enough passengers or are riding transit services. In this way, HOT lanes provide more options for drivers as well as help communities improve mobility without increasing overall congestion.

High Occupancy Vehicle Lane – An HOV lane, sometimes called a carpool lane, is a special lane reserved for the use of carpools, vanpools and buses. They are usually located next to the regular, or unrestricted, lanes. These special lanes enable those who carpool or ride the bus to bypass the traffic in the adjacent, unrestricted ("general purpose") lanes. Lanes are identified as "2+" or "3+" that refers to the minimum number of occupants to qualify.

Highway Traffic Sign – A sign intended to guide, regulate, or inform highway users.

Highway Traffic Post – A pole, post, or structure constructed to support a highway sign.

Hillcrest – The top of a hill.

Hit-and-Run – Refers to cases where the vehicle or the driver of the vehicle in transport is a contact vehicle in the crash and departs the scene without stopping to render aid or report the crash.

Horizontal Alignment – The change in horizontal direction of a roadway determined at the point of curvature and expressed in terms of direction, degree of curve, and length.

HOV/HOT Lanes – Managed lanes that are intended to improve mobility by limiting access only to vehicles with sufficient occupants (i.e., "2+" or "3+") or by allowing vehicles without sufficient occupants to pay tolls to use the lanes.

ICD-9, ICD-10 – International Classification of Diseases, 9th edition, and 10th edition in process, developed by the World Health Organization and maintained in the United States by the Centers of Disease Control and Prevention, Department of Health and Human Services. This system codes the type of disease/injury and body area affected for all hospital inpatients that are discharged and to document the cause of death.

Identification Number – A unique number that identifies a person, crash, motor vehicle, bridge/ structure, etc.

Immersion, Full or Partial – Entry of a vehicle into liquid so that it is completely covered or there is damage to the vehicle or harm to an occupant.

Impact Attenuator/Crash Cushion – A barrier at a spot location, less than 25 ft. (7.6 m) away, designed to prevent an errant motor vehicle from impacting a fixed object hazard by gradually decelerating the motor vehicle to a safe stop or by redirecting the motor vehicle away from the hazard.

Incident Response – 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.

Initial Contact Point on Nonmotorist – Location of the first harmful event on the nonmotorist by the motor vehicle.

Injury Area – The primary or most obvious area of the person's body injured during the crash. Area of injury as indicated in a matrix or narrative in the EMS records or as a hospital discharge code (ICD-9-CM, or ICD-10, if implemented) in the emergency department, hospital or insurance records. The attributes listed in "P25. Injury Area" represent the major areas of the body subject to injury.

Injury Diagnosis – Type of injury inflicted to primary "P25. Injury Area."

Injury Severity – The injury severity for a person involved in a crash as determined through linkage of crash and injury outcome records.

In Parking Lane or Zone – Crash location outside the roadway in a space designated for parking motor vehicles.

In Roadway – Other – Nonmotorist in roadway, such as a child playing or a mechanic working on a motor vehicle.

In Transport – The term "in-transport" denotes the state or condition of a transport vehicle that is in motion or within the portion of a transport way ordinarily used by similar transport vehicles. When applied to motor vehicles, "in-transport" means on a roadway or in motion within or outside the trafficway. A transport vehicle that is also a working motor vehicle at the time of the unstabilized situation is not "in-transport." In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden.

Indian Nation – A Federally recognized Indian tribe with sovereign authority to interact on a government-to-government basis directly with Federal agencies.

Injury Status – The injury severity level for a person Involved in a crash. The determination of which attribute to assign should be based on the latest information available at the time the report is completed, except as described below for fatal Injuries.

Interchange – 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.

Intercity Bus – A company providing for-hire, long-distance passenger transportation between cities over fixed routes with regular schedules (for example, Greyhound bus service between major cities).

Intermediate License Restrictions – The intermediate license is the second stage of obtaining a full license privilege under most graduated driver's license (GDL) programs. 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). An 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.

Intermittent or Moving Work Zone – Type of work zone designating temporary activity that may move or shift frequently.

International License (other than Mexico or Canada) – Driver license issued by country other than Canada, Mexico, or United States.

Intersection – An area that(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.

Intersection or Related – A traffic crash in which 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.

Interstate Carrier – A commercial vehicle in the United States where the transit between the points of origin and termination does not occur entirely with the borders of the State of origin. A motor carrier that has authority to operate across State lines. Interstate operators are required to have a USDOT Number by FMCSA.

Intrastate Carrier – A motor carrier that operates entirely within the State and does not have the authority to engage in interstate commerce. Intrastate operators are not required to have a U.S. DOT Number by FMCSA; however, some States do require that certain intrastate operators secure a U.S. DOT Number.

Island – A cement or grassy area in the middle of a trafficway.

Jackknife – An uncontrolled articulation between a tractor and trailers that occurs at any time during the crash sequence.

KABCO – A functional measure of the injury severity for any person involved in the crash. K-Fatal Injury, A-Suspected Serious Injury, B-Suspected Minor Injury, C-Possible Injury, and O-No Apparent Injury.

L-Intersection – This is a two-armed intersection in which one road intersects with another road but neither road extends beyond the other road.

Lane – A strip of roadway used for single line of motor vehicles.

Lane Closure – A type of work zone.

Lane Line – A pavement marking used to separate traffic traveling in the same direction. Lane lines are normally 4- to 6 inches wide.

Lane Shift/Crossover – A type of work zone.

Lap Belt Only Used – Use of a lap safety belt either because the motor vehicle is equipped only with lap belt or because the shoulder belt is not in use.

Law Enforcement Agency Identifier – A unique identifier for the law enforcement agency that provided information on the crash report.

Law Enforcement Suspects Alcohol Use – Driver or nonmotorist involved in the crash suspected by law enforcement to have used alcohol.

Law Enforcement Suspects Drug Use – Driver or nonmotorist involved in the crash suspected by law enforcement to have used drugs.

Learner's Permit Restrictions – The learner's permit is the first stage of obtaining a full license privilege under most GDL programs. It is typically for drivers 14 to 16 years old, 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.

Leaving Traffic Lane – A motor vehicle moving outside the travel lane.

Light Condition – The type/level of light that existed at the time of the motor vehicle crash.

Light Support – A pole or post constructed to support lighting for the highway.

Light Truck – Trucks (van, mini-van, panel, pickup, SUV) of 10,000 lbs GVWR or less.

Lighting – Nonmotorist use of lights on his/her person or on a motor vehicle not in transport or transport vehicles other than motor vehicle as safety equipment

Linear Referencing System – A standardized data format that provides the ability to create complex overlays of multiple events or occurrences along a route to support corridor planning, pavement rehabilitation, or other complex analysis.

Link Node + Offset System – A system that assigns an identifier to each segment of roadway and to specific points or nodes that are useful to reference the location of a crash.

Location of First Harmful Event Relative to the Trafficway – The location of the first harmful event as it relates to its position within or outside the trafficway. See "Figure 1. Diagram of the Trafficway" (p. 4) for diagrams of the trafficway.

Low-Speed Vehicle – A low-speed vehicle is a motor vehicle with four or more wheels whose top speed is greater than 20 miles per hour, but not greater than 25 miles per hour. LSVs are required to be equipped with basic items of safety equipment: headlamps, stop lamps, turn signal lamps, tail lamps, reflex reflectors, parking brake, windshields of either type AS-1 or type AS-5 glazing, rearview mirrors, seat belts and Vehicle Identification Numbers (VINs).

Mainline Number of Lanes at Intersection – Number of "thru" lanes on the mainline approaches at intersection including all lanes with "thru" movement ("thru" and left-turn, or "thru" and right-turn) but not exclusive turn lanes.

Maintenance Zone – Refer to Work Zone.

Manner of Crash/Collision Impact – The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport. See Figure 2 (p. 7) for a diagram of the manner of collision.

Manually Operating (texting, dialing, playing game, etc.) – The driver was in the act of manually manipulating an electronic communication device (cell phone, smart phone, hand-held radio, etc.). The types of device manipulation include dialing, texting, and typing.

Marked Crosswalk – That portion of the roadway that is distinctly indicated for pedestrian crossing by lines or other markings on the surface of the roadway.

Median – An area of trafficway between parallel roads separating travel in opposite directions. A median should be four or more feet wide.

A median can be depressed, raised, or flush with the travel way surface. A median if flush or painted without a barrier must be four or more feet wide.

Medical Facility – The hospital, clinic, or trauma center that received the patient for treatment.

Medium/Heavy Truck – A truck with a GVWR greater than 10,000 pounds.

Minor Damage – Damage that does not affect the operation of or disable the motor vehicle in transport.

Moped or motorized bicycle – Possessing two wheels in contact with the ground, a seat or saddle for driver and passenger, a steering handle bar, and a brake horsepower not exceeding 2 HP. Unlike motorcycles, a moped by definition cannot include an enclosure.

Most Harmful Event for this Motor Vehicle – Event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

Motor Carrier – The legal business entity, person, partnership, corporation, or organization that directs, controls, and is responsible for the transportation of goods, property or people.

Motor Carrier Identification – The identification number, name and address of a person, partnership or corporation responsible for the transportation of people or property as indicated on the shipping manifest.

Motorcoach – A bus with a GVWR of 11,793 kilograms (26,000 pounds) or greater, 16 or more designated seating positions (including the driver), and at least 2 rows of passenger seats, rearward of the driver's seating position, that are forward-facing or can convert to forward-facing without the use of tools. Motorcoach includes buses sold for intercity, tour, and commuter bus service, but does not include a school bus, or an urban transit bus sold for operation as a common carrier in urban transportation along a fixed route with frequent stops.

Motor Home – A van where a frame-mounted recreational unit is added behind the driver or cab area or mounted on a bus/truck chassis that is suitable to live in and drive across the country.

Motor Vehicle Body Type Category – The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line. Personal conveyances – such as skateboards, motorized toy cars, and wheelchairs are not considered motor vehicles.

Motor Vehicle Automated Driving Systems – "The hardware and software that are collectively capable of performing part or all of the dynamic driving task on a sustained basis; this term is used generically to describe any system capable of level 1-5 driving automation." (SAE 2016) (*see endnote iii*)

***No Automation:** The full-time performance by the human driver of all aspects of the dynamic driving task, even when enhanced by warning or intervention systems.

***Driver Assistance:** Driver assistance system of either steering or acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task.

***Partial Automation**: The driving mode-specific execution by one or more driver assistance systems of both steering and acceleration/deceleration using information about the driving environment and with the expectation that the human driver perform all remaining aspects of the dynamic driving task.

***Conditional Automation:** The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task with the expectation that the human driver will respond appropriately to a request to intervene.

***High Automation:** The driving mode-specific performance by an automated driving system of all aspects of the dynamic driving task, even if a human driver does not respond appropriately to a request to intervene.

***Full Automation:** The full-time performance by an automated driving system of all aspects of the dynamic driving task under all roadway and environmental conditions that can be managed by a human driver.

Dynamic Driving Task: Includes the operational (steering, braking, accelerating, monitoring the vehicle and roadway) and tactical (responding to events, determining when to change lanes, turn, use signals, etc.) aspects of the driving task, but not the strategic (determining destinations and waypoints) aspect of the driving task.

Driving Mode: A type of driving scenario with characteristic dynamic driving task requirements (e.g., expressway merging, high-speed cruising, low speed traffic jam, closed-campus operations, etc.).

Request to Intervene: Notification by the automated driving system to a human driver that s/he should promptly begin or resume performance of the dynamic driving task.

Motor Vehicle in Transport – A motor vehicle is any motorized (mechanically or electrically powered) road vehicle not operated on rails. When applied to motor vehicles, "in-transport" refers to being in motion or on a roadway. Inclusions: motor vehicle in traffic on a highway, driverless motor vehicle in motion, motionless motor vehicle abandoned on a roadway, disabled motor vehicle on a roadway, etc.

Motor Vehicle License Plate Number – The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the motor vehicle. For combination trucks, motor vehicle plate number is obtained from the truck tractor.

Motor Vehicle Make – The manufacturer-assigned, coded name applied to a group of motor vehicles.

Motor Vehicle Maneuver/Action – The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

Motor Vehicle Model – The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc.

Motor Vehicle Model Year – The year that is assigned to a motor vehicle by the manufacturer.

Motor Vehicle Posted/Statutory Speed Limit – The posted/statutory speed limit for the motor vehicle at the time of the crash. The authorization may be indicated by the posted speed limit, blinking sign at construction zones, etc.

Motor Vehicle Registration State and Year – The State, commonwealth, territory, Indian nation, U.S. Government, foreign country, etc., issuing the registration plate and the year of registration as indicated on the registration plate displayed on the motor vehicle. For foreign countries, MMUCC requires only the name of the country. Border States may want to collect the name of individual Canadian Provinces or Mexican States. Refer to Appendix E: ANSI State FIPS and USPS Codes (p. 196) and Appendix F: ISO 3166-2 Codes for Canada and Mexico (p. 198).

Motor Vehicle Unit Type and Number – Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. This number is not assigned to nonmotorists.

Motorcycle, 2-Wheeled, 3-Wheeled – A motor vehicle with two or three wheels in contact with the ground (excluding trailers suitable for motorcycle hauling) and having a seat or a

saddle for driver and passenger as well as possessing wheel rim diameters of 10 inches or more. A motorcycle may or may not have an enclosure over the driver and passenger.

Motorist – Any occupant of a motor vehicle.

Name of Person Involved – The full name of the person involved in the crash.

National Highway System – Includes 160,000 miles of major highways that link most of the United States. These highways include interstates, principal arterials, strategic highway networks, major strategic highway network connectors, and intermodal connectors.

No Access Control – No degree of access control exists (i.e., full access to the facility is permitted).

No Apparent Injury (O) – 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.

Non-Collision Harmful Events – Any motor vehicle crash event not involving a collision. Includes overturn/rollover, fire/explosion, immersion, jackknife, cargo/equipment loss or shift, equipment failure, separation of units, ran off road right or left, cross median, cross centerline, downhill runaway, fell/jumped from motor vehicle, thrown or falling object.

Non-Emergency, Non-Transport – 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.

Non-Emergency Transport – 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 interfacility transport of a patient in an ambulance to a nursing home.

Non-Highway Work – Maintenance or other types of work occurring near or in the trafficway but not related to the trafficway.

Non-Junction – Roadway that is not an intersection or a connection between a driveway access and a roadway other than a driveway access.

Nonmotorist – Any person who is not an occupant of a motor vehicle. This includes pedestrians, bicyclists, other cyclists, and occupants of transport vehicles other than motor vehicles.

Nonmotorist Action/Circumstance Prior to Crash – The action of the nonmotorist immediately prior to the crash and an indication of whether the nonmotorist was walking/cycling to/ from school.

Nonmotorist Contributing Actions/ Circumstances – The actions/circumstances of the nonmotorist that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash.

Nonmotorist Location at Time of Crash – The location of the nonmotorist with respect to the roadway at the time of the crash.

Nonmotorist Safety Equipment – The safety equipments used by the nonmotorist.

Non-Trafficway – Is used for motor vehicle crashes where both of these conditions apply: (1) the unstabilized situation originates outside the boundaries of the trafficway and (2) no harmful event occurs within the boundaries of the trafficway. Example 1: A motor vehicle is driving in a parking aisle (outside the trafficway) and crashes into a parked motor vehicle. Example 2: A motor vehicle is driving on a dirt trail (not a recognized trafficway), and overturns.

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.

Not a Bus – Vehicles that do not have a bus body type and are not being used as a bus in the crash. This should be used for vehicles with less than 9 seats (including the driver) and personal-use vans with 9 or more seats (including the driver).

Not in Commerce/Government – Any government vehicle whether it is operated by the local, State, or Federal Government. In most circumstances, the government-owned vehicle will not have a U.S. DOT Number.

Not in Commerce/Other Truck or Bus – Personal rental vehicles (e.g., U-Haul, Ryder, Penske) that qualify by size (Over 10,000 lbs. GVWR/ GCWR) that are operated by a private person. In these situations the rental company is not the carrier and should not be recorded.

Number of Fatalities – The total number of fatalities (motorists and nonmotorists) that resulted from injuries sustained as the result of a specific motor vehicle crash. In reporting fatality statistics, a 30-day counting rule is generally used (only deaths that occur within thirty 24-hour periods of a crash should be counted).

Number of Motor Vehicles Involved – The total number of motor vehicles (automobiles, single-unit trucks, truck combinations, motorcycles, etc.) that are involved in the crash.

Number of Motorists – The total number of motorists refers to the count of occupants of motor vehicles involved in the crash.

Number of Non-Fatally Injured People – The total number of people injured, excluding fatalities within 30 days, in the crash.

Number of Nonmotorists – The total number of nonmotorists refers to the count of people that are not occupants of motor vehicles (pedestrians, pedalcyclists, etc.).

Obstruction in Roadway – A blockage in the roadway, such as that caused by a fallen tree or a large boulder.

Occupant's Motor Vehicle Unit Number – The unique number assigned for this crash to the motor vehicle in which this person was an occupant. People ejected or who fall from a vehicle are still considered occupants.

Off-Roadway, Location Unknown – The first harmful event is off the roadway, but the location of the property line is unknown.

On Roadway – The portion of the trafficway normally designed for vehicular traffic.

Originating Agency Identifier (ORI Codes) – A unique identifier for each law enforcement agency that is assigned by the Department of Justice.

Other Activity, Electronic Device – The driver was in the act of using an electronic device for some purpose other than communicating, such as operating a navigation device, playing a game, or watching a video.

Other Cyclist – Nonmotorist using a nonmotorized pedal-powered vehicle other than a bicycle, such as a unicycle or adult tricycle.

Other Fixed Object – Other fixed objects include walls, buildings, tunnels, etc.

Other Inside the Vehicle – Other distractions inside the vehicle affecting the driver. This may include actions taken by the driver such as eating, drinking, smoking, etc., or distractions within the vehicle originating from neither the driver nor passengers, such as a pet or flying insect.

Other Non-Collision –(1) driving off a cliff where damage is not the result of an overturn or a collision with a fixed object, (2) an unbelted passenger hits his or her head on the roof of a vehicle and is injured, when the vehicle travels over a sharp dip in the road, (3) situations where a passenger is sickened or dies due to carbon monoxide fumes leaking from a motor vehicle in transport. (4) This also includes when an occupant of a vehicle is run over by his/her own vehicle after falling from the vehicle.

Other Non-Fixed Object – A collision with an object other than a motor vehicle in-transport, a pedestrian, another road vehicle in transit, a parked motor vehicle, a railway vehicle, a pedalcycle, an animal, or a fixed object. Fallen trees are one example.

Other Post, Pole or Support – Post, pole or support that does not include a highway safety sign.

Other Traffic Barrier – Longitudinal barriers other than guardrails, concrete traffic barriers, or cable barriers. They may be composed of material such as wood or rock.

Outside the Vehicle – The driver was distracted by something outside the vehicle such as birds or other animals or a roadside fire. This may include unspecified external distractions.

Outside Trafficway – Not physically located on any land way open to the public as a matter of right or custom for moving people or property from one place to another

Overtaking/Passing – A motor vehicle that moves from behind a motor vehicle to being in front of the same motor vehicle.

Overturn/Rollover – A motor vehicle that has overturned at least 90 degrees to its side.

Parked Motor Vehicle – A parked motor vehicle is a motor vehicle not in-transport, other than a working motor vehicle, that is not in motion and not located on the roadway. In roadway lanes used for travel during some periods and for parking during other periods, a parked motor vehicle should be considered to be in-transport during periods when parking is forbidden. Any stopped motor vehicle where the entirety of the vehicle's

primary outline as defined by the four sides of the vehicle (e.g., tires, bumpers, fenders) and load, if any, is not within the roadway is parked.

Parking Lane – An auxiliary lane primarily intended for the parking of motor vehicles.

Part of National Highway System – Designation as part of the National Highway System.

Partial Access Control – Preference given to through traffic movement. In addition to interchanges, there may be some crossings at-grade with public roads, but direct private driveway connections have been minimized through the use of frontage roads or other local access restrictions. Control of curb cuts is not access control.

Partially Ejected – The occupant's body was not completely thrown from the motor vehicle as a result of the impact.

Passenger – Occupant of motor vehicle other than the driver. In regard to driver distraction, a passenger can be the source of distraction affecting the driver.

Passenger Car – Motor vehicles used primarily for carrying passengers.

Pavement Markings, Longitudinal – The longitudinal markings (paint, plastic, or other) used on the roadway surface to guide or control the path followed by drivers.

Pedalcycle – Includes bicycles, tricycles, unicycles, pedal cars, etc.

Pedalcyclist – Any rider of a pedalcycle.

Pedestrian – A person who is not an occupant of a motor vehicle in transport or a pedalcyclist. Includes a person who is adjacent to the motor vehicle regardless of that person's actions.

Person Type – Type of person involved in a crash.

Personal Conveyance – 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.

Personal Reflector – Reflectors used to enhance the nighttime visibility of a pedestrian. Reflectors may be incorporated into clothing/ safety apparel such as high-visibility vests or they may be an accessory such as a shoe, leg, or arm bands.

Person (including flagger, law enforcement, crossing guard, etc.) – Includes flaggers, law enforcement personnel, crossing guards, etc.

Placard Number – A number included on the hazardous material placard displayed on trucks that are carrying hazardous materials. Many placards have two numbers, a four-digit number in the middle, and a one-digit number at the bottom.

Pole-Trailer – A trailer designed to be attached to the towing vehicle by means of a reach or pole, or by being boomed or otherwise secured to the towing motor vehicle, and ordinarily used for carrying property of a long or irregular shape.

Police Vehicle – 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.

Possible Injury (C) – A possible injury is any injury reported or claimed that is not a fatal, suspected serious or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

Presence/Type of Bicycle Facility – Any road, path, or way that is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

Private Property – Is used for a crash that occurs and is entirely contained within a location that is not owned by the public. Do not use this selection for crashes that originate on private property where a harmful event occurs on public property. That circumstance should be classified as "public property." For example, a crash where a driver loses control of that person's vehicle backing from that person's private driveway and impacts a vehicle on the roadway should be classified as "public property."

Property Damage Only (PDO) – A crash that results in damage to the motor vehicle or other property, but without injury to any occupants or nonmotorists.

Protective Pads Used (elbows, knees, shins, etc.) – Padded, shaped attachments were used by the nonmotorist to protect specific areas of the body (elbows, knees, shins, etc.).

Public Property – Is used for any crash that occurs and is entirely contained within a location that is owned by the public. Also use this attribute for crashes that originate on a location that is owned by the public where a harmful event occurs on private property. For example, a vehicle that departs the roadway and impacts a tree in a citizen's front yard should be classified as "public property."

Racing – When two or more motor vehicles are engaged in a speed-related competition on the trafficway.

Railway Crossing Device – Any sign, signal, or gate that warns of on-coming trains or train tracks crossing the roadway.

Railway Crossing ID – A unique U.S. DOT/AAR number assigned for identification purposes to a railroad crossing by a State highway agency in cooperation with the Federal Railroad Administration.

Railway Grade Crossing – An intersection between a roadway and train tracks that cross each other at the same level (grade).

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

Ran Off Roadway – Failure of the driver to keep the motor vehicle on the roadway.

Ran Red Light – Driver continues through yellow caution light shortly before or after it turns red. This driver action is not included in the list of violation codes.

Rear to Rear – The rear of a vehicle makes contact with the rear of another. This can happen when two vehicles are backing up.

Rear to Side – The rear of a vehicle, and not the front, makes contact with the side of another. This can happen when a vehicle backs up into the side of another vehicle.

Reflective Wear (backpack, triangles, etc.) – Wearable items that reflect light and also return most of that reflection back along the path of the incoming light.

Reflectors – A device that reflects light back toward the source of light.

Regular Driver License Class – Any regular or standard driver license issued for the operation of automobiles and light trucks by States that separate these vehicles from Class "C." Other class designation codes such as "D," "R" and others may be used by States to indicate a regular driver license class.

Relation to Junction – The coding of this data element is based on the location of the first harmful event of the crash. It identifies the crash's location with respect to presence in a junction or proximity to components typically in junction or interchange areas. See Diagram of an Interchange (p. 30) and Diagram of an Intersection (p. 31).

Riding on Vehicle Exterior – Person outside of motor vehicle (on hood, running board, trunk, non-trailing unit, etc.) while riding.

Right-of-Way – Area with the trafficway.

Road – That part of a trafficway that includes both the roadway and any shoulder alongside the roadway. Includes designated parking areas on a roadway or between the roadway and curb.

Roadside – The outermost part of the trafficway from the property line to other boundary in to the edge of the first road.

Roadway – That part of a trafficway designed, improved, and ordinarily used for motor vehicle travel or, where various classes of motor vehicle are segregated, that part of a trafficway used by a particular class. Separate roadways may be provided for northbound and southbound traffic (as well as eastbound and westbound) or for trucks and automobiles. Bridle paths and bicycle paths are not included in this definition.

Roadway Alignment and Grade – The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.

Roadway Functional Class – The character of service or function of streets or highways. The classification of rural and urban is determined by State and local officials in cooperation with each other and approved by the Federal Highway Administration.

Roadway Lighting – Type of roadway illumination.

Roadway Surface Condition – The roadway surface condition at the time and place of a crash.

Roundabout/Traffic Circle – Circular traffic patterns in which yield control is used on all entries, circulating vehicles have the right of way, pedestrian access is allowed only across the legs of the roundabout behind the yield line and circulation is counter-clockwise and passes to the right of the central island.

Rut, Holes, Bumps – Irregular roadway surface, either concave in the case of ruts and holes, or convex in the case of bumps.

Safety Service Patrols – Incident Response – Safety Service Patrol vehicles provide short-term emergency response management to traffic incidents, commonly resulting from crashes, debris or disabled vehicles, intended to promote safe movement of people and commerce and reduce traffic delays and congestion.

Sag – The bottom of a hill.

School Bus – 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. It is externally identifiable by the color yellow, the words "school bus," flashing red lights located on the front and rear, and lettering on both sides identifying the school or school district served, or the company operating the bus.

School-Bus-Related – Indicates whether a school bus or motor vehicle functioning as a school bus for a school-related purpose is involved in the crash. The "school bus," with or without a passenger on board, must be directly involved as a contact motor vehicle or indirectly involved as a non-contact motor vehicle (children struck when boarding or alighting from the school bus, two vehicles colliding as the result of the stopped school bus, etc.).

School Bus (used as) – Any public or private school or district, or contracted carrier operation on behalf of the entity, providing transportation for K-12 pupils.

School Zone Sign/Device – Signs or devices that change the speed limit on roads adjacent to schools on school days, signs that give advance warning of schools and signs that warn of children crossing the road.

Seating Position – The location for this occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events. Refer to Figure 7 (p. 70) for diagram of common vehicle types, to include ambulance seating/positioning.

Second Row – Left Side – Passenger behind driver of motor vehicle or motorcycle.

Second Row – Middle – Passenger in middle of back seat.

Second Row – Right Side – Passenger behind right front seat passenger.

Separated Bike Lanes – An exclusive facility for bicyclists that is located within or directly adjacent to the roadway and that is physically separated from motor vehicle traffic with a vertical element. Separated bike lanes are differentiated from standard and buffered bike lanes by the vertical element. They are differentiated from shared use paths (and sidepaths) by their more proximate relationship to the adjacent roadway and the fact that they are bike-only facilities. Separated bike lanes are also sometimes called "cycle tracks" or "protected bike lanes."

Separation of Units – When the truck or truck tractor becomes separated from the semi-trailer and/or trailers they are pulling.

Separator – A separator is the area of a trafficway between parallel roads separating travel in the same direction or separating a frontage road from other roads.

Sequence of Events – The sequence of events are events in sequence related to this motor vehicle, including non-harmful events, non-collision events and collision events. For examples, refer to Appendix G: Sequence of Events Examples.

Severe Crosswinds – Strong air flow perpendicular to the intended path of travel.

Sex – The sex of the person involved in the crash.

Shared Roadway (sharrow/"green" lane) – Lane of a traveled way open to both bicycle and motor vehicle travel with or without pavement markings providing guidance to bicyclists and alerting drivers to potential presence of bicyclists. A "sharrow" is a sign, symbol, or instruction painted on the roadway itself.

Shared-Use Path or Trail – A bikeway physically separated from motor vehicle traffic by an open space or barrier. They may also be used by pedestrians, skaters, wheelchair users, joggers, and other nonmotorized users. Most have two-way travel.

Shoulder – That part of a trafficway contiguous with the roadway for emergency use, for accommodation of stopped motor vehicles, and for lateral support of the roadway structure.

Shoulder and Lap Belt Used – Occupant restraint system where both the shoulder belt and lap belt portions are connected to a buckle.

Shoulder Belt Only Used – In a two-part occupant restraint system, only the shoulder belt portion is connected to a buckle.

Shuttle – Private companies providing 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 transporting people from airports, hotels, rental car companies, and business facility to facility.)

Sideswipe, Opposite Direction – Two vehicles traveling in the opposite direction impact one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.

Sideswipe, Same Direction – Two vehicles traveling in the same direction impact one another where the initial engagement does not overlap the corner of either vehicle so that there is no significant involvement of the front or rear surface areas. The impact then swipes along the surface of the vehicle parallel to the direction of travel.

Single-Unit Truck (3 or more axles) – A truck tractor (power unit) that includes a permanently mounted cargo body (also called a straight truck) that has three or more axles.

Single-Unit Truck (2-axle and GVWR > 10,000 lbs.) – A truck tractor (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 pounds.

Skater – A person wearing in-line roller skates, roller or bladed skates, or using a skateboard.

Sleeper Section of Cab (truck) – Section in back of truck cab where occupants can sleep.

Slope – The change in the elevation of an element of the roadway per unit of horizontal length may be expressed as a percent or a ratio.

Slush – Accumulated snow or ice that has partially melted.

Source of Information – Affiliation of the person completing the crash report.

Special Function of Motor Vehicle in Transport – The type of special function being served by this vehicle regardless of whether the function is marked on the vehicle, at the time of the crash. Buses are any motor vehicle with seats to transport 9 or more people, including the driver seat, but not including vans owned and operated for personal use.

Speeding-Related – Indication of whether the investigating officer suspects that the driver involved in the crash was speeding based on verbal or physical evidence and not on speculation alone.

Sport Utility Vehicle, SUV – A motor vehicle other than a motorcycle or bus consisting primarily of a transport device designed for carrying ten or fewer people, and generally considered a multi-purpose vehicle that is designed to have off-road capabilities. These vehicles are generally four-wheel-drive (4x4) and have increased ground clearance. A utility vehicle has a GVWR of 10,000 pounds or less. Utility vehicles with wheelbases greater than 88 inches are classified by overall width. The wheelbase and overall width should be rounded to the nearest inch. Sizes range from mini, small, midsize, full-size and large. Four-wheel automobiles are not considered utility vehicles.

State-Specific Identifier – An identifier that uniquely identifies a given crash in a State for a specific year.

Stop Sign – An eight-sided red sign with "STOP" on it, requiring motor vehicles to come to a full stop and look for on-coming traffic before proceeding with caution.

Stopped in Traffic – Applies to a vehicle that is stopped on the trafficway in an area normally used for vehicle travel (i.e., outside a parking lane). It includes but is not limited to motor vehicles legally stopped for a stop sign or signal, motor vehicles stopped to turn PRIOR to initiating a turn, motor vehicles stopped in traffic due to a slowdown in traffic ahead, and motor vehicles illegally stopped in a traffic lane. A vehicle stopped in traffic may or may NOT have a driver and the vehicle engine may or may NOT be running. Most "double-parked" vehicles are actually stopped in traffic rather than parked.

Stretcher Restraint System – The patient-restraining members and the attaching hardware provided by the stretcher manufacturer as original equipment.

NOTE: As opposed to a Stretcher Retention System – a system that provides means for securing a stretcher to the floor and/or side wall of a vehicle.

Strikes Object at Rest From MV in Transport – 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 who are ejected or fall from a motor vehicle in-transport.*

Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle – Motor vehicle or nonmotorist is struck by cargo or other object that was set in motion by a motor vehicle. Examples include logs falling off or coming loose from a truck and striking a vehicle behind the truck, or a motor vehicle striking a parked car and pushes it into a passing pedestrian.

Superelevation – The degree to which the outside edge of a roadway is higher than the inside edge at a specified point on a curve; the change in elevation per unit distance across the roadway from inside to outside edge.

Suspected Minor Injury (B) – A 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).

Suspected Serious Injury (A) – A suspected serious injury is any injury other than fatal that 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; or
- Paralysis.

Swerved or Avoided – Defensive driver action to defend against an apparent danger in, on, or due to the condition of the roadway or the presence of a motor vehicle or object or nonmotorist in the roadway in order to avoid a crash.

T-Intersection – An intersection where two roadways connect in a perpendicular manner and one roadway does not continue across the other roadway. The roadways form a "T."

Talking on a Hand-Held Electronic Device – The driver was conversing on a hand-held electronic device such as a cell phone.

Talking on a Hands-Free Electronic Device – The driver was conversing using a hands-free electronic device such as a Bluetooth-equipped headset/earpiece or vehicle-integrated system.

Termination Area – Located after the activity area but before traffic resumes normal conditions.

Through Lane – Sometimes referred to as a "thru" lane, this is a lane that routes traffic straight ahead away from the local or exit lanes. Includes dual-purpose lanes where you can go through or turn.

Through Roadway – A crash would have this code when it is in an interchange area and it does NOT occur: (1) on an Entrance/Exit ramp, (2) in an intersection or related to an intersection or other junction.

Thrown or Falling Object – A non-collision event where an object is thrown or falls on or near a motor vehicle in transport at the time of the crash.

Too Fast for Conditions – Traveling at a speed that was unsafe for the road, weather, traffic or other environmental conditions at the time.

Total Lanes in Roadway – Total number of lanes in the roadway on which this MV was traveling. Through lanes also includes shared through/ turn lanes but excludes, turn only lanes' auxiliary lanes, such as collector-distributor lanes, weaving lanes, frontage road lanes, parking lanes, acceleration/deceleration lanes, toll collection lanes and truck climbing lanes. Total lanes are collected in two parts as total through lanes and total auxiliary lanes.

Total Number of Axles – The number of axles in use at the time of the crash on each unit of a large truck or combination-unit vehicle. "Lift" or "tag" axles that are down should be included in this total.

Total Occupants in Motor Vehicle – The total number of injured and uninjured occupants in this motor vehicle involved in the crash, including people in or on the motor vehicle at the time of the crash.

Total Volume of Entering Vehicles – Total entering vehicles for all approaches of an intersection.

Totally Ejected – Occupant's body completely thrown from the motor vehicle as a result of the crash.

Towed, But Not Due to Disabling Damage – The vehicle did not sustain disabling damage, but the vehicle had been removed from the scene of the crash by tow truck or other vehicle for other reasons (e.g., arrest).

Towed Due to Disabling Damage – Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed or carried from the scene. Towed Due to Disabling Damage identifies whether a vehicle involved in a crash is removed from the scene. Towing assistance without removal of the vehicle from the scene, such as pulling a vehicle out of a ditch, is not considered to be "towed" for the purposes of this element.

Traffic Barrier – A device that provides a physical limitation through which a motor vehicle would not normally pass and is designed to contain or redirect an errant motor vehicle.

Traffic Circle – An intersection of roads where motor vehicles must travel around a circle to continue on the same road or leave on any intersecting road.

Traffic Control Device Type – The type of traffic control device (TCD) applicable to this motor vehicle at the crash location.

Traffic Control Signal – Controls traffic movements by illuminating systematically, a green, yellow, or red light or by flashing a single-color light.

Traffic Incident – An unplanned randomly occurring traffic event that adversely effects normal traffic operations. Examples include traffic crashes, disabled vehicles and spilled cargo.

Traffic Sign Support – A pole, post, or other type of support for a traffic sign.

Traffic Signal Support – A pole, post, or other type of support for a traffic signal.

Traffic Unit – A traffic unit is a land vehicle or a nonmotorist including motor vehicles in-transport, motor vehicles not in-transport, railway trains, pedestrians and pedalcyclists, and other nonmotorists.

Trafficway – Any land way open to the public as a matter of right or custom for moving people or property from one place to another.

Trafficway Description – Indication of whether the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic and the type of lane this vehicle was using.

Subfield 1 identifies whether the trafficway associated with this vehicle serves one-way or two-way traffic. **Subfield 2** identifies whether or not the trafficway for this vehicle is divided. **Subfield 3** identifies the configuration of the HOV/HOT lane if this vehicle's involvement in the crash was related to its entry, use of, or exit from an HOV/HOT lane. **Subfield 4** identifies the type of lane this vehicle was using when involved in the crash.

Trafficway, Not on Road – Is used for motor vehicle traffic crashes where the unstabilized situation does not originate on the roadway or shoulder and no harmful events occur on the roadway or shoulder. Example 1: A motor vehicle is purposely driving entirely on the roadside (within the trafficway), runs off the roadside and crashes into a tree. Example 2: A motor vehicle is purposely driving entirely in the median and crashes into a traffic sign.

Trafficway, on Road – Is used for motor vehicle traffic crashes where the unstabilized situation originates on the roadway or shoulder or at least one harmful event occurs on the roadway or shoulder. Example 1: A motor vehicle driving on a roadway runs off the road and crashes into a tree. Example 2: A motor vehicle driving on a roadway crosses the centerline and crashes into another motor vehicle. Example 3: A motor vehicle backs out of a private driveway, into the trafficway, and crashes into another motor vehicle on the roadway.

Trailer License Plate Number – The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to each trailer. For combination trucks, trailer plate numbers are obtained for a maximum of three trailers.

Trailer Make – The distinctive (coded) name applied to a group of trailers by a manufacturer.

Trailer Model – The manufacturer-assigned code denoting a family of trailers within a make that have a degree of similarity in construction, such as body, chassis, etc.

Trailer Model Year – The year that is assigned to a trailer by the manufacturer.

Trailer VINs – A unique combination of alphanumeric characters assigned to each trailer that is designed by the manufacturer (Vehicle Identification Number).

Trailing Unit – Attached trailer of a motor vehicle or occupant of a motorcycle caboose.

Transit Bus – A bus sold for public transportation provided by, or on behalf of a State or local government, that is equipped with a stop-request system and that is not an over-the-road bus. An "over-the-road bus" means a bus that has an elevated passenger deck located over a baggage compartment.

Transit/Commuter [use] – A government entity or private company providing passenger transportation over fixed, scheduled routes, within primarily urban geographical areas. (For example, inner-city mass transit bus service.)

Transition Area – Where lanes are shifted or tapered for lane closure.

Transported to First Medical Facility by – Type and identity of unit providing transport to the first medical facility receiving the patient.

Travel Lane – Other Location – The nonmotorist is in a travel lane of a roadway, but not within a crosswalk or intersection.

Tree (standing) – Tree is upright and in the ground. A standing tree is a fixed object as opposed to a fallen tree that is a moveable object.

Truck Tractor (bobtail) – A motor vehicle consisting of a single motorized transport device designed primarily for pulling semi-trailers.

Truck Tractor/Double – A truck tractor that is pulling a single semi-trailer and one full trailer.

Truck Tractor/Semi-Trailer – A truck tractor that is pulling a semi-trailer.

Truck Tractor/Triple – A truck tractor that is pulling a single semi-trailer and two full trailers.

Truck/Trailer – A motor vehicle combination consisting of a single-unit truck and a trailer.

Turn Lane – Lane designated for vehicles turning from one trafficway to another. This can include regular left turn or continuous left turn lanes. This excludes through travel lanes.

Two-Way Continuous Left Turn Lane – Undivided center lane that facilitates left turns by traffic from both directions.

Type of Intersection – An intersection consists of two or more roadways that intersect at the same level. See "Figure 5. Overall Intersection Geometry Examples" (p. 26) for examples of overall intersection geometry.

Unit Number of Motor Vehicle Striking Nonmotorist – Number assigned to identify the motor vehicle that struck the nonmotorist in the crash.

Unknown if DOT-Compliant Motorcycle Helmet – A helmet was worn by the motorcycle rider, but the investigating officer cannot determine if it is a DOT-compliant motorcycle helmet.

Unknown if Helmet Worn – The investigating officer cannot determine if the motorcycle rider was wearing a helmet of any kind.

Utility Pole/Light Support – Constructed for the primary function of supporting an electric line, telephone line or other electrical/electronic transmission line or cable. This includes the support poles for roadway lighting.

Utility Zone – Refer to Work Zone.

Van/Enclosed Box – A single-unit truck, truck/ trailer, or tractor/semi-trailer having an enclosed body integral to the frame of the motor vehicle.

Vehicle Configuration – Indicates the general configuration of this motor vehicle.

Vehicle Damage – *Subfield 1* of this element is intended to collect the approximate contact point on this vehicle associated with this vehicle's initial harmful event. If the initial harmful event does not involve a collision, then code the attribute, Non -Collision (refer to glossary). If the initial harmful event for this vehicle involves striking another vehicle, person, or property (a collision event) by virtue of a load/cargo that falls from or is propelled by the vehicle, then code the attribute, Cargo Loss. If the vehicle is not at the

scene for the officer to assess the initial point of contact, location of damaged areas, or resulting extent of damage, then code the attribute, Vehicle Not at Scene, for all three Subfields.

Subfield 2 identifies all areas damaged on the vehicle as a result of this crash.

Subfield 3 identifies the extent to which the damage identified in Subfield 2 affects the vehicle's operability rather than the cost to repair.

Refer to "Appendix H: Clock-point Diagrams for Different Types of Motor Vehicles" (p. 203) for a larger version of the clock-point diagrams.

Vehicle Identification Number (VIN) – A unique combination of alphanumeric characters assigned to a specific motor vehicle that is designated by the manufacturer.

Vehicle Used for Electronic Ride-Hailing (transportation network company) – A transportation network company connects (sometimes known as mobility service providers or MSPs), via websites and mobile apps, paying passengers with drivers who provide such passengers with transportation on the driver's non-commercial vehicle.

Violation Codes – The two most critical motor-vehicle-related violations codes, if any, which apply to this driver. *States are encouraged to collect as many additional violation codes they deem appropriate and necessary.*

Visual Obstructions – An object that blocked the driver's sight, contributing to the crash (such as a bush, tree, etc.).

Warning Sign – A sign intended to warn traffic of existing or potentially hazardous conditions on or adjacent to a road.

Weather Conditions – The prevailing atmospheric conditions that existed at the time of the crash.

Wheelchair Restraint System – An occupant restraint for which the anchor points for the pelvic-restraint, or both pelvic- and shoulder restraints, are located on the wheelchair, or on tiedown components not fastened to the vehicle.

NOTE: As opposed to a Wheelchair Retention System – an assembly of hardware and fittings by which loads are transferred directly from the wheelchair tiedown to the vehicle.

Widths of Lanes and Shoulders – Widths (in feet) of the lanes and of the shoulders where crash occurred.

Width of Median – Width from travel lane edge to travel lane edge of the portion of divided highway separating the road for traffic in opposing directions where the crash occurred. If a crash occurs at a mid-block section, the median width is based on the mid-block section. If the crash occurs at an intersection, the median width is based on the median widths at the intersection.

Work Zone (construction/maintenance/utility) – A work zone is 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.

Working Vehicle/Equipment – A vehicle not intended for highway transport being used for Construction, maintenance or utility work related to the trafficway. The "work" may be located within open or closed portions of the trafficway, and the vehicle performing these activities can be within or outside the trafficway. Examples of working vehicles include: asphalt/steam roller paving or flattening a roadway, a highway maintenance crew painting lane lines on the road or mowing grass, a street sweeping vehicle, and a utility truck performing maintenance on power lines along the roadway.

Work-Zone-Related (construction/maintenance/utility) – A crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. "Work-zone-related" crashes may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first harmful event occurred before the first warning sign. See Figure 6 for a diagram of the work zone area.

Work Zone Crash – A work zone crash is a 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. Includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone. For example: (1) An automobile on the roadway loses control within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle in the work zone; (2) A van in an open travel lane strikes a highway worker in the work zone; (3) A highway construction vehicle working on the edge of the roadway is struck by a motor vehicle in transport in a construction zone; (4) a rear-end collision crash occurs before the signs or markings indicating a work zone due to vehicles slowing or stopped on the roadway because of the work zone activity; (5) A pickup in transport loses control in an open travel lane within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle that exited the work zone; (6) A tractor-trailer approaching an intersection where the other roadway has a work zone strikes a pedestrian outside the work zone because of lack of visibility caused by the work zone equipment. Excludes single-vehicle crashes involving working vehicles not located in trafficway. For example: (1) A highway maintenance truck strikes a highway worker inside the work site; (2) A utility worker repairing the electrical lines over the trafficway falls from the bucket of a cherry picker.

Work Zone/Maintenance Equipment – A motor vehicle in the act of performing construction, maintenance, or utility work related to the trafficway. This "work" may be located within open or closed portions of the trafficway and motor vehicles performing these activities can be within or outside of the trafficway boundaries.

Worn, Travel-Polished Surface – A road surface that is well used, often very smooth or shiny in appearance.

Wrong-Way Riding or Walking – A nonmotorist walking or riding in a direction other than required by statute.

Y-Intersection – An intersection where three roadways connect and none of the roadways continue across the other roadways. The roadways form a "Y."

Yield Sign – Three-sided signs that require motor vehicles to give way to other vehicles.

Appendix D: Instructions for Customizing the Crash Report Header

The following instructions describe how a Tribal crash reporting agency can customize the fillable PDF's header information. Other Tribes have created versions of the report to include their Tribe's name, the law enforcement agency's name, and logos.

We recommend using the following procedures once to create a Tribal agency/government specific blank version of the form that is then distributed to all law enforcement officers. These instructions are not intended for each officer to create that person's own custom form.

Two methods are described. Both methods work for editing the header. Only the second version (labeled sure-fire solution) works for users of the free versions of Adobe Acrobat.

WARNING: The edit function (if available to you) is very powerful. Do NOT delete any form content or modify links or pages. Changes other than in the header can cause the form's active content (edit checks and tab sequences) to fail. Such changes can be made by Tribes if (for example) they wish to add a new data element. That should only be done by personnel with knowledge of Adobe Acrobat's editing functions.

WARNING: Do NOT delete any pages.

Using Full Adobe Acrobat:

If you have Adobe Acrobat with the Edit Tool (click under Tools and see if "Edit" tool appears and can be selected). This is VERY powerful as you could inadvertently edit other parts of the form and disable some functions. Just edit the header.

A. Open the form in Adobe Acrobat.
B. Click on the Organize Pages Tool (you are going to open ALL of the hidden pages that only show when requested).
   You can skip this step if you only want to edit the front page (recommended).
   1. On the Organize Pages ribbon, click the More menu item.
   2. Select Page Templates—a list of all the hidden pages will show with empty selection boxes next to each one.
   3. Click to select EACH of those extra pages (they are the Vehicle and person pages).
   4. Click close—you should see all 14 pages of the form (even the one labeled "Removed."
C. On the Organize Pages pull down, click on "Return to document." That gets you back to where you can edit all the pages.
D. Click on the Edit Tool in the Tools menu.
E. All of the fields in the form are now editable. CAUTION—do not change anything but what you see in the header. There are lots of active checks that are hidden behind the form.
F. Click on the "Crash Report Title" in the header and change the text to whatever you'd like. Just type over it or select, delete, and type.
G. Click the Add Image and pull in (and resize) whatever graphics you want to place on the form.

H. Repeat Steps 5 and 6 for each page you want to edit (we recommend only changing the first page).
I. If you activated the hidden pages in Step 2, use the Organize Pages Tool again to deselect (unclick the selection boxes) next to all but the first four pages of the form.
J. Save the form as your new blank form. Give it a NEW NAME so you don't lose this original blank.

Sure-fire solution:

This process works in free versions of Adobe Acrobat Reader that may lack the Edit Tool and in the full Adobe Acrobat version.

A. Open the form in Adobe Acrobat Reader.
B. Click on the Stamp Tool in the Tools Menu.
C. Click on Custom Stamps and Create a Custom Stamp.
D. Browse to the graphic you want to use (logo or text in a graphic is fine), click on it and then click Okay.
E. That stamp is now available in your Stamp or Stamps Palette (you may have to scroll to find it).
F. Select that stamp, drag it onto the form, resize it to fit in the header.
G. You can do this repeatedly to get anything you want in the header. New items overlay old ones, so there won't be "bleed through" of older things like the words "Crash Report Title."
H. Repeat steps 3-7 as much as you like. Do it on every page you want a custom header on.
I. If you want to change the headers on the Person and Vehicle Forms, you will have to click the corresponding buttons on the bottom of P.4. This is not recommended; however, you may edit those other pages' headers.
J. Save the form as your new blank form giving it a NEW NAME so you don't lose the original blank.

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